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THE WORTHING WHEEL



See report for SCA and Club 30 Mile Championships

WORTHING EXCELSIOR CYCLING CLUB

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Meeting every Tuesday 7.30 – 10.00p.m



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CORRECTIONS CORRECTIONS

It seems as if this is fast becoming a regular item. That Club 50 mile record has still not been resolved. Sorry Colin Miller but while you knew we had it wrong, it now looks as though you did too. Vice President Paul Toppin has been on the telephone stating that Richard Shipton went much faster. He says Richard recorded a time of 1 hour 47 minutes. Unfortunately he can not say the exact time or the event or date. If anyone out there can help us to finally put this one to bed we would be most obliged.

Then we had old whinge O’Gorman (not really Mike) on to us because when we listed “Your Champions for 2013 we failed to include “VETERAN CHAMPION ON STANDARD EVENING TEN MILE SERIES MIKE O’GORMAN” .

Now what else was there.....?

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## EARLY TWINE’S

Chris Twine was missing from the Club’s first ten mile event preferring to toughen up with the East Surrey Road Club’s 30 mile Hardriders in the Reigate/Dorking/Rusper area. For some reason, probably road works, the course was reduced to 27.1 miles and Chris covered that in 1 hour and 6 minutes. He humbly advised us that the winner recorded 1.1.18. Still not bad, and 15<sup>th</sup> place in the 77 strong field.

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SUSSEX CYCLISTS’ ASSOCIATION

Competitions update

As members of this Association our members are automatically included in a number of annual competitions including three different Best All Rounder competitions, the Sussex Championship Points Competition and the Sussex SPOCO Competition.

The Best All Rounder Competitions have been updated for 2014 to be “no claim necessary” based on SCA events with the Veteran competition now calculated against Cycling Time Trials target times instead of Veteran Time Trials Association standards.

The Sussex Championship Points competition is based on points awarded in the six Sussex Championship events the first of which were the 10 and 25 mile events on 3rd and 4th May.

The SPOCO competition has also been amended to be based on just three qualifying events. Make sure you get your programme planned to include these.

The S.C.A. website has recently been updated and full details for all the competitions and the qualifying events can be found at the following link www.sussexca.org.uk/index.php/competitions.

Competition updates will be compiled throughout the season and these too will be posted on the Sussex C.A. website www.sussexca.org.uk.

If facebook is your thing then join the Sussex C.A. facebook group www.facebook.com/groups/SussexCA/ to keep up to date with current competition standings and event details.

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### NATIONAL 24 HOUR CHAMPIONSHIP

Two Club riders have entered for this which takes place in East Sussex on 21<sup>st</sup>/22<sup>nd</sup> June. We have not unfortunately been able to enter a team of three but we shall nevertheless give these two, Simon Atkinson and Martin Booker every possible support. We have two teams dedicated to help throughout the 24 hour period but the more of you that can get across to East Sussex be it on the Saturday afternoon, the Sunday morning or indeed during the hours of darkness and give them verbal encouragement the better. Ed. (Don) on 01903531877 has a full copy of the course and will be pleased to let you have a copy.

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ASHURST CIRCUIT EVENT 16TH MARCH

When I started on this magazine I prepared what I thought was quite a good report on the Club's opening 10 mile event and it was only when I referred to the previous issue for something else that I discovered that it had already been covered in the earlier issue. So an hour wasted and a lesson learned, check the previous issue before you start. I know all that is of no interest to you but I feel better for having told you about it.

Right then, on to 16th March and another Club event is blessed with very reasonable weather so early in the year. Eighteen had entered but the Patterson-Lett's did not put in an appearance. They said something about not getting home from the London Velodrome until turned 3.a.m. the night before, excuses, excuses!

One circuit of the lap taking competitors from Washington and back to Washington via Ashurst and Partridge Green. If you're fast you would be looking at 40 minutes and if you're not you will be hoping to duck inside 50 minutes. Chris Twine went round last year in 38.45 and was two minutes clear of the nearest opposition. There was no reason to say that he couldn't do the same again, but there were thoughts that he was not going to find winning club events quite so easy this year, such is the improving talent in opposition.

In the event Chris was slightly slower, just 11 seconds down, on his 2013 ride but as had been anticipated the result was a much closer affair. He won in a time of 38.56 but there was little more than ½ a minutes clearance from second place, Simon Atkinson and, born again Trevor Leeding dead heating on 39.29. Do you think we should make them share the medal? These were the only ones to beat my "Fast" category but to have the next three all in the "40" minute bracket is excellent.

Full result:

1	Chris Twine	38.56	sc	38.56
2	Simon Atkinson	39.29	2.00	37.29
2	Trevor Leeding	39.29	1.20	38.09
4	Dominic Maxwell	40.14	1.50	38.24
5	Jeremy Wootton	40.21	0.30	39.51
6	Mike O’Gorman	40.40	3.00	37.40
7	Darron Muggeridge	42.37	4.20	38.17
8	Chris Putnam	42.57	6.00	36.57
9	Rick Hughes	43.11	11.00	32.11
10	Ian Cheesman	43.19	8.00	35.19
11	Colin Barton	45.25	7.30	37.55
12	Phil Frean	45.28	8.00	37.28
13	Stephen Feest	47.46	7.50	39.56
14	Phil Walker	47.49	9.00	38.49
15	Joan Lennon	52.57	16.00	36.57
16	Rome Bhamra	55.47	10.00	45.47

Not only was there a tie for the second place scratch award, but behind, winner, Rick Hughes and second placed Ian Cheesman in the handicap category there was a tie with both Joan Lennon and Chris Putnam having a net time of 36.57. so there’s another medal to be cut in half!

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## REVOLUTION MEETING LONDON VELODROME

15<sup>th</sup> March

Five club members and wives went up to the Olympic Park in East London to get a sight of the fabulous facilities and to enjoy a superb evening of track racing. Have just noticed the typing error but haven’t corrected it as Sir Hoy was indeed present if only to award prizes to the winners of the Hoy sponsored youth championship events. Clive and Nicole Patterson-Lett, Graeme and Val Gill, Andrew and Ali Lock and Ed and his wife Maureen took advantage of the opportunity to catch some international track racing comparatively local as against the usual trip to Manchester. Clive provided transport to and fro Brighton, British Rail provided trains between Brighton and Victoria and underground out to Stratford. It was then a walk of some 20 minutes or so but all very worthwhile.

Following on from the World Championships in Columbia it was clear that British trackies are undergoing something of a recovery period at the moment with only the ladies holding their own. Our Olympic Sprint Champion Simon Kenny proving no match for the new French World Champion Francois Pervis although it did go to the best of three races and it was highly entertaining. If ever there was a misnamed lady though it is Laura Trott for she is most definitely a “gallop” and she certainly gave us all something to cheer about.

The track is now available for sessions and it must be something of a thrill to ride on those boards and on that banking, even without the atmosphere of a crowded audience. Revolution is coming back to the London Velodrome again in

October, should we try and organise an outing? We found out last time that the issue of tickets was limited to 8 per application but there's no reason why we can not put in several applications under different names.

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OUR CLUBROOM AND ARE WE ON THE MOVE

We picked up in the clubroom the January edition of the Broadwater Community Association Newsletter. On the first page we read all about the planned conversion of a refectory at Northbrook College into a Community Centre. Apparently there is a lot of work to be done but when finished it will provide much better and bigger premises than the Parish Rooms.

There is reference to the premises not being available to the Association until all the College plans are finalised and the completion of the project by "January or February 2014" (sic). As the Newsletter was of January 2014 we guess that this should refer to "2015" but the matter has been referred to your committee for investigation.

As possibly the tenant/hirer of the Parish Rooms for far longer than anyone else we imagine we will be kept informed and that we would get immediate and prior treatment when a move is imminent, but it is best that we find out as soon as possible.

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### LONG FURLONG CIRCUIT

30<sup>th</sup> March

For the last couple of seasons this one has been put back to the end of March rather than comprising the first event at the end of February. As a result it has received much better weather conditions. It is good for the riders and it is good for the officials who have to stand around while the competitors are "enjoying" themselves. The 17.1 miles comprising two laps of the circuit has the added interest for all concerned when lap times are compared.

It was in 2010 that the event date was shifted and it is interesting to compare the winning times over the four years (2010-2013). Jeremy Wootton won three years running and clocked 41.33, 40.25, and 41.50. He also recorded what we believe is the fastest single circuit when he covered lap1 in 2011 in 19.53. Last year the race was won by Chris Twine in 42.32, but this year Chris was destined to suffer a puncture and a bike change and while sportingly finishing he was placed last. Not a position he is used to! So what could we expect from the other principal contenders? In the light of performances so far this season we anticipated a close race and that is exactly what we had.

The fastest through first time was Simon Atkinson on 20.41 but Trevor Leeding was only 4 seconds back on 20.45. Behind these two we had Mark Newnham and Dominic Maxwell in the 21 bracket and a whole bunch in the 23rd minute.

On the second circuit Trevor must have stopped for tea because he lost yet another second to give Simon a winning gap of 5 seconds and a time of 42.03. Trevor on 42.08 was though comfortably clear of coach Mark Newnham making third in 43.25.

Only three managed to go quicker on the second lap. They were Ian Cheesman 22.15 and 22.12, Chris Putnam 22.42 and 22.24, and junior Hugo McLaughlin 24.21 and 24.12. Does this mean that they started too slowly or that by the second lap they were more familiar with the route. When it comes to accurate pacing though the honour goes to Joan Lennon with 27.29 and 27.29!

The full result:

|    |                   |       |       |       |       |
|----|-------------------|-------|-------|-------|-------|
| 1  | Simon Atkinson    | 20.41 | 42.03 | 0.40  | 41.23 |
| 2  | Trevor Leeding    | 20.45 | 42.08 | 0.40  | 41.28 |
| 3  | Mark Newnham      | 21.21 | 43.25 | 2.00  | 41.25 |
| 4  | Dominic Maxwell   | 21.38 | 43.53 | 1.30  | 42.23 |
| 5  | Martin Booker     | 22.00 | 44.19 | 4.20  | 39.59 |
| 6  | Ian Cheesman      | 22.15 | 44.27 | 5.10  | 39.17 |
| 7  | Darron Muggeridge | 22.07 | 44.39 | 3.50  | 40.49 |
| 8  | Mike O’Gorman     | 22.14 | 44.42 | 1.50  | 42.52 |
| 9  | Chris Putnam      | 22.42 | 45.06 | 4.40  | 40.26 |
| 10 | Rick Hughes       | 22.52 | 46.12 | 5.00  | 41.12 |
| 11 | Colin Barton      | 24.06 | 48.30 | 7.10  | 41.20 |
| 12 | Hugo McLaughlin   | 24.21 | 48.33 | 14.00 | 34.33 |
| 13 | Phil Freaan       | 24.22 | 49.35 | 7.20  | 42.15 |
| 14 | Peter Rowe        | 25.42 | 51.34 | 10.30 | 41.04 |
| 15 | Joan Lennon       | 27.29 | 54.58 | 12.00 | 42.58 |
| 16 | Chris Twine       | *     | 61.49 | SC    | 61.49 |

It was young Mr. McLaughlin who made a mockery of the handicapper’s generosity and he will doubtless find himself trimmed back in future events. A good ride though and deserving of the handicap award. Ian Cheesman and Martin Booker finishing second and third in this category.

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THE FISH & CHIP SUPPER

15th April

Thirty eight entries, 35 starters and if you include participation in the crazy “Missing Letters” game, 19 finishers. At just £6 per head it was considered good value and there were several comments on the quality of the food. If you want good fish and chips try The Real Fish & Chip Company on the Downlands Parade up at Broadwater. There was no difficulty in finding someone to eat the three spare meals and all was washed down with around 24 litres of Shloer, red and white

The clubroom was nicely crowded but we could have catered for many more. We had nearly 60 last year and with our membership at 150 or thereabouts it’s a shame more could not have managed to support it. Particularly galling when

after the event and on the evening there were persons saying "Oh, I didn't know anything about it"

With some discount from the fish and chip shop the £6 per head was gauged just about right allowing enough for the drink and a prize for the game. Why we almost made £5 profit!

The "Missing Letters" game was attempted by 19 and as we guessed that all would score highly the marking was severe. An incorrect spelling meant the answer was wrong. In the event there were three persons with 28 points out of the possible 30 and we asked last year's President to draw one and Alan Langham went home with some Easter chocolate.

If you were not there you might like to have a go, just fill in the letters for every "-" and the answers are all names of places in Sussex. We did have suggestions for places in Hampshire and Surrey. One does have two possible and correct answers so both were allowed.

- | | | | |
|----|-----------------------|----|---------------------|
| 1 | H - - AM | 16 | BE -HI - - |
| 2 | DU - C - ON | 17 | - OSH - - |
| 3 | C - OWB - - O - G - | 18 | W - - DM - NC - - - |
| 4 | B - L - I -S - UR - - | 19 | - - WES |
| 5 | - ID - U - ST | 20 | P - - ENS - - |
| 6 | W - - ELS - - EL - | 21 | F - - K - - G |
| 7 | - ALL - - D | 22 | G - Y - -E |
| 8 | D - DD- - -WEL - | 23 | C - - WL - - |
| 9 | FA - - ATE | 24 | CHI - - IN - LY |
| 10 | - A - T - O - RN - | 25 | - SH - - GT - - |
| 11 | - ER - - - K | 26 | P - YN - - - S |
| 12 | P - - HAM | 27 | - ESTM - - - ON |
| 13 | A - U - D - L | 28 | SL - - D - N |
| 14 | P - R - S L - - E | 29 | - T - - NING |
| 15 | W - R - I - G - AM - | 30 | - - - CH - - TER |

We will include the answers later in this issue.

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### MISCELLANEOUS RESULTS

29<sup>th</sup> March Southern Counties Sporting Courses 10 mile. A tough course from Loxwood and three riders from WECC. Mike O'Gorman home in 25.15 won his age group and was placed 16<sup>th</sup> out of the 97 entered. Clive Patterson-Lett finished in 28.05 and wife Nicole in 32.08.

6<sup>th</sup> April East Sussex Two-Up. 23.92 miles on a circuit from Ringmer out to Laughton and Golden Cross then north up the A22 to Little Horsted then south west on the A26 back towards Lewes. The Patterson-Letts making an early and seemingly concentrated start to the time trial scene rode this one and were timed at 1.14.49. They were second in the mixed team category but there is no explanation as to why they were 23 minutes slower than Steve Kane (Brighton Excelsior) and Steve Dennis (East Grinstead) !

13<sup>th</sup> April Sussex C.A. Two-Up 28.46 miles around the Ashurst Circuit. A

13<sup>th</sup> April Southern Counties C.U. 25. (Broadbridge Heath course) Mike

18<sup>th</sup> April (Good Friday) and Clive and Nicole continuing their burst into the

19<sup>th</sup> April The first of the double promotion of a 10 and a 25 over the Easter

26<sup>th</sup> April. Again we see Mike O’Gorman on his own this time in the Hants

27<sup>th</sup> April At last some company for Mike when both he and Trevor Leeding

# RUNAWAY

Did you hear how Ed's car made its own way towards the Frankland Arms?  
Ed's 60 yard dash saved the day, but please don't mention handbrakes!

## BRIGHTON MARATHON

Yes, we know this does not involve any cycling, and that most of us are horrified by the very idea of running for 26 miles. Facts though, remain, and two of our members, took part, finished and both recorded personal bests, indicating that they have done it all before and still not learned. John McGrath who we last saw in cycling competition in the club's Washington hill climbs last year recorded a brilliant run of 2 hours 57 minutes and 25 seconds. Those hill climb rides each took him less than 3 minutes.... a bit different! The other member was Nathan Gale who made the finish in a time of 3 hours 14 minutes and 34 seconds. We congratulate you both.



### WECC DOES THE BRECON BEACONS

*We set off from Worthing shortly after rush hour on Friday and arrived early afternoon in Brecon National Park. The final party included Martin Booker, Chris Putnam, Dominic Maxwell and me. The hotel was situated in the heart of the park near Pen Y Fan, the highest peak in the area at 2907ft. After discovering that Chris and Dominic had stopped at Pizza Hut for an all-you-can-eat meal on route, I was keen to get out on the road and burn off some of the calories.*

*I had pre-planned two main routes for the weekend. Friday's ride was heading east of the hotel and covered approximately 60 miles. We set off uphill towards Pen Y Fan from the hotel and the topic of conversation soon turned to how hilly the road was. The gradual climb to the top was rewarded with stunning views of the valley followed by a long 7 mile sweeping descent towards the town of Brecon. Dominic enjoyed putting an effort in and shot off the front down the hill. We soon found we had reached the town and then carried on a few miles before the route took us off the town roads, over the first of many cattle grids and onto the country roads. A lack of cars was welcome, as were the lovely views of the unspoilt countryside. At about 20 miles, we had to make a diversion off the road due to re-surfacing and the only option was a bumpy toe path along the river. A few miles of cyclocross action then followed. Chris was concerned that his tyres wouldn't hack it, while Dom nearly knocked himself off cycling under a low hanging bridge. We eventually arrived in the town of Crickhowell for afternoon tea and cake and spent some time pondering the large hill in front of us that we were about to climb.*

*Llanastock Mountain was the main event of the day. Approximately 1500ft of climbing took us about 30 minutes and we all felt suitably worn out at the top. The rest of the day included passing Talybot and Pontsticill reservoirs and then a particularly challenging 20% climb at Blaen-y-glyn where a few of the party had to get off and walk. By the time we got back, we were all looking forward to a relaxing evening. Dom claimed he was 'broken' by the hills and was named 'Fridge magnet' because he spent most of the day stuck to the wheel of Chris, who had become a reliable pace setter up the hills. Martin and I were pleased to get back without any mechanical issues and we sat at the bar discussed the day over a few beers and some good food.*

*Day 2 was the main event with over 80 miles and plenty more climbing with the route heading west from the hotel. We didn't get properly into the country*

roads until 15 miles in but were then rewarded with hardly any traffic and excellent roads for the rest of the day. Climbs included; Black Mountain, Glynneath, Pont Crynfau, Glasfynydd and Sarn Helen (otherwise known as the Devils Elbow). All of the climbs offered equally rewarding descents that went on for several miles at a time. We all had a very enjoyable day in the saddle. Yet again, we all enjoyed a little unwinding in the Jacuzzi and some 're-hydration' at the bar in the evening. A few tired legs but nothing a good meal and a nights sleep wouldn't cure.

Day 3 was planned as a shorter ride so we could get back to Worthing by the evening. Dominic decided to go home early. He said he didn't want to miss out on watching the Paris- Roubaix. The rest of us were keen to get one more ride in

so we did a swift 40 miler that included a revisit to the infamous 20% climb with a nice coffee stop half way.

In the end, everyone benefited from the weekend and I am sure the training

helped provide a foundation to the racing season ahead. A fabulous weekend enjoyed by everyone. Plenty of fun and banter and if anyone visits the area I would recommend the Nant Ddu Lodge hotel.

Mark Newnham

Photo shows Mark Newnham, Dominic Maxwell and Chris Putnam (taken we assume by Martin Booker)



## TELEPHONE NUMBERS THAT MAY BE USEFUL

112 is the common emergency telephone number that can be dialled free of charge from any fixed or mobile telephone in order to reach emergency services (ambulance, fire & rescue, police) in numerous European countries Including all member states of the European Union, as well as several other countries in the world.

In some countries other numbers previously used also continue to be available, e.g 999 and 112 both function in the UK.

In the US some carriers, including AT&T, will map the number 112 to its emergency number 9-1-1.

In some cases calls to emergency numbers can be made when other calls cannot, e.g when a telephone has been barred from making outgoing calls for non-payment of bills

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EVENING TEN MILE SERIES

We have 17 events this year but still with just the six rides necessary to qualify. Hopefully that will give us more in the final result, but will we keep up the attendance of 23 which has been the case in the first two.

Both events were in reasonable conditions although it was getting very dark by the time the last rider finished on 17th April. Most were slightly faster in event number two where we had 11 inside the 25 mph average. Two done and two different winners we are thinking that competition is going to be fierce and that will push times ever downwards.

RESULTS

No.1. 17th April

1	Simon Atkinson	21.51	12	Phil Young	24.44
2	Trevor Leeding	22.04	13	Peter Rowe	25.21
3	Jeremy Wootton	22.37	14	Hugo McLaughlin	25.38
4	Mark Newnham	22.51	15	Robin Lloyd-Davies	25.39
5	Ian Cheesman	22.56	16	Tony Eveleigh	25.56
5	Mike O’Gorman	22.56	17	Jeff Blunsdon	26.40
7	Chris Putnam	23.05	18	Steve Feest	26.48
8	Darron Muggeridge	23.07	19	Andrew Lock	26.55
9	Rick Hughes	23.08	20	Keith Jimpson	27.05
10	Martin Booker	23.28	21	George Jimpson	27.22
11	Colin Barton	24.08	22	Joan Lennon	28.17
			23	Carey McLaughlin	30.42

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#### No.2. 24<sup>th</sup> April

|    |                   |       |    |                       |       |
|----|-------------------|-------|----|-----------------------|-------|
| 1  | Chris Twine       | 21.35 | 12 | Colin Barton          | 24.24 |
| 2  | Trevor Leeding    | 21.42 | 13 | Phil Young            | 24.29 |
| 3  | Simon Atkinson    | 21.53 | 14 | Clive Patterson-Lett  | 24.33 |
| 4  | Dominic Maxwell   | 22.12 | 15 | Phil Freaan           | 24.50 |
| 5  | Mike O’Gorman     | 22.20 | 16 | Hugo McLaughlin       | 24.52 |
| 6  | Ian Cheesman      | 22.32 | 17 | Robert Downham        | 25.00 |
| 7  | Mark Newnham      | 22.33 | 18 | Tony Eveleigh         | 25.24 |
| 8  | Carl Trevis       | 22.35 | 19 | Peter Rowe            | 25.41 |
| 9  | Chris Putnam      | 22.53 | 20 | Andrew Lock           | 26.19 |
| 10 | Martin Booker     | 23.15 | 21 | Connor Leeding        | 26.22 |
| 11 | Darron Muggeridge | 23.42 | 22 | John Lucas            | 26.41 |
|    |                   |       | 23 | Nicole Patterson-Lett | 27.42 |

Will Connor Leeding take after his Dad ? Well that’s not a bad ride for his debut. Junior Hugo McLaughlin creeps further up the result sheet ducking under 25 minutes for the first time. Good to have some junior competition at last.



### No.3 1<sup>st</sup> May

|   |                 |       |    |                   |       |
|---|-----------------|-------|----|-------------------|-------|
| 1 | Simon Atkinson  | 21.24 | 8  | Martin Booker     | 23.05 |
| 2 | Chris Twine     | 21.34 | 9  | Darron Muggeridge | 23.18 |
| 3 | Carl Trevis     | 22.24 | 10 | Phil Freat        | 24.35 |
| 4 | Mike O'Gorman   | 22.31 | 11 | Hugo McLaughlin   | 24.54 |
| 5 | Dominic Maxwell | 22.32 | 12 | Connor Leeding    | 24.58 |
| 6 | Mark Newnham    | 22.41 | 13 | Phil Young        | 25.11 |
| 7 | Chris Putnam    | 23.02 | 14 | John Lucas        | 26.11 |
|   |                 |       | 15 | Graeme Gill       | 28.47 |

A first defeat for Chris should start something and that ride of Simon's is the fastest 10 so far this year. Good to see Carl Trevis in the mix as well, seems fully recovered from his accident last year.



## SKY CAMP MAJORCA

### Day 1 Friday 17 January

*Flight from Gatwick at 12:05 meant a lazy start to a Friday for a change, however, the biblical weather conditions and the torrential rain made the journey from Worthing to Crawley a little slower than normal. We met Jimmy one of our hosts at the check in desk and everything went smoothly with my son Paul checking in his mountain bike. A couple of the other riders had a weather delayed journey and this did give Jimmy some cause for concern though we all made it on to the plane safely.*

*Having checked the weather forecast daily during the days leading up to Friday, it wasn't looking too good, fortunately, forecasts can be wrong and whilst the temperature was only around the mid teens, it was dry albeit cloudy.*

*We took a small mini bus from Palma Airport for a 50 minute drive to Port d'Alcudia and Vanity Hotel Golf. Team Sky take over this hotel from December through to February, they have the whole place to themselves as it would otherwise be closed for the Winter season. The hotel was easily spotted driving through the town, four or five Jaguar estate cars all branded up and the massive Sky mechanics lorry.*

*The Team Sky couldn't have been more welcoming, we were swiftly checked in and half an hour later back in the lounge area for a briefing. We had been told the meeting times are strictly adhered to and the timing of events run with military precision, yes, the briefing did start on time.*

*Kelly and Oli introduced us to some of the staff before taking us on a tour of the hotel. Fran spoke for a few minutes about the "Winning Behaviour" programme which she was leading, this is a new programme and it was fascinating to hear about how this is another area where Team Sky believes it can raise performance by having winning behaviours throughout the whole team.*



*The mechanics lorry has concertina sides which slide out to double the width of the interior working areas. Immediately behind the cab is the 'carers area' food and drinks preparation along with a washing machine. In the back of the lorry were the bikes and spare parts with about 30 bikes hung up on racks, countless wheels and a mechanics workshop area. We later learned that they take about 400 new bikes every year from Pinarello a lot of which were being built up over the course of this winter training camp. Each rider will have two Boldide TT bikes and two Dogma road bikes.*

*We hear so much about the attention to detail, actually seeing it is amazing. There was a lot of talk about the recently announced switch from SRM to Stages power cranks. Interestingly, some riders are still running both systems at present. The reason is that Stages only measures the left crank and generally most riders have one leg stronger than the other. This means some riders are reporting 2 or 3 % increase or decrease in power from what they are used to! By running both set ups, the change over can be managed and 'new' outputs gotten used to.*

*Several rooms within the hotel are taken over as workshops and store rooms, I have never seen so many boxes of bike bits in one place. Road and TT frames lined up ready for building up and dozens of boxes of Di2 kit, batteries, brakes, wheels and so on!*

*Another room was being used for Retul bike fitting, team rider Siutsou, sat patiently whilst the guys from Retul told us about how they use the system to help with bike fitting and position, even down to where the cleats are on the riders shoes.*

*The riders bike was mounted on a 'turbo' for the exercise, we were asked not to mention this brand until a few weeks time as it is a new partnership and yet to be announced.*

*Our hosts went on to explain that all their product and supplier partners have development provisions within their contracts obliging them to work with Team Sky on the continuing development of the product.*

*Jeremy Wootton*

*(Day 2 – see later in this issue)*

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SUSSEX CYCLISTS' ASSOCIATION

10 mile and 25 mile Championships

3rd /4th May

First comment on these events is to note that from 25 or more members showing a regular interest in time trialling we could only muster three entries and two who started and finished. If you want to improve you need to ride regularly and tackle different events and courses. By entering open and association competition you will experience a totally different atmosphere and will be drawn out by the more elite riders. Since these events there has been an effort to get together and organise the entries. With the facebook media available and with entries frequently accepted online what is the problem. If there is a number entered it always gives the chance of a team win in veteran and indeed senior categories plus there is the impetus of competition between members.

The 10 mile championship on the Saturday morning had a field of 60 and was held on the Wiston/Shoreham course. Conditions were cold but reasonably calm and Mike O’Gorman rode well to record 23.30 and a beating of his age standard of 5 minutes 52 seconds. In the scratch result he was placed 15th but in the Veteran’s Championship he came out on top with a 21 seconds advantage over G.S.Stella’s very experienced Dave Shepherd.

The 25 mile event the following morning was also cold but there was something of a rising wind towards the end. Here Mike was joined by Carl Trevis who appears from his previous rides this season to have regained something of the form he held before his unfortunate accident last year. Carl was to record that most infuriatingly frustrating time of exactly 1 hour, no minutes and no seconds. It was nevertheless a fine ride and the fastest he has done on the Ashurst Circuit/Shoreham course. Mike not to be outdone was also returning a personal best for this “sporting” course. He was across the line in 1 hour and 55 seconds. In the overall field of 75 this placed him 27th but in the Veteran’s Championship he was again to hit the top of the result board. He had beaten his age standard by a margin of 12 minutes and 31 seconds. This time the winning gap was closer with Dave Shepherd only 3 seconds back.

So two championship wins for WECC well done Mike, you had better start clearing the mantelpiece for we are sure there will be more trophies to come.

Mike now looks ahead to the S.C.A. 30 mile and 50 mile championships for if he can produce these kind of rides then Veteran “short” and veteran “middle” distance Best All Rounder Championships will be his for the taking.

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## OUR CURRENT ROAD RACE CHAMPION REPORTS

Après - Wacky races No.7. Sunday 20<sup>th</sup> April

Weather – monsoon and bloody chilly.

Location – Preston Park, Brighton.

I had booked to do the 3rds race and the vets event at Preston Park, but after looking at a start sheet with 40 3rd Cats, and with the weather cold with varying degrees of monsoon I thought better of it, if you have raced at Preston Park you know it feels a bit claustrophobic especially when you have 40 out.

I also thought that any 3rds that also did the vets race would be shivering in a corner somewhere in the hour that they had to wait in between races, Ha!

It was very pleasant to see one or two freezing their whatsits off when I arrived, I felt a bit smug. Weather was still monsoon/build an ark conditions, but it kind of suits me as I have an extra layer over most cyclists.

There were 12 starters but it was a quality field, with 50% being 2nd cats. There was also a chap called Jason Edwards who is currently racing in Italy and is very fast, I thought if I could try and keep up with him I would have a chance.

After the easy first lap the break away attempts started, all Jason Edwards, I tried to keep his wheel and managed most of the time, but obviously was far too knackered to be of any assistance on the front as I was in the red zone just trying to keep his wheel, he eventually broke away on his own and it took the peloton a

good few laps to wind him back, and then another 2 went, most people thought we would get them back easy as they had not shown anything before, but the peloton was pretty knackered by then and we watch them build half a lap.

So 2 up and then the chasing pack, the speed built on the final lap and I had a pretty good position and followed Jason Edwards on the sprint, he finished 3rd and myself 4th, it was such a shame that the 2 got away as I might have done better, but happy with 4th and beating 4 of the 6 2nd cats.

Dominic Maxwell (Worthing Road Race Champion (never to be beaten by Mark Newnham)

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WORTHING JOURNAL - - MAY

Not sure that many of you will see this Worthing Magazine but we subscribe and it is a good read. In the most recent edition we spotted four cycling items three of which referred to the Worthing Excelsior:

“1898 About 2000 people attended Worthing Excelsior Cycling Club’s cycle fete at Homefield Park, where spectators were entertained with trick riding by a man named Pelly, instructor at Mr Laker’s Cycle School at West Worthing”

“1898 Members of Worthing Excelsior Cycling Club joined forces with newly formed West Tarring Cycle Club for a “feast of figs” at Victoria Gardens West Tarring, described as an “exceedingly pretty venue”. Later the gardens were illuminated with Japanese lanterns and fairy lights”.

“1883 Worthing Cyclists gathered at Offington Lodge for Sunday morning Penny Farthing Rides”.

“1953 Worthing Excelsior Cycling Club overcame opposition from the Lord’s Day Observance Society to secure permission for Sunday bicycle polo matches at Hill Barn”.

The “feast of figs” sounds like “food for a fast fifty” or perhaps that’s where the modern expression of “fast food” comes from!

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### ANSWERS TO THE FISH AND CHIP QUIZ PUZZLER

- |                  |                 |
|------------------|-----------------|
| 1. HORAM         | 16. BEXHILL     |
| 2. DUNCTON       | 17. BOSHAM      |
| 3. CROWBOROUGH   | 18. WOODMANCOTE |
| 4. BILLINGSHURST | 19. LEWES       |
| 5. MIDHURST      | 20. FULKING     |
| 6. WIVELSFIELD   | 21. PEVENSEY    |
| 7. HALLAND       | 22. GLYNDE      |
| 8. DUDDLESWELL   | 23. CRAWLEY     |
| 9. FAYGATE       | 24. CHIDDINGLY  |
| 10. EASTBOURNE   | 25. ASHINGTON   |
| 11. PORTSLADE    | 26. POYNINGS    |
| 12. BERWICK      | 27. WESTMESTON  |

- |                 |                |
|-----------------|----------------|
| 13. PARHAM      | 28. SLINDON    |
| 14. ARUNDEL.    | 29. STEYNING   |
| 15. WARNINGCAMP | 30. CHICHESTER |

Pagham was also accepted for Parham. Now at your leisure see if you can find any others that fit the spaces and, remember, are in Sussex.

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## HORSES AND BIKES

*From Club Coach Malcolm Hales at the request of members of the horse riding fraternity*

*Equality, the state of being equal, especially in status, rights, or opportunities.*

*There are good and bad, rude and polite, forgiving and non-forgiving in both the horse and the cycling world. So surely this should not be a problem. I fear it is! The highway code states;*

### Horses and the Highway Code

*Horses and their riders are among the most vulnerable group of road users. Whether you're on a main highway or country lane, were here to make sure you're safe when riding on U.K. roads.*

*We think it's essential that all riders and owners familiarise themselves with an up to date copy of the Highway Code, particularly the section relating to horses.*

*The Highway Code contains all you need to know about riding on our highways and byways, the rules to follow, protective clothing and headgear, hand signals, road signs, crossings, advice for drivers, main roads, country roads, codes of practice and traffic laws.*

*For cyclists it is all very similar, there's a whole book on it!! But basically, we too are vulnerable, and we too have to ensure that what we do does not endanger ourselves or other road users. It seems to me, that we're in this together, it's the car driver that seems the horrible one. Why do motorists get angry?*

*In my experience, motorists tend to get annoyed by cyclists or horses if they inconvenience them in some way, this is usually because the driver is stuck behind them unable to overtake and the driver assumes that the cyclist or horse should do something different in order to let them pass. There are a couple of things which exacerbate that situation, the driver assumes that a cyclist or horse should not be in their way and that they are too far out in the road (see overtaking cyclists and horses). Another big annoyance is when they presume that cyclists or horses should not be riding two abreast and by doing so are preventing them from overtaking (see cycling/horses riding two abreast). Both of these show a lack of knowledge, understanding or regard for the Highway Code, as if taken into account, the driver would realise that they should wait until there is room and it is safe to overtake giving them the same room as they would another car.*

*Now, we are both on similar ground here, we both seem to take our lives in our own hands when we venture out into the big wide world of the "main road" .....but, we seem to be missing the BIG point here.*

*We both have the right to be on the roads or bridleways, Cyclists please use your bell, or shout to inform the horse riders that we are approaching, slow down enough not to scare the horses. Horse people, please be aware that not all cyclists are as switched on to how skittish horses can be, please allow for muppets too, be polite, say thank you to all that slow down and show respect. It really narks me and others when we've slowed, shown some reserve, only to be completely ignored by the stuck-up types! I know that some think that we have no right to be out there riding on the Downs, or small country lanes, but we do, so why can't we just get along? It just takes manners, a smile or a thank you! Surely that's not too much to ask.*

*Malc.Hales WECC coach.*

Reminds Ed. Of the occasion when the Sunday Club run group were riding in a country lane and coming up behind a horse rider. We had slowed right down but the equestrian lady was clearly very nervous and called out to say that her horse did not like bicycles, which prompted the rejoinder from a rider at the front “probably can’t get it’s feet in the pedals” !!



HOT CHILLEE DUNKIRK – ROUBAIX

Sunday 27<sup>th</sup> April.

*Distance 165kms*

*Conditions – slightly cold with the threat of rain*

*My leadout team: Geraint Thomas and Magnus Backstedt*

*Highlight: cobbles*

*Worst bit: cobbles*

*I had always wanted to do the London-Paris ride with Hotchillee, they do a sportive with race sections, mechanical support and motorbike outriders that effectively make it closed roads, but I have always been put off by the cost, all of that does not come cheap. So when The Dunkirk-Roubaix sportive by Hotchillee landed in my email box at a 3<sup>rd</sup> of the cost, I emailed a willing partner/sadist to join me and made plans to test myself on the cobbles, which I had never ridden.*

*The event starts the night before in a hotel near Dunkirk where you sign on and dress your bike and helmet with numbers and timing chips, there were all sorts of fantastic bikes there including one of Stephen Roches original Battaglins. Then it was dinner and drinks with the pros Geraint Thomas and Magnus Backstedt. Obviously having spent a fair bit of money on the event I did not want to get inebriated so Ian and I bravely limited ourselves to 5 lovely French beers, not so the pros, they seemed to be having a great time and it was obviously a “rest” weekend for Geraint. They were good fun and made an effort to come round everyone’s tables to chat (and drink the wine)*

*I think the 5 French beers had more alcohol than my normal ale so felt a tad whoozy in the morning, but prepared to set off at 7.30am with the fast group, Ian who was in the slow group came to see me off, and unfortunately the fact he was hung over and bears a striking resemblance to grizzly Adams crossed with Brian Blessed was not lost on the designated hot chillee road captains who accused him*

of only being correctly attired to wrestle bears ( he did only have his bib on with his massive hairy chest out).

Anyway we started off and set a reasonable pace, very surreal to have the 2 pros at the front just like a club ride, I swore never to go near Geraint for fear of a moments distraction and clipping his wheel or some such disaster, so settled in for a nice ride in the pack, unfortunately as people dropped off the front I seemed to be nearing it and then I am on the front with a Scotsman who lasts all of a minute before I am joined by a road captain and then it's just like a club run with me out the front enjoying the wind in my face for ages!

Riding through France with motorbike outriders was wonderful, they did such an incredible job, the people of France are all waves and smiles to cyclists, I did not have one beer can thrown at me. I have to say it was a joy.

We'd stopped for lunch at about 95k in a Classic French I and I waited for Ian in the slow group, unfortunately he was delivered in the broom wagon muttering something about dodgy French cuisine/ or was it the beer? Anyway he vowed to get on his bike for the cobbles.

The cobbles. What's the big deal I thought? As I turned into the first section I thought I would accelerate past all these weak riders that have been telling me to prepare for it. Nonsense!

As I turned into my first pave section I got ready and then I hit it and everything is shaking, there is only one line and control of the bike is not easy, and it's bloody hard work to maintain the speed. You can't wait to see the end of it and if you try and overtake someone you need to be brave and lucky not to end up in the ditch.

We did about 3 sections, and then we had the race section which included the arrefour de l'Abre (Google it) I did not see the yellow flags indicating the start everyone just sped up and my competitive streak kicked in, there was a crash in front of me as someone went off line, he was moving so I carried on and overtook a few more, I was starting to get the hang of the cobbles now, put a bit of weight over the back wheel and just give it all you have got and don't cycle into a hole/ and or ditch!

I then got off one section of the cobbles and dropped everyone in my group and saw two riders ahead, one was getting dropped so I gave it full gas to catch up with him and told him to hold my wheel so we could catch the road captain who was getting away, all I could hear as I accelerated was "my legs my legs, are - - -!" so he dropped off, I enjoyed that bit, I caught the road captain and we worked together to try and catch the pros who had sped off at the start, we had a bit of flat road with a bit of a tail wind and were banging out 50kph, and then we hit the Carrefour, it's long and some of its uphill and some of it was uphill and into the wind, at the end was the finish, I thought I was going stronger than the road captain, but my chain kept bouncing into the small ring which was a nightmare and I could not get it back so span over the finish line to see the pros looking all kinds of relaxed.

Then it was a procession to the finish in the iconic Roubaix velodrome. Someone managed another crash on the last cobble section and we soon arrived at the track, what a fantastic atmosphere, it is dripping. Roubaix feels a bit run



*It was great to see Ian had also done the cobbles and had recovered from his "illness". I found out that I finished 3<sup>rd</sup> amateur on the race section which meant I now have a picture of me on a podium with Magnus and Geraint which is not a product of Photoshop!*

*Dominic Maxwell*



# AN OWNER'S MANUAL

It is assumed that you know all about the machine and its components and fully understand their maintenance and adjustment, or if you don't then the shop has the experts to help you.

Ron had two shops at this time, one in Chapel Road near where Bunce's is and the other near the roundabout at the northern end of George V Avenue in West Worthing. While he was not a specialist lightweight dealer, he was a holder of a franchise from Raleigh Cycles and in Raleigh's Centenary Year he was one of their very best winning a gold plated Carlton Cycle for his efforts. He was also for many years one of our Club's Vice Presidents and a most generous supporter of the Worthing Excelsior .

The manual included a warranty: new parts for any found to be defective in the first year, and for the frame and forks, "new frame or forks for the life of the cycle " O.K. there are the usual exceptions, accident, improper use and so on, but do you get anything at all nowadays. Just have to rely on trading standards.

The manual runs to 22 pages and starts with a photograph of the machine type and identifies 65 separate components. It gives hints on good riding technique, handlebar riding positions, listing five and advising change to avoid tiring muscles and for hill climbing positions. There's braking advice, as relevant today as ever. Gear changing and gear selection gets a whole page. There's a gear table for 27 inch wheels. As a matter of interest the manual explains how to calculate a gear ratio if there's no table to hand. You divide the number of teeth on the chain ring by the number of teeth on the rear sprocket and multiply by the

diameter of the rear wheel. i.e. 48 divided by 18 multiplied by 27 equals 72 inch gear.

There are two pages on safety advice and twelve pages on maintenance'

I haven't passed it on to my granddaughter yet, I'm still reading it, maybe I can improve my mechanic ability!

Don

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COMPETITOR'S CLOTHING

We have a number of new riders and we thought it might be worthwhile to remind all of the Cycling Time Trials rules under this heading.

"Competitors must be clothed from the neck to at least mid-thigh. Sleeves shall be at least mid upper arm length. Notwithstanding the above, when competing in club or inter club events, triathlon style sleeveless tops are permitted. Swimming type suits and running vests are not allowed.

To be allowed to start all clothing shall be clean and tidy.

No competitor may carry advertising or the name of a commercial business on his race clothing except; (a) where he is a member of a club or team that has paid the advertising fee, he may carry advertising, but must not compete in clothing of a trade team that is/has been registered with the U.C.I. unless he is a member of that team; or (b) when competing in club events.

N.B. The inclusion of a manufacturer's logo shall be permitted.

RACE NUMBERS

Competitors on solo machines must prominently display a number on a fluorescent or reflective background of not less than 20cm X 20cm. The number shall be centrally positioned below the waist so as to be clearly visible from the rear when in his normal riding position.

N.B. If the rider's top covers his shorts, the number should be placed in a position equivalent to that described above."

In good plain language it should cover your bottom not your back. Just think will the timekeeper be able see what my number is when I hurtle across the line, without requiring a helicopter that is!

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### EVENING 10 NO.4 8<sup>TH</sup> MAY

Well it had to come, the first really horrible evening, we usually get one earlier than event 4. May 8<sup>th</sup> had been a dreadful day with constant heavy rain and gale force winds. It began to improve slightly in mid-afternoon and by start time was just about acceptable. It wasn't raining, the roads were wet but not dangerously so and the wind remained very strong and gusty. Needless to say the numbers were down which is usually a signal for Robert (Mr.President) Downham to have a go. He reckons he gets better placings on these occasions, but he wasn't there. Probably making one of his India visits. Things were not going too well for event secretary Barrie Le Grove, he dare not try to erect his gazebo in

case it blew away in the wind, and he didn't have a start timekeeper. Fortunately Adrian Palmer was around and saved the day.

Now for the hardy souls who rode we will simply record their times but congratulate them for their efforts.

Result:

|   |                   |       |    |                |       |
|---|-------------------|-------|----|----------------|-------|
| 1 | Simon Atkinson    | 22.47 | 7  | Rick Hughes    | 24.12 |
| 2 | Carl Trevis       | 23.14 | 8  | Phil Freaan    | 25.14 |
| 3 | Mike O'Gorman     | 23.15 | 9  | Phil Young     | 25.38 |
| 4 | Ian Cheesman      | 23.35 | 10 | Connor Leeding | 26.06 |
| 5 | Darron Muggeridge | 23.51 | 11 | Nolan Heather  | 26.15 |
| 6 | Martin Booker     | 24.06 | 12 | John Lucas     | 27.35 |

There is a long way to go but Simon, with three wins is setting the pace.

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NORWOOD PARAGON C.C.25 MILE

A report on this event would normally be consigned to the miscellaneous results, but with eight riders it deserves more, as do the times recorded.

There had been an effort made to chase up entries into open events after the Sussex championships and it proved to be very successful for we had nine enter and eight rode and finished. Chris Putnam did not start but it is understood he was unwell. Our riders were: Simon Atkinson, Rick Hughes, Mike O'Gorman, Martin Booker, Trevor Leeding, Mark Newnham, Carl Trevis and Dominic Maxwell. Of our current fastest only Chris Twine, Jeremy Wootton, Darron Muggeridge and Ian Cheesman appear to be missing.

It was a very hard morning with a strong and gusty south westerly wind and of the 90 strong entry there were a considerable number who decided to stay in bed. Our earliest starter was Dominic and he was riding strongly as he made the last turn at Southwater with about 4 miles to go. A fast finish was assured with the way the wind was and it looked like a good time was on the cards. Next up was Trevor and observed at the same spot, it seemed as though he might just make an hour ride which would be really good in the conditions. Martin looked comfortable and well up with his minute man. Simon was riding strongly and we were surprised to find that he was ahead of his minute man Steve Dennis the East Grinstead fast man. Shame, we found out later that Steve had missed his start time. Rick was going alright but Mark starting three minutes behind was closing fast. Carl was going very well and our last rider Mike was looking good and he had a Lewes rider who had started two minutes ahead well in his sights to draw out a bit more in those last 4 miles.

The times recorded were: Trevor 59.44, Mike 1.0.34, Carl 1.1.26, Simon 1.1.48, Dominic 1.2.41, Mark 1.3.25, Martin 1.3.57 and Rick 1.6.37. Trevor finished 12th overall and in the group handicap won the award for group B, Mike was third on veteran's standard but as there was a ruling that riders could, apart from team awards, take only one prize, was given first prize. Then Rick was delighted to find that he had headed group E in the finishing list and also took an award.

A much better outing from the Club's riders. It met with success and generally improved the enjoyment of the morning's sport for riders and supporters alike.

P.S. To the above we've heard a rumour that all times were out by 16 seconds and unfortunately for the riders it was 16 seconds in the wrong direction. If confirmed it would mean that Trevor's time goes back to 1 hour exactly and that's rotten. Full issued result awaited.

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### URGENT - NEW CLUB TREASURER REQUIRED - URGENT

In the last issue we advised that Alan Langham is standing down from this office and we most urgently need someone to take the job on. Alan will continue up to the next AGM but it needs someone to step up now and get together with Alan so that there is a smooth hand over. He will be more than willing to give every assistance to the volunteer.

It's a fair bet that from our membership of around 150 there must be a number whose job would make them suitable and to whom the office would cause no problem. Please let us hear from you.

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SOCIAL SECRETARY

We need someone to take on this office for the Club. It is primarily to organise the annual dinner and prize presentation. Beyond that it is anything which you may from time to time suggest and which is approved by the Committee. The present secretary poor old devil is past it, been in the chair too long and retires at the next AGM in February 2015. He will see through this year's event in November and by the next AGM will have booked the room and the DJ for 2015 so you will have a clear start. Please help us out, volunteer now and liaise with the old fella so you get to know what is involved.

Like with the Treasurer's job a smooth handover is so much better for everyone. Please step up now and take over for 2015, or there will be no dinner and prize presentation next year.

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If at first you don't succeed destroy all evidence that you even tried

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RUNS ATTENDANCE COMPETITION

Points are up to 11th May and show just those who have reached 20 points

1.	Mike Irons	63 pts	17.	Dominic Maxwell	35 pts
2.	Bernie Skinner	58 ..	18.	Keith Jimpson	33 ..
3.	Graeme Gill	54 ..	18.	John Baldwin	33 ..

3.	Robert Downham	54 ..	20.	Peter Logan	31 ..
5.	Robin Lloyd-Davis	49 ..	21.	Chris Putnam	30 ..
6.	Rick Hughes	47 ..	22.	Eric Baker	29 ..
6.	Phil Freaan	47 ..	23.	George Jimpson	27 ..
8.	Martin Booker	46 ..	24.	Neil Rabone	24 ..
8.	Spencer Kirkham	46 ..	25.	Chris Rudd	23 ..
10.	Trevor Leeding	45 ..	25.	Rhome Bhamra	23 ..
11.	Ken Wheeler	43 ..	25.	Kevin Doe	23 ..
11.	Simon Atkinson	43 ..	28.	Paul Townsley	22 ..
13.	Rocco Sepe	41 ..	29.	Joan Lennon	21 ..
14.	Mike O’Gorman	40 ..	29.	Phil Young	21 ..
15.	Peter Rowe	39 ..	31.	Darron Muggeridge	20 ..
16.	Ken Newton	38 ..	31.	Hugo McLaughlin	20 ..

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## » YOU «

*Did you do it last year? Perhaps you did it the year before? If you’ve done it before, perhaps you’ll want to do it better this year.*

*Maybe it’s on your ‘Bucket List’? If it is, don’t leave it too late so that you can’t do it.*

*Whatever – just do it! And you can do it on 14<sup>th</sup> September this year.*

*What am I talking about? The ‘**Devil in the Downs**’ of course.*

*For those of you who are not familiar with this event, I can tell you that it’s an event that is promoted by the Club and for the benefit of the Club. We also like to support our local charity – The Chestnut Tree House Children’s Hospice.*

*The ‘Devil in the Downs’ is technically described as a ‘Sportive’ but, basically, it’s a bike ride – it’s a personal challenge where you ride to see if you can get round a course in a specific time. There are three distances and levels of difficulty to cover every ability. It’s designed with you in mind. Last year we had someone as young as 8 ride the shortest distance and someone as old as (I’m too polite to mention) ride the longest distance. So you can see that, if you haven’t ridden an event like this before, it guarantees to be a fun day out. It’s even better if you can ride it with friends so bring a few along.*

*Those who have ridden this event before will know that it’s well designed and well signed; it’s got plenty of ups and downs; there’s feeding stations along the way and plenty of cake at the finish. Those who have ridden before will know what they achieved last time and will want to do better this time.*

*Full details are on the Club website so just click on Logo on the left-hand side of the page and follow the links through. If you need to chat first then contact Adrian Palmer, or send him an e-mail on [adrianp.wecc@tiscali.co.uk](mailto:adrianp.wecc@tiscali.co.uk)*

*Book your entry now! There is a limit of 200 so if you miss the boat you won’t be able to ride your bike. (?????)*

*Adrian Palmer*







*I woke to wet and windy skies, not what I really wanted! We had been asked not to eat in the dining room wearing our cycling kit, this wasn't a problem as we had been told we'd be leaving at 10:00 on the dot. Plenty of time to change after breakfast.*

*Breakfast was as good as last night's supper, plenty of choice of wholesome fresh food and cereal, as before the riders eat separately from us.*

*We'd been briefed that the 'ride' would comprise of the lead group of pro's and we'd make up the second group about 10 mtrs back. If one of the pro's rode back for a chat, so be it, however, we were asked not to ride up to the pro bunch. It was pointed out that months of preparation go into getting a rider race ready and if one of us managed to knock a pro off his bike it really wouldn't be appreciated.*

*We returned to our rooms to kit up. Paul had brought his mountain bike and was heading out for a hilly ride on his own. Meanwhile I waited in reception to collect my Team Sky Pinarello Dogma, a 2013 frame kitted out with 11 Dura Ace, a couple of tweaks, my pedals added and my saddle height was adjusted ready to roll.*

*Stood outside by the team bus, it was impressive to see the pro's walk at a couple of minutes to ten and take their respective bikes from the mechanics.*

*The brief was an hour or so with the pros, at about 30 kph as a warm up then the group would split with the pro's heading off for some serious training whilst we'd take on a local climb and then find a coffee stop.*

*It took a couple of grabs of the brakes on the wet roads for me to appreciate having the pro's in front and not alongside! Front and rear are reversed and a gentle squeeze of the 'front brake' resulted in me locking the rear!*

*We rolled out of Port D' Alcudia and headed along the coast towards Port de Pollencia.*

*The big question, what was it like riding with the pro peloton? 'Easy' is the honest answer, we were only warming up. With a car at the lead and rear plus Rod Ellingworth on a scooter, roundabouts and junctions didn't exist, traffic stopped and started, literally, we were literally riding like pros.*

*So for an hour I chatted with the 'staff' Fran Millar told me more about her latest project and 'winning behaviours' the enthusiasm was immense. We chatted a bit about her brother, David's episode with the resulting ban, but really I didn't want to ruin a ride talking about a past era of darkness. I did say, how surprised I was at the harshness of his autobiography, it sounded like this was all part of the process of him coming to terms with what he'd done in the past.*

*We chatted about Bobby Julich who'd left the team as Time Trial Coach after Dave Brailsford asked if anyone on the team had a 'past' they should put their hand up now and leave on good terms rather than be found out later. I'd met Bobby on last year's Trois Etapes 3 day Pro Am race, he'd been our team's DS and provided a lot of support.*

*I also chatted to Oli Cookson, a genuinely very nice guy, a very competent rider who was soon going to leave me standing on the coming climb and is also the son of the new UCI president, Brian Cookson. I have to give Oli a mention as he was kind enough to help me secure one of last year's team TT bikes, come along to a WECC evening 10 to have a look at Costa's TT bike from the early season of last year.*

So here's the ride on my Garmin <http://connect.garmin.com/activity/432379605>

*Climbing hills isn't a forte for me, especially when chasing former pro's who are still in great shape. I was far from first to the top, with several of the 'staff' hitting it very hard. All I could do is get into TT mode, wind it up and pass some of the other 'quests' along with a few staff as we headed to the top for a coffee stop.*

*The town was unusually fortified that day, every 400 mtrs or so, there'd be the smouldering remains of a log fire in the road, something to do with a festival last night! So much for complaining about British potholes!*

The ride back was steady until we hit the outskirts of Alcudia where the usual 'town sign' sprinting started. As a die hard tester, I refused to get involved. Needless to say we rolled past the hotel at circa 60 kph and whilst a few headed off for the showers, the majority engaged in a small loop of the hills round the back of the town to work off the cake stop!

*So that was it! We had another great night out with Jaguar Cars, they worked really hard to look after us, thank you.*

*Yes, I'll be riding their sportives again this summer.....*

*Jeremy Wootton*



## NEW MEMBERS

Jacky Brown joined the club to improve her cycling. She has done some club rides and has thoroughly enjoyed them.

Tony Pearce joined the club for the club rides, but is thinking of trying an evening 10 Time Trial.

Connor Leeding (son of Trevor) joined to improve his cycling. On the Sunday runs he has moved from the slow group to the medium pace group. He

has completed some promising evening 10 mile rides and seems set to move up to the fast group soon.

Steve Davis joined the club after riding with Southdown Velo. He enjoys the Sunday club rides, fast group. He is very much into touring.

Dave Funnell is no relation to the other Dave Funnell in the club. He has been on, and liked, the club rides. He has also ridden the Olympic Velodrome, which he thought was brilliant.

Bob Richards has been on the club rides in the past and also thought riding the Olympic Velodrome was brilliant.

Welcome to all of you, we hope that you will have a long and happy membership and will become involved with all aspects of the Club.

Read on for Mike Irons report on the visit to the Velodrome.

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OLYMPIC VELODROME EXPERIENCE

British Cycling South East asked many clubs to register an interest in riding on the Olympic Velodrome. We had 11 people register. This was cut down to 6 because British Cycling estimated a few hundred would register, in fact over 2000 riders registered. Several club members had to drop out due to other commitments so we ended up with 6 willing and nervous riders, Dave Funnell, Bob Richards, Carl Trevis, Peter Weston, Mick Irons and Phil Young, driving to the Velodrome on 17th May.

We booked in and went to see the Velodrome from the public area and watched almost to the end of the previous session. Then it was our turn. Off to the changing rooms, when we heard about a crash at the end of the previous session (which didn't do the nerves any good). Changed, we walked up to the inside of the track, the same footsteps as British Gold medallists had taken.

First impressions were that it was so quiet, the atmosphere at the Olympics must have been absolutely electric, and the banking looked really steep from the trackside. It also felt like a gladiatorial arena. Knowing the Olympics had taken place there was awe-inspiring. We signed in and got our fixed gear Condor bikes with Look-Keo pedals and shoes (you can't ride on the hoods as there are no brakes).

A quick ride round the area we were in to check the bikes, meet people from other clubs, 24 riders in total, and our trainers Martin Messer and Terry Blake. We were split into two groups, those with track and riding fixed experience and the rest of us. All WECC ended up in the same group. When our turn came to go on the track we were instructed to ride round the apron to the other side to get used to starting and stopping on the barrier (between track and the centre of the track). Then it was ride round the apron and up on to the black line, about 6 inches up the track.

The nerves really kicked in going round the banking first time because we were riding vertically on a near 45 degree banking at a rather slow speed. After a

few laps it was up to the red line, about 18 inches up the track, at a faster speed. We soon got used to it.

We had a break and were instructed on riding round the blue line, about half way up the track, and varying it between all three coloured lines. Confidence rapidly grew as we did this. At our next 15 minute break, whilst the other group did their thing, we were told that if we wanted to we could ride to the top of the banking. Instructed on how to do it safely off we went. I had a quick negative thought riding round the bottom of the banking and seeing how high the top of the banking was. Soon put that thought out of my head. As long as you have pressure on the pedals all the way until you pass the top it is easy, and a good view from the top. It is a climb on a 93-inch gear from the black line half way down the straight to the top of the banking.

We all made it to the top of the banking. Riders passing underneath you on the black line looked tiny. Next session was 'through and off', just like they do in the team pursuits, the lead rider goes up the banking to the blue line and rejoins the group at the back.



The last session was an Italian pursuit. Two teams of 6 riders starting at opposite sides of the track. A couple of warm up laps and on the whistle the lead rider of each team races for one lap and then pulls off, the next in line does the same with the last rider racing to the finish. I led off one team and spent a few laps riding the blue line slowly with no worries. All nerves had gone.

The instruction before all sessions was very good, short, and concise with safety always in mind. It gave us all the confidence to do everything. There were no nerves at the end.

An absolute brilliant experience that will last with us forever. A story to tell the grand children.

Chatting to Terry and Martin in the café afterwards, they told us they have been giving up their time every other Thursday night (for clubs in the London area) and Saturday afternoon since April and will do so until nearly Christmas. They have an idea of starting training sessions during the winter. Whether this will materialise we shall have to wait and see.

We do not have any 'action' photos as no TV cameras were there; the crowd of about 50 watching were very quiet so nobody famous were saying 'Shh'.

It would have been good to have Vern McClelland, a club member; there with his start gate. I fancy having a go at that. The Olympic Velodrome does 'taster' sessions. What you get from that I do not know.

If you are interested in riding on a track, Preston Park, Brighton is the nearest, see www.surreyleague.com or contact Alan Cooper on coopalan@hotmail.co.uk who is the clubs track racing champion.

Mick Irons



THE BRIGHTON MITRE 10'S

These events deserve a special mention, if only to highlight all the work that is put into the sport by Brighton Mitre's stalwart Robin Johnson. On Sunday 25th May on the Steyning / Shoreham course he promoted a whole series of different 10 mile time trials. There was the straight forward time trial with no restriction on type of machine or gears. Then there was the medium gear event which means riding a single fixed 72 inch or lower gear. Event 3 called the "Tin Can" 10 was for machines using a hub gear. Then a "Road Bike" 10 meaning that tri-bars were not allowed. There was a ladies event and an event for tandems, and finally an event which started on the usual course but then, just for fun finished with the climb of Steyning Bostal.

With the first man off at 6.30 and with the headquarters being open from 6 a.m. it is a fair bet that Robin was up by 4 a.m. and out on the road putting up all the direction signs by 5 a.m. He then somehow managed to ride three of the events and get back to the H.Q. in time to present all the prizes. All done before 9 a.m, before most were rising from their slumbers. Do not forget either, that he had previously received and dealt with entries, the start sheet, and arranged for the hall and for his helpers. He then went home to prepare the result sheets. He doesn't stop with formalities either; from somewhere he produces dozens of bottles of wine which in addition to money prizes are given to the winners and to everyone who helped with timekeeping and marshalling. There's more but we will cover that in the next report.

We had two riders with Jeremy Wootton doubling up on the normal type event and on his fixed wheel machine in the medium gear. Mike O'Gorman also rode in the first of these. Jeremy's two efforts were 24.29 and fourth place in the restricted gear, and that is some twiddling cadence, and in the normal event he was 12th with 23.30. Mike recorded 23.57 to win his age group. A bottle of wine and a fiver for both.

Should perhaps mention that one, Peter Tadros of the In-Gear squad won the normal “10” with 21.38, the medium gear with 22.50 (legs in a whirr) and the one with the hill climb at the end in 24.52. Who said Wow?!

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### SUSSEX C.A.30 MILE CHAMPIONSHIP 26<sup>th</sup> MAY Incorporating the Club Championship

24 hours later and we have another Robin Johnson promotion, this time with his SCA hat on. Did he bother to go to bed ? Whatever, he was up at dawn again ensuring that signs were out on the 30 mile course and the H.Q in Ashington was open to receive riders by 6 a.m. Yes, he rode it as well, and was back to present all the prizes plus endless more bottles of wine after the event. The morning was miserably damp but the Scout Hut was full of people enjoying their sport. We do hope that they will think of and thank those like Robin who make it possible.

We had seven entries which bearing in mind that it was our own club championship as well, is not exactly brilliant, with so many who could have provided strong competition not bothering to enter. You mustn't spend all your time racing in boys events. On the morning this was down to 6 and when asked why he didn't ride Dominic Maxwell said “It was wet.” And that will probably be the last time he gives such an honest answer to our Ed.

Our fastest two, seemingly inseparable save for a few seconds, were Simon Atkinson and Trevor Leeding. Both recorded very good times Simon 5<sup>th</sup> on 1.11.48 and Trevor 6<sup>th</sup> on 1.12.21. In the team event they were backed up by Mike O’Gorman 10<sup>th</sup> with 1.15.09. Unfortunately we had to settle for second place with Brighton Excelsior led home by a record breaking Steve Kane on 1.5.48. He was 2<sup>nd</sup> behind an even faster Conal Yates of In-Gear with 1.5.37.

Mike’s effort secured for him the Veteran’s championship and this leaves him with an almost unbeatable lead in the SCA’s short distance Best All Rounder, Veteran’s Category.

The family “Patterson-Lett” also rode and Nicole recording 1.35.11 won the ladies prize while Clive on 1.30.45 got ... nothing.

Hard luck story of the morning was Joan Lennon puncturing, going home without any wine and thinking she was on to a “flyer” !

Typical of the Johnson Productions everyone else seemed to get a bottle of wine and went home happy. See photo inside cover. (Ed gets his face in as “support team”)

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CLUB 30 RESULT

1	Simon Atkinson	1.11.48	SC	1.11.48	
2	Trevor Leeding	1.12.21			0.30
	1.11.51	3	Mike O’Gorman	1.15.09	
4.00	1.11.09				
4	Clive Patterson- Lett	1.30.45	10.00	1.20.45	
5	Nicole Patterson - Lett	1.35.11	20.00	1.15.11	



Joan Lennon Evening 10
Photo by Mike Anton



The start of the Team Sprint
Revolution 2014
London Velodrome