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THE WORTHING WHEEL



HAPPY NEW YEAR. A bit late, but better late etc... Anyhow, we can now look forward to Spring, and we have it on good authority that we are going to get one this year. Summer is promised to be good, Autumn reasonable and then its all downhill to a white Christmas. Incidentally there's only 300 shopping days left to Christmas! Hope you all got the Christmas presents that you wrote to Santa for and that you are now well kitted out and ready for the events that lay ahead.

In case you are not already aware the popular evening ten mile series is extended this year to a total of seventeen events and it is still only six rides to qualify. That should mean that we have more qualifiers than for 2013. They commence on Thursday 17th April and run through to Thursday 7th August and will then be followed by the usual three hill climbs on the Washington Bostal. The first event starts at 1900 but then forward to 1915 until 24th July. After that it is back to 1900. The last two of the tens will also be restricted to 35 riders as against 45 for the earlier ones. It is hoped of course, that the evenings will be bright and clear but if light or other conditions are not safe in the opinion of the organiser then they would be cancelled on the night. The other '10' course, Wiston/Shoreham, has again been booked to use as an alternative in the event of the A24 course being unavailable. Once again our 30 mile, 50 mile, 100 mile and Hill Climb Championships are incorporated into the promotions of the Sussex Cyclists Association (30 and Hill Climb) and the Southern Counties Cycling Union (50 and 100) and do remember that for those events you have to enter to the promoting organisation and separately to Barrie Le Grove our Club Events Secretary for the Club's championship

Barrie has prepared a super new "Club Events and Course Details" Handbook for 2014 which includes masses of useful information so if you haven't got one get in touch with Barrie and he will let you have one.

By the time you get to read this Mike Irons' Winter Warmer Audax (8th February) will have taken place and forewarned by the advertisement in our last issue we hope that lots of you took part. With Ed scarpering off to sunnier climes in early February we may be unable to include a full report but it will follow. As we said earlier, better late than.....

To all of you, lots of success and enjoyment on our favourite means of transport in 2014.

Don



YOUR 2013 CHAMPIONS

SENIOR BEST ALL ROUNDER Very much the year of the Twine 2013 saw Chris emerge from a promising short distance rider into a fast rider over the longer distances and he won this, one of the Club's major awards by a distance. An average speed over 25, 50, and 100 miles of 25.65 m.p.h. which is a club record. Previous best speed had been achieved by Richard Shipton in 1980 at 25.590 m.p.h.

25 MILE CHAMPION A new name on the Bennett trophy following Simon

ANNUAL DINNER AND PRIZE PRESENTATION 2013

November 15th at The Worthing Rugby Club saw seventy eight members and friends celebrate the 'umpteenth' (well that's what was writ on the menu,) dinner of W.E.C.C. Slightly down on numbers from previous years. The format that was followed was similar to previous years with a nice three course meal followed by the presentation of all the Club's trophies to the successful participants in the events of the past season. There was the usual massive raffle and then the final hour or so was spent in a very poor demonstration of strictly come dancing with David Shaw and his Blue Haze Disco.

There was a bit of a rumpus in committee when the menu was selected in the President's absence. The question of will it be with or without custard was avoided by having profiteroles. The main course of roast lamb was nice and hot and with generous and tasty portions. President Tony had been particularly against the selection of tomato soup which he felt was not something to be had with a celebratory meal. As it turned out, it was, unfortunately, the poor course, being very thin and almost watery with little taste. So we will avoid that next time.

The Club have felt able to put some wine on the table for the last two dinners and with coffee or tea, available after the meal there are two large iced sponge cakes. These are decorated with colour photos of, for 2013, the Club Badge and the Club's Best All Rounder Champion Chris Twine, in action. There was some competition for the slice with his head on and this was won by Ed. who thought it might be bigger! But of course, it wasn't.

There was the usual optional quiz on the table and about twenty solutions were offered up in an effort to win the ridiculous prize. Guest Pauline Bigg was the winner just seeing off Graeme Gill by a point or two. Pauline and her husband Ken have long been friends of the Club and it was a shame that Ken was not well enough to attend this year but instead we welcomed Jenni their daughter. They always bring a bag of raffle prizes and we hope that Ken will be fit enough to get along next time.

Tony with the aid of Barrie Le Grove then gave out all the awards and didn't the trophy table look brilliant, Well done Barrie, in your first year as Events Secretary you had everything perfectly in order and the look of all those shining trophies did you proud. By the way how is the polishing elbow now!

The Club Person of the Year award went to Mike Irons and it is very well deserved. He has done a magnificent job as our membership secretary in what must have been one of the busiest periods for that office in many years. He serves on the General Committee, he is on the runs organising committee and is almost an ever-present on those runs. On top of this he is always engaged in timekeeping for the Club and indeed for other local clubs. Truly one of the unsung heroes in the background that are essential to keep the wheels turning. There is a pewter tankard award for this but the honour is in addition noted on the Club's Honours Board.

Club Secretary Adrian Palmer presented a Gift token to Ed's wife Maureen as a thank you for all the work that she does in connection with this magazine. There

- From Pulborough Garden Centre, turn right then first left. At bridge, take shared use cycle path and rejoin A283. Proceed to road junction at TQ023188 where turn left.
- Turn left into B2138, over River Rother then next right. Left at spot height 37 and continue on lane to staggered junction with A29, where right then left.
- Follow road around to right and continue to “T” junction with B2139, where turn left and travel to Riverside Tea Rooms at Houghton Bridge.

The following questions were answered en route:

1. Between which times is food served on Sunday at the White Hart? (12 p.m. and 9 p.m.): 2 At what time is the Saturday collection at the post box opposite the 14th Century Inn? (9.30 a.m.): Who is the priest in charge at St Agatha’s Church? (A possible Aston Martin connection here!) (Rev David Brown): 4 What is free at Cokes Farm? (Free Range Eggs): 5 Who is the caretaker at Bury C.E. Aided Primary School (Mrs. J Maynard): 6 Who lived at Bury House? (John Galsworthy – between 1926 and 1933):

At Riverside tea rooms competitors answered a Sussex quiz:

Here’s the questions. The answers appear later in this issue.

1. How is the name Sussex derived? 2 Where was the capital of the Kingdom of Sussex? 3 What was the old name for the river Arun? 4 Which organisation cares for the Nature reserve at Pulborough Brooks? 5 Where in West Sussex is there a 14th Century bridge? 6 Which Sussex village is believed to have got its name from the food served to convicts heading from Brighton to London? 7 In which year did the spire of Chichester Cathedral fall down? 8 Where did William Blake live when he composed Jerusalem? 9 Where did William Ward-Higgs live when he composed Sussex by the Sea? 10 What is the name of the shallow open basket used by gardeners and made in Sussex? 11 Which fictional character is associated with the village of Hartfield? 12 Of which place in Sussex did Keith Waterhouse say “it has the air of being in a position to help the police with their enquiries? 13 What are the balls at Cocking made of ? 14 Which hill is the home to the tomb of John Olliver? 15 On which Sussex estate was the apple Egremont Russet raised? 16 Designed by Thomas Heatherwick, designer of the 2012 Olympics Cauldron, what is the name of this West Sussex building? 17 The Sussex game of stoolball was originally played by young women who did what for a living? 18 1839 saw the creation of which Sussex Sports Club? 19 Born in Albourne, near Henfield, name the man who reputedly invented the tricycle? 20 “and Smith must score...” Which year did Brighton & Hove Albion reach the F.A. Cup Final, drawing 2-2 but losing the replay? 22 The Grand National was run in Sussex between 1916 and 1918, where? 23 Which England Cricket Captain died in Littlehampton and is buried at Poling, near Arundel?

All those questions and they only managed 40 odd points! How well can you do?...No electronic devices allowed.

Phil Frean



CORRECTION-CORRECTION

Colin Miller confronted our Ed. in the Clubroom just before Christmas. He looked very serious and waved a time trial result sheet in the Editor's face. Oh dear something's wrong; you could tell, he wasn't sure how to put it and Ed feared the worse. "I had a feeling that it wasn't right" he began, "So I sorted out all my old result sheets and I've brought this one to show you. You put in the Magazine that Keith Dodman held the Club record for 50 miles with his time of 1.53.04, but I thought that Richard Shipton had done better in an event which I rode with him and I'm right."

We are grateful to you Colin for the correction and for the loan of that result sheet. On 25th May 1992 Richard and Colin travelled into Essex which was a favourite hunting ground of Richards, to ride in the East Anglian Veterans Time Trial Association 50 mile event. Richard was to record the fastest actual time of 1.52.21 although being a fairly young veteran at the time he was well down the list on standard with a plus of 29.53. Colin we should mention recorded 2.7.28 which we are guessing is probably his personal best..... but you will let us know if we are wrongplease!

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## EAST SUSSEX CYCLING ASSOCIATION

Why are we in the East Sussex Association when we are in West Sussex? Well some years ago we were looking for more local time trials competition for our riders and we asked if we could join. At the time their rules permitted only clubs with an H.Q. in the East of the County to affiliate, although we believe they had waived this at one time to admit the Tunbridge Wells Road Club, something about the position of their H.Q. presumably not in Tunbridge Wells, meeting the requirements. Anyway, our application was approved although we were reminded that All ESCA events would take place to the east of the A23. They did we think stick to that until 2011 when their first promotion of the 24hour brought them into West Sussex during the night.

Our involvement has been spasmodic to say the least with some years up in numbers and others down. 2013 would definitely be one of the down in numbers years. But things may change for there have been some road improvements over there and certainly there is strong competition from the likes of Lewes Wanderers, Eastbourne Rovers and In-Gear which creates an atmosphere of fast events. Those Clubs do of course also belong to the SCA who keep their races to the west of the A23 but if you were to study the finishing sheets for the year long competitions in the East you would find that compared to the west they are stronger and faster and with a very healthy finishing table. Their points competition for last year for example showed no less than 109 who managed to secure points while the similar table for the SCA showed just 61.

When you plan your events for the coming season have regard to their promotions for they are always well run and the courses are not too bad.



*The 4 hour group was due to set off at 8.40, they were minus Allan Orman as a non starter, but Darron Muggeridge came along and rode in his place. At the start line as we waited for the off, timekeeper Mick Kilby did say he was looking out for Allan Orman as he had not seen him for quite a few years! It was suggested that he had changed in those years and may now look like Darron!*

*At 8.40 we were off with Rob Downham at the head giving a pace that Chris Twine would have been proud of. Rob was asked if he was going for the 3 hour time, or wanting to arrive back 1 hour early ready for a pub lunch at the finish. Knowing Rob it would be the latter! It all came to an abrupt halt the other side of Hailsham where Rob's Cateye computer flew off, and ended up in the gutter somewhere. It was eventually found and still in working order.*

*Our ride took us south through Hailsham and through Pevensey Marshes, a slightly hazardous area due to many sharp turns and muddy roads. After this, the first checkpoint. The ride then went north through Herstmonceux, where we had to say cheerio to Alan Cooper and Sarah as he had punctured, and the decision was for the group to move on and leave him on his own..., what a great team we make, sorry Alan.*

*The next checkpoint was Brightling Park, and all was going well and we still had time in the bag. I must say at this time, the reliable Garmin was giving accurate directions, and Rob, I think at this point discarded his paper map.*

*Onwards now towards Wadhurst, where on a fast downhill I hit a pothole and had an immediate rear flat, albeit just before the last check point.*

*May I add that at this time the team, "In Gear" riding to a 3 hour schedule with Sean Yates on board took a wrong turn.... This was due to our Pete Logan shouting incorrect directions to them! They did gather back up as a group and went on their way....well that's Pete Logan's professional contract bugged!*

*Our 3 and 4 hour teams did meet up, I think in Mayfield for a brief chat whilst waiting to regroup, then it was all plain sailing back to base. Here we had to wait a few minutes for the time to catch up before finishing the ride in the allocated time.*

*The 3 hour group had clearly chosen wisely because they got some extra time in bed and didn't have to depart until 9.30. We were grouped with nine riders from Southborough Wheelers. They were determined to set a good pace and so we simply tagged on to the back of their train. Unfortunately we lost Simon in the opening 8 miles due to a combination of pace, puncture and navigation problems. Having waited briefly at the 10 mile checkpoint and not knowing what had happened to Simon, we decided that we had to push on and catch up with the Southborough riders who had already set off up the road. It was therefore somewhat ironic when their group suffered a puncture. We decided to push on, and, as it turned out, never saw them again for the remainder of the ride. The ride itself was quite uneventful. A good pace for the opening 35 miles combined with good fortune on the mechanicals meant that we were able to coast in for the last 13 miles. The usual route finding worries in unfamiliar territory were overcome with two of the group having the directions entered into their Garmins. That plus a prior recce through Google Street View made the whole thing quite relaxed. Credit must be given to Ian Leeding for doing a great road captain job of pointing out*



The first group of riders to depart comprised of just 3 members leaving at 8.30am for the 4 hour time limit, no other riders took up the option of doing the ride in 3hrs 30 mins, or 3hrs 15 mins but 13 entrants, selected the 3 hour time limit. Simon Atkinson who had ridden the course previously described it as "brutal" and not for the faint hearted.

For the shorter distance over 37 miles, only 2 riders were to challenge the shortest time limit of 2hrs 20 minutes the remaining 11 entrants went for the 3 hour time limit.

Due to the unexpected trackworks at Adversane, an additional 10 minutes was added to the qualifying time to cater for any diversions.

For the 48.9 mile ride there were a total of 16 starters of which 14 were successful in completing the distance in the time.

Rocco Sepe, Ken Wheeler, Alan Cooper completed in 4 hours.

Simon Atkinson, Martin Booker, Mark Newnham, Chris Rudd, Chris Putnam, Dominic Maxwell, Spencer Kirkham, Darren Muggeridge, Trevor Leeding, Ian Leeding and Robin Lloyd-Davis were all successful in completing in 3hours. Unfortunately, Phil Frean and Rich Hughes, (who punctured and went off course) were out of time.

For the 37 Mile ride there were a total of 13 starters of which 10 were successful in completing the distance in the time.

George and Keith Jempson completed the ride in 2hrs 20 mins.

Bernie Skinner, Derek Manning, Mike Irons, Michelle Feest, Graeme Gill, Steve Alexander, Colin Bushby, Spencer Kemp were all successful in completing the ride in 3 hours despite spending time attending to Nolan Heather who was unable to finish due to coming off on an adverse camber and crashing resulting in a broken collar bone and a trip to hospital in an ambulance. Alan Langham suffered a mechanical, with chain and gears and decided to call it a day at Fittleworth and returned home via Pulborough. Also, Don Lock called it a day at Wisborough Green and retraced the route back to Washington saying, "I can't do these hills anymore".

At the finish, Bernie Skinner was subjected to a rendition of the "Happy Birthday" song. He had completed the ride on his 65th birthday and all who took part were pleased to have enjoyed their rides and celebrated Bernie's birthday with tea, stollen cake, flapjacks and fig rolls.

Tony Palmer



## JAGUAR – TEAM SKY and COWDRAY GOLF CLUB?? A SPORTIVE? – The Jeremy Wootton Experience

I couldn't pass up on an email invitation to ride a free sportive on Saturday 12th October. It was based at Cowdray Golf Club and organised by Harwoods Jaguar as part of the nationwide 'ride like a pro' event put together by Jaguar and Team Sky. Driving to Cowdray GC on Saturday morning I was a bit anxious about the weather conditions, on Friday, I had enjoyed 36 holes of golf at Cowdray, 18 of which were in the pouring rain. The weather looked to be clearing at long last.

On arrival, event hospitality and organisation 'sign on' all went seamlessly, as ever Cowdray GC served up an excellent breakfast, the only problem was trying not to eat too much!

There was somewhere around 60 riders and we were to be set off in groups of around 8 to 10 riders. I started in the first wave and decided to hold back and not ride with the bunch, I knew most of the route and wanted to enjoy the fine scenery especially from Fittleworth out to Amberley. The sun was soon doing a good job of making me realise I was overdressed, however, like most cyclists, I find it hard to stop and lose time, after all my Garmin GPS timer was running and I'd decided on a target pace of 32 kph for the route.

Once over the South Downs and past Arundel, I was on to some of my favourite training roads, out through Yapton, Barnham, Oving and on to Chichester. A very brief turnaround for me at the Harwoods garage, which was highlighted with the bark of a high performance Jaguar sports car manouvering in the confines of the showroom facilities. Phew, if only I had 1 % of that cars performance in my legs! From Chichester it was back over the South Downs via the flatter side and on to HQ at Cowdray GC for another warm welcome. By now the sun was out and all was well. I decided to head home for domestic duties rather than tuck in to the magnificent looking curry that was being prepared!

Phew, what a sportive! Free to enter, great grub, good way marking, etc , etc, ZERO complaints, what more could I ask for?

A day or so later at work, a colleague who had ridden the event organised north of Midhurst which went up Box Hill, now famous thanks to the Olympics, asked about the prospects of one of us getting through to the 'next round'? 'What next round ?' I questioned. 'Oh, the finals at ProDrive', a while later all was explained and shortly after forgotten, after all, for more years than I care to confess to, I have never won a single pound with my Premium Bonds so what chance of being selected to go to the finals? in my mind, zero!

And then the phone call came!

Working in the service industry, I get more than my fair share of cold calls, 'Mr Wootton?', 'Yes' etc, etc. It was a Friday, I was busy and already trying to politely end the call! Being self employed, there's always a chance the call may be worth more than a rude 'Goodbye' so I stayed patient. Rosina, the caller from Jaguar's marketing team said one or two more words and I made the link back to my conversation with my work colleague about the 'next round', this was it! I had a ticket, I was going to the finals at Prodrive! A chance to win a week with Team Sky in Majorca!! Well if Harwoods Jaguar know a thing or two about how to lay on an 'event', Jaguar HQ know a thing or three!!

Phew, what a day, Tuesday 29th October was!

Briefly this is how my day went;

Woke in the hotel in Kenilworth at 6:00 ish, I hate sleeping in beds other than my own, no criticism of the hotel just 'old man syndrome' - drove to Prodrive HQ and event base for 8:30 arrival, very nervous. I had wanted to bring my other time trial bike with a fixed gear but had 'bottled it' when packing my car on Sunday evening - Signed on, and tucked in to breakfast, really chuffed I had ignored the check out clerk's suggestion that I took breakfast in the hotel! - event briefing from

Shane Sutton!!! Strewth! Here was one of cycling's greats and a cornerstone of Team Sky, telling us about the day's itinerary!

Next up it was into the passenger seat of an XKR and a F Type for a few laps of the circuit. WOW, what an experience, I have no idea what speed we were doing on the longest straight when the driver hit the brakes for the right hand bend, it would obviously have three digits! An amazing experience!

From there it was on to the 'Director Sportive Challenge', driving a Sportbrake Jaguar through a set of cones, round and round a roundabout, through a chichane, and then a slow speed manoeuvre. All timed, knock a cone over and add 5 seconds to overall time!

Despite my nerves, all went well, albeit not super fast, but no cones on the timed run, what a great car the Sportbrake is, so nice to drive and fantastic levels of comfort.

Time to visit the Rapha Wagon and enjoy a coffee from their 'Fausto Coppi' coffee machine, oh, Bella Italia!

From there it was onto the WET skid pan! All traction/stability control OFF, 500+ bhp at demand, maybe I managed 90 degrees of a circle before I was facing in the wrong direction. A few button pushes later and all the clever bits were re-engaged! Wow, now I can drive like a pro!! What a difference, light years away from my first car, a Hillman Imp!!

And then the banter and conversation stopped! Now it was time to get serious and for the legs to do the talking. The 10 mile TT was over seven laps of the triangular circuit. This was an old airfield so obviously flat! The challenges were the chicanes at the end and the start of the 'start/finish straight' which was also straight into the headwind! These chicanes stifled any speed to carry through to the next straight, every lap involved three sprints to get back up to speed.

Any TT is hard and this was no exception, 25 mins and 39 seconds is not spectacular but the SRM Powermeter data confirmed a 309 watt average for the ride. Once finished, changed and back to the hospitality building, it was a great lunch all prepared to Team Sky's chef menus!

Prize giving next and WHOOP WHOOP, I placed second overall and stepped up for a magnificent runners up trophy and the all important ticket for a week in Majorca in January sharing the same hotel as Team Sky.

Great day, I think my jaws were aching from grinning for so long for a least a day after! Thank you Jaguar Cars, I cannot wait for January to come!!



### RIDE LIKE A PRO WINNERS CROWNED

The following is cribbed from an advertisement/article in the Worthing Herald

Three talented cyclists will be jetting off to Mallorca to ride with Team Sky at our winter training camp after winning Jaguar's Ride Like a Pro competition. Jaguar launched the initiative in September by inviting cyclists of all ages and abilities to join group rides from their dealerships across the United Kingdom.

Fifteen rides were organised in total and 38 riders who impressed at the events were invited to the Fen End circuit in Warwickshire for a testing day on two wheels, and four.









Here there were 13 qualifiers and our veteran Mike O’Gorman made 9<sup>th</sup> place with an average of 25.522 m.p.h. A separate competition over the same ‘Middle distance’ requirements but for Veterans, saw Mike move up to 4<sup>th</sup> place. He beat his standards over the 5 rides by 53 minutes 17 seconds.

The Short Distance B.A.R. based on the three best 10s and the three best 25s put Mike in 8<sup>th</sup> place from 11 qualifiers. His m.p.h. edging up to 25.770 . Once again in the Veterans only competition he moved up to fourth spot.

Our only individual placings in the Associations Championships came in the 50 mile where Chris with a time of 1.57.13 finished second but out of sight of Steve Kane who clocked 1.49.50. Mike O’Gorman in the same event grabbed third place in the veterans’ section with a plus of 18 minutes 35seconds. Not bad for a debut at the distance. In the 30 mile championship he had gone one better with second veteran placing.

A very rewarding win came in the 100 mile championship were W.E.C.C. won the team award.

Chris Twine led the team home with a fine debut ride of 4 hours 16 minutes 32 seconds. Mark Bernhardt recorded 4.30.30 and a very weary Mark Newnham made it in 4.40.36.

In the season long Points competition where points are scored over the 7 Association Championships, that is including the hill Climb and the 12 hour. Chris riding everything except the 12 hour finished second with 84 points, second once again to Mr.Kane out ahead on 113 and from the same six events as Chris. Our other riders who scored points in this were: Mike O’Gorman 10<sup>th</sup> with 33 points, Mark Bernhardt 25<sup>th</sup> with 16 points, Mark Newnham 28<sup>th</sup> with 15 points, Simon Atkinson and Chris Putnam equal 34<sup>th</sup> with 13 points, and Alan Cooper 57<sup>th</sup> with 4 points. Worthing as a team actually finished third (Twine, O’Gorman and Bernhardt) with a total of 133 points and with our second threesome of Newnham, Atkinson and Putnam made 12<sup>th</sup> place. Interesting to note that Lewes had no less than five teams complete the competition their best being second .

Another season long competition was the SPOCO (Sporting Courses) where a number of ‘sporting’ course events at short, middle and long distance had to be ridden to qualify. It was Chris who lead our challenge and he finished second overall and, yes you guessed it, behind that man Kane. Mike O’Gorman was 10<sup>th</sup> and Nathan Gale clocked in with a few points in 13<sup>th</sup> place. In the team event we did remarkably well to finish second beating the likes of Lewes, and In-Gear. There was again a separate award for the veterans and this was ever so close. It was won by Geoff Smith of Eastbourne Rovers on 707 points with Ian Brogden of Eastbourne and Mike O’Gorman equal on 706. If Mike had not punctured in the Bognor Hilly he would have won it. Heavier tyres next year Mike if you ride that one again!

#### EAST SUSSEX C.A. LUNCHEON

Two from Worthing Excelsior attended this function on Sunday 12<sup>th</sup> January. It was a new venue from previous years with the closing down of the Pub at Laughton. It was apparent last year that it had past its best before date some years previously! For 2014 the Association moved to The Alma Arms in Framfield Road at Uckfield which has a small function room at the rear. It is small and could



or her home telephone number is 012733 813600. The Elevenses has become the traditional launch point for these handbooks. The cost is just £4.

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MY EARLY SEASON 3rd CATEGORY POINTS

'Apres' The Hot Recovery Drink were the hosts for the race I took part in on Saturday 11th January at Preston Park in Brighton. They run a series of events on Saturday mornings throughout the winter, ranging from youth to elite level. I entered the 3rd category event that is 50 minutes long. Preston Park Velodrome is a mainly flat, oval shaped circuit and is apparently 579 metres in length. It is a popular venue for track racing in the summer season.

I hadn't taken part in a road race event for a few years so I was a little cautious. I planned to use the race as a test to see how fit I was compared to the competition.

It was a nice sunny morning with a slight breeze. 22 people had signed on. The race begun at 11.45 with a gentle rolling start before it increased to a steady pace over 20mph. I decided to place myself towards the front part of the group. It didn't take long before there were attempts at breaking away from the main pack. One guy succeeded at about 20 minutes and was soon joined by someone else. Between them they managed to stay a way for maybe five minutes but only with a 10-20 second advantage. I decided to stick with the main group and bide my time. At several points I was riding at my limit to hold the pace while attacks kept trying to get away. Following a few more attacks and efforts from the main pack, the group reformed.

Before long, the 5 laps to go board was shown. People started to tussle for positioning. With two laps to go, I managed to find my way to the front group of riders. I sat on the wheel of a Crawley Wheelers rider who looked like he was trying to lead out his team mate. I held this place and then with 300 metres to go went for the sprint. A few guys went first so I had a bit of catching to do. I got out of the saddle and gave it all I had. In a flash, I was over the line having held off most of the field. I knew I hadn't won because I saw the leader in front, but I could have made second place.

Following a check of the finish line video, I had 2nd place confirmed. Very pleasing result and 8 points for my racing licence. I may be back for more next week!

Mark Newnham

Latest report from Mark says he's ridden these events every Saturday placing 18th, 11th and 4th.

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### **It's not going to give you a laugh but IT IS VERY IMPORTANT**

*(There have unfortunately been accidents involving our members recently)*

*If you find yourself involved in a cycling accident, you are not alone. Cycling casualties have risen in recent years as the number of cyclists on our roads has increased.*

**Did you know that:**

- *Around 75% of fatal or serious cyclist accidents occur in urban areas*
- *Around half of cyclist fatalities occur on rural roads*
- *75% happen at, or near, a road junction*
- *80% occur in daylight*
- *80% of cyclist casualties are male*
- *Almost one quarter of the cyclists killed or injured are children*
- *Around three quarters of cyclists killed have major head injuries*
- *The most dangerous hours for cyclists are 3.00 to 6.00 p.m. and 8.00 to 9.00 a.m. on weekdays*
- *Cycling accidents in the dark are more likely to be fatal*

**(ROSPA October 2013)**

***If you suffer an accident whilst cycling then bear the following in mind:***

- *Get yourself off the road and to a safe place;*
- *If you are injured, call an ambulance or seek medical attention as soon as you can.*
- *Consider asking the police to attend the accident scene;*
- *If a car driver is involved, get the driver's full name and address, the car registration and insurance details.*
- *If the driver won't give all of their details then report the incident to the police;*
- *Get details of any witnesses;*
- *If you come off your bike because of a road defect, such as pothole, take photographs and measurements*
- *Report it to the Highways Authority as soon as possible;*
- *Do not be forced into making any admissions at the accident scene or sign any paper handed to you;*
- *Take photographs of any bruising or cuts before they fade.*
- *Remember that a claim for personal injury must be brought within 3 years of the accident.*

***When should legal advice be sought?***

- *It is best to get legal advice from the outset to assess whether you are likely to succeed, what benefit there will be to you in pursuing a claim. and how much your claim is likely to be worth;*
- *A solicitor can advise on the most appropriate medical treatment and how to recover any out of pocket expenses and loss of earnings.*
- *A legal representative can deal direct with the other party and/ or their insurers, keeping you advised of progress at all times, thereby helping to alleviate the stress and worry.*



seemed to crop up just at the right time for me when I had need of a bit of distraction and also had some spare time on my hands. Much to my surprise, I was offered a position and so in April 2009 I managed my first team of athletes.

In triathlon/duathlon, ordinary folks can get a chance to compete on an international stage and race in exciting parts of the world, while representing your country. It's a fantastic opportunity to do something a bit different and to travel the world. Races are based on 5-year age categories so you only race against those of the same gender and age band as you are. A GB team is selected at qualification races in the UK where athletes who wish to be considered for the team have to finish within a required percentage standard of the winner of their age group. Teams can end up being quite large and when I was offered the job, I asked that I start out with a small team, to cut my teeth on as it were (I anticipated 40 or 50 people).

So in 2009, my first year doing this, I was asked to manage the GB age group team for the European Duathlon Championships. The race was held in Budapest, Hungary in May and I spent a busy few months from February to mid April attending qualification races in the UK, selecting the team, communicating with loads and loads of athletes about the race and trying to get to grips with all the multitudinous things I had to do. The team was small (ish) as I had fewer than 100 athletes (ranging in age from 20 to 80 years old), I learnt an enormous amount about dealing with problems on the hoof and discovered that I really enjoyed the whole experience. The race was a Standard distance Duathlon (10K run, 40K bike and 5K run), held on the Buda side of the river, south of the main part of city of Budapest. Budapest was a nightmare for cyclists who wanted to recce the course before the event – traffic was appalling, road surfaces were poor in general, tram-lines criss-crossed the roads and there were no traffic-free areas to train on. On race day, we had closed roads and the event was reasonably trouble-free. The results were another matter altogether as one of my athletes was missed off the medal listings in error and it took hours of negotiations to sort the problem – I speak no Hungarian and the results guru spoke little or no English. But we got there in the end. Lots of medals for the GB team, and a good time was had by all and the post-race food was FANTASTIC (always important).

Since those early days I have managed the GB age group team for two further Standard distance duathlons in Europe – Nancy in France in 2010 and Limerick in Ireland in 2011. In 2012 there was no Standard race but I managed the team for the World Sprint Duathlon Championships in Gijon, Spain, then last year, 2013, managed both the European Sprint and the Long Distance Duathlons in Horst, Holland in April and the team for the European Middle Distance Triathlon near Barcelona in May. Every year the team sizes grow as multisport becomes more and more popular. This year, I am going out to Holland again in April for the European Duathlon Championships with both a Sprint team and a Long Distance team. The Sprint team has nearly 300 athletes and I have a further 45 duathletes in the Long Distance team (15K run 60K bike 7.5K run). Sprint distance duathlon has become increasingly popular as it is a very achievable distance, even if you aren't a great runner – 5K run, 20K bike and 2.5K run. It's all over in about an hour for the fast guys. Age group duathlon is non-drafting so in some ways the bike section is more like a time trial as you have to keep out of the draft zone of any





16. Littlehampton's East Beach café. 17. Milkmaids. 18. Sussex County Cricket Club. 19. James Starley. 20. 1983. 21. 1994. 22. Gatwick. 23. Colin Cowdray.

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**ANNUAL GENERAL MEETING**  
**18<sup>th</sup> February 2014**

No one from the Worthing Wheel was present.....poor show! Still things all seemed to carry on as normal, well not quite, Tony Palmer stood down as President after a number of years gracing the office. Then up stands, or was he pushed – Rob Downham takes over. The Club's highest office remains in good hands. Principal Officers, Adrian Palmer (Secretary), Allan Langham (Treasurer), Barrie Le Grove (Club Events Secretary), Mike Irons (Membership Secretary) all continue with the unanimous approval of those present. By then the excellent reports from the Secretary and the Treasurer had been read and approved.

Two officers while continuing for 2014 have given notice that they will be standing down at the next A.G.M. Allan Langham has been Treasurer for 20 years and looks to hand over the management of our accounts to someone new and Our Ed. will be relinquishing the reins of his duties as Social Secretary and as Editor of the Worthing Wheel and Press Secretary. Both assure anyone taking on these jobs that they will be pleased to give them all the help they may need. If there is someone interested it would be a good idea to indicate now for they could then shadow this year's duties to get a firm idea of what's involved.

Vern McClelland stood down as Club Coach and British Cycling Representative for his work will now keep him away from this area. Our two new coaches Mark Newnham and Malcolm Hales take over the coaching duties and Mark is the new British Cycling Representative. Mark is also now going to be our "Safeguarding Officer" previously referred to as "Welfare Officer" a job lately in the hands of Clive Lett.

It was good to have a couple of volunteers as Assistant Timekeepers in Rick Hughes and Rome Bhrama. If they liaise with existing timekeepers they will quickly be brought up to scratch with procedures.

There were a couple of administrative rule changes and really nothing at all controversial. Thirty four members attended which means that around 116 did not so presumably they are happy the way the club is being run; or was it that they didn't want to be caught for doing a job!

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**DID YOU KNOW?** It's impossible to lick your elbow and that 90% of people who read that will attempt it!

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**SUSSEX C.A. TO CHANGE BAR**

The Sussex Cyclists' Association is considering changing the rules for the various Best All Rounder Competitions. Up to now qualification could be achieved by performances in a multitude of events throughout Sussex and then the competitor would have to complete a claim form at the end of the season. This

made for an awful lot of work for the competitions co-ordinator. The idea is to revert to the old system where the rides have to be done in the Association's own Championships. It has the advantage of being simpler to oversee and in addition ensures that all performances are in the same event and under the same conditions. The downside is that you only have that one ride at that distance to count and a puncture or other problem could mess up your complete BAR effort.

The rider is relieved of the problem of making a formal claim as all the necessary results information will be with the Co-ordinator.

The same Long, Middle and Short competitions continue and for ladies, juniors veterans as before. So plan your season carefully to include these championships.

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DUNSFOLD DATES

For all of you with British Cycling Racing licences and who favour the closed circuit type of road racing the Surrey League events are specially for you. We are affiliated to the Surrey League who promote these events. Racing is held regularly on Wednesdays and Fridays every week from March until October. They start at 6.30 p.m. Points are awarded and our Road Race Champion is the one who accumulates the most points in the season. The Dunsfold airfield is situated on the A281 to the north of Loxwood.

Every member club is required to contribute to the running of the events and we have been allocated two dates, the 21st of May and the 23rd of July. On those days we need to have the racers and volunteers available to help out. Our British Cycling Rep. (see page One) will need help on those days so let him know as soon as possible if you can be available. Remember it is a condition of our membership of the League that we do our share in this respect.

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### FISH AND CHIP SUPPER TUESDAY 15<sup>TH</sup> APRIL 7.30 P.M.(FOOD @ 8.00 P.M.)

There is in fact a choice you can have fish or you can have chicken. The price is £6.00 per head and this will include a soft drink, probably Schloer. Simply because of the size of the room and elf and safety requirements we have to limit numbers to 60 so book your places with Ed/Don as soon as you like either see him in the Clubroom or telephone 01903 531877.

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SOUTHDOWN BIKES 34KM 2nd February

This wickedly hilly pipe-opener attracted just three hardy souls from WECC. Chris Twine showed that his winter has not been time wasted making a top ten finish (9th) with a time of 54 minutes 2 seconds. Simon Atkinson was just outside

Smallman and Barbara Long then did a smart perambulation of Eastbourne's seafront walking, by all accounts nearly as far as Beachy Head!

An enjoyable evening together. A good night's rest and with a healthy breakfast inside them, riders assembled outside for the start of the return journey. I have a picture here of the entrance to the Hotel with the group bent over their bikes with heads courageously facing west while two flags either side of the Hotel entrance appeared as though starched and pointing straight towards Hastings! It was going to be hard, quite apart from the imminent ascent of Beachy Head and the exposure to the gale over the top to Birling Gap

Again two groups formed and would hopefully meet up at the Isfield Railway Station for Lunch. Turning inland to Alfriston and making a route more north westerly did avoid the worst of the wind and schedules were kept and everyone seemed pretty happy as they took on more sustenance in preparation for the final leg back to Broadwater. I followed the faster/Garmin controlled group through Barcombe past Plumpton and then back along the route keeping just north of the Downs and home to the Clubroom around 3.30 as had been estimated. I shall be interested to borrow Graeme's routes. He was back to Broadwater a few minutes before the "faster" group!

An excellent weekend and I gather already booked again for 2015.

Ed

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### THEY'RE STILL TALKING

Some months ago I wrote how my bikes talked to each other. I caught them at it again the other day. Although both are Italian they seem to converse happily in the language of the Peloton.

What with a holiday break and with all the dreadful weather that we've been "enjoying" I have done less biking in the last three months than for any similar period that I can remember, but it wasn't until I went to my Bike Shed to fetch some tools that I was made starkly aware of just how little I had managed. It was just as I was closing the door that I distinctly heard one say to the other "Who was that?"

Ed

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DID YOU KNOW? That due to gravitational effects you weigh slightly less when the moon is directly overhead.

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### THE RIDE LONDON EVENT

10<sup>th</sup> August 2014.

Last year we had five riders in this and it was apparently well organised and enjoyable. You can enter individually or in teams and Rob Downham has applied for three team entries so if these are allocated then there will be places available. It's 100 miles but you can take your time and enjoy all the refuelling stops or race round as you wish. Last year our riders varied between 5 and 9 hours.



*The road to Wisborough Green past Fishers Farm was in a terrible state with deep potholes everywhere. I would not liked to have ridden that route. Route changed to riding along A272 to Wisborough Green.*

*The next change of route was cutting out Blackdown Hill. There were deep potholes and the road surface was broken up. OK if you had a mountain bike. Changed the 1<sup>st</sup> control to a lay-by in Plaistow Road next to the A283.*

*I drove towards Selham from the A272 where the road was closed. There was a repair crew taking off the top surface of the road where it floods and putting new tarmac down. I asked one of the men how long they would be doing the job. I was told "about another 4 hours because the road will be flooded by then". He continued "We had a few hours spare so we thought we would do this bit of road". The road repair planners will get the blame for this. As the bit of road they were repairing was underwater the previous Sunday and possibly in about 4 hours time I changed the route to go via Petworth, along the A272, then south on the A285 to Burton Park Road.*

*The road across Pulborough brooks was flooded on the previous Sunday and as 2 inches of rain was forecast before the event so I sent the riders via Fittleworth to Pulborough. Many potholes were found in Park Lane (not the posh one in London) to Warminghurst so the riders went along Rock Road to the A24 and then back to Dial Post.*

*When I got home I changed all the route directions and thank goodness for computers emailed all those in the club who had entered. Went to bed shattered but woke up at about 3.30am and being wide awake I emailed the new route to all the other 84 entrants who had an email address at 5.17am. Then went back to bed for a few more hours.*

*The day of the ride was dry when the riders set off. The riders told me they encountered Thunder and Lightening, hail, rain and floodwater to ride through at Lickfold where most of the riders took the walkway over the floods. All riders came back feeling very happy probably because of the following gale of wind along the A24 and sunshine all the way back to Dial Post. A day they will remember for a long while. Chapeau to the riders.*

*Two riders said they rode across the Pulborough flats where the water was about an inch deep. Were they hard or what!!!*

*My thanks go to Allan Langham and his wife Sue who dispensed drinks to the riders before the start. Peter Weston who dealt with 4 entries on the morning. Barbara Long at the first control who was 'assisted' by John Baldwin. Tony and Adrian Palmer who stamped cards at the first control. Paul and Angela Toppin, and the dogs, who ran the 2<sup>nd</sup> control. Jean Smallman for making all those wonderful cakes at the finish and my wife Stella for making the soup.*

*Those from the club (including 2<sup>nd</sup> claim members) who rode the event were Eric Baker, Rome Bhamra, Martin Booker, Andy Constable, Kevin Doe, Robert Downham, Graeme Gill, Malc Hales, Rick Hughes, George and Keith Jimpson, Barrie le Grove, Ian and Trevor Leeding, Dominic Maxwell, Darron Muggeridge, Clive Patterson-Lett, Chris Putnam.*

*Simon Atkinson started but had a problem with his chain so went straight home. Bernie Skinner, still learning to read an Audax route sheet, Ken Newton*

*who did not like the weather, accompanied by Pete Logan came back to the hall early and became the soup tasters.*

*For the record there were 118 entries. 68 started and 58 finished. The others who did not finish had mechanical problems. No accidents were reported.*

*Next years ride is on Saturday 7<sup>th</sup> February, the hall has been booked I just have to sort out a route.*

*Mick Irons*

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### CLUB COACHES

It's good to see that Mark Newnham and Malcolm Hales are off the mark providing sessions in the clubroom and emailing advice circulars to members. The contact details for both are shown on page 1 and they will be very happy to give advice to everyone. Whether you have goals in racing, fancy sportive challenges or simply want to be fitter and better prepared to enjoy club runs and touring, they can help.

It is not expected for them to give one to one professional type full time coaching, as they have their normal employment and home lives to lead.

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### THE TEN MILE 9<sup>TH</sup> MARCH

Barrie Le Grove opened his 2014 season as our Club events secretary in exemplary fashion. Not only did he attract 16 riders from WECC and 7 from other Clubs but he put on the finest morning's weather to have been experienced since the odd occasion last summer. It was warm and dry and sunny with just a little breeze. It was in other words "beautiful". On top of all this, as we came to expect last year, the organisation was excellent with plenty of officials marshals and helpers in attendance. He needed the awning erected over the office/refreshments table to protect him from the sun!

The course used was a new one, officially (G10/70), it has some narrow lanes and we are only allowed to use it for morning events so it will not feature in the evening ten mile series. Starting in the old dead end bit of the A24 at the north end of Ashington riders go left up on to the A24 and head north to Dial Post. From here, they go left and left again and proceed westwards past the Countryman Pub and out to the B2139, the road leading south from Coolham, and follow this the short distance to Dan Hill Crossroads, where continuing in the anti-clockwise direction go left and back towards Ashington. The distance very conveniently takes us back to that same starting cul-de-sac but just a couple of hundred yards further in. Being quiet and almost unused it is ideal for parking and for the head quarters area.

The handicapper decided that Jeremy Wootton would be the scratchman, but as with every first event of the year he didn't do very well. Jeremy wasn't talking, Trevor Leeding and Alan Cooper were complaining and Mike O'Gorman









Phil Freaan 'Club Runs Attendance' Trophy



**Mike Irons 'Clubman of the Year'**