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THE JOURNAL OF



THE WORTHING WHEEL



Mike O'Gorman rides the 'Leeding Iced Cake'



Evening 10's Junior Champion Schaeff Potter

WORTHING EXCELSIOR CYCLING CLUB

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



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Website : WorthingExcelsior.co.uk



THE DEVIL IN THE DOWNS CYCLO SPORTIVE

Sunday 14th September 2014

You could ride the Devil with 125 or 85 Kilometre options or take the Imp - 50 Kilometres through the Sussex countryside. That's what the flyer said and I knew immediately that my option was the short one, perhaps with some help from number one son Andrew. First though let's have our Organiser Adrian Palmer's personal report:

" I must confess that, at one time, I was concerned that we might have to cancel the whole event. With only about 6 weeks to go there were 13 riders signed up for the ride. But I wasn't panicking! From past experience, I should have known better.

With just under a week to go, we had 106 registered entries, and as soon as the entries on-line closed, the phone didn't stop ringing and emails came flooding through the printer. A bit of an exaggeration I know but, on the day, another 40 people signed on the line.

And what a mixed bag of riders we had. A lot of Club riders. Loads of social riders. Some on speed machines. Others on mountain bikes. I even saw one bike with a safety net, and that rider had just done LeJog (Land's End to John O'Groats to the unknowing). What he needed a safety net for I have no idea? We had riders from many places across the UK, and even a rider from France. His description of riders passing as, 'Alors!!! Zoooooph!!!' seemed quite appropriate especially when accompanied by Gallic hand gestures. There was one rider who didn't stop talking, and a group of ladies who never stopped giggling. There were families and couples, singles and groups, but, what was most pleasing was the presence of so many youngsters, and so many of them taking on the challenge of The Devil.

But to put on an event like this needs willing volunteers to help out and this event needs loads. I won't name them all because they were so numerous that it would fill up the page. They know who they are and they know how important they were. There were starters, timekeepers, feed station helpers, registration staff, entry takers, kitchen staff, recorders, administrators, makers of cakesthe list goes on. They have my thanks, and, I'm sure, your thanks for all their efforts.

And to add to everything, we had the support from Kate's Cakes, Infinity Foods and Waitrose. We even had a special deal on the Tee shirts from 'The Print Asylum'. It seems as though everyone wants to help us to help Chestnut Tree House Children's Hospice.

With regard to the event itself, you will know that it is three parts – The Devil, The Little Devil and The Imp. Every route is a challenge, but it is a test for every rider suiting every rider's personal challenge. We all know that it's not a race so, for some, the challenge is to beat last year's time and for others it is just a challenge to complete the course. For some it is a challenge just to ride up Cobb Lane!!!

Every route has to be marked out so hundreds of pink signs with black symbols were scattered around the mid Sussex area. Every rider was instructed to 'Think Pink', but it didn't stop some riders following the direction given by signs 6 times the size of ours with a white background and a big red arrow . . .curious!!!

It was comforting to know that there were no major incidents. A couple of signs had been ripped down just before the event. There were a couple of mechanical problems and only a couple of punctures, and only one rider needed rescuing.

After it was all over, I received an e-mail from the Sportive Secretary of another cycling club to say what a wonderful day he had had. He loved the route. He thought the signage was spot on. He was impressed by the whole organisation and the team involved. His last words were 'The whole event was a credit to the WECC, and it was nice to be supporting such a worthwhile charity' Will there be another one next year? To quote a mis-quote 'If you build it they will come'.

From the head quarters at Dial Post the routes were clockwise with the short “Imp” heading no farther north than Southwater. The “Little Devil” pushed out to Mannings Heath but then dived south easterly to Devil’s Dyke before returning through Bramber. The big one went north to Turners Hill specially to pick up some challenging climbs and then followed down to the Dyke and the same way home as the intermediate route.

There was a good entry from the Club and the majority were down for the 125 km these as far as we can discover all made the ride within the allowed standards. Some were steaming home in time for lunch while others were happy to be back for threes's . As they say, "in no particular order" the successful riders were: Simon Atkinson, Rome Bhamra, Martin Booker, Ian Cheesman, Alan Cooper, Kevin Doe, Robert Downham, Michelle Feest, Steve Feest, David Funnell, Rick Hughes, George and Keith Jimpson, Connor Leeding, Ian Leeding, Trevor Leeding, Dominic Maxwell, Mike O'Gorman, Darron Muggeridge, Chris Putnam, Paul Townsley, Jamie Wastell, Jeremy Wootton and Phil Young.

For the 85 km ride the six who entered all completed in time and they were Eric Baker, Anthony Docherty, Chris Merrifield-Day, and Bernie and Cameron Skinner. The Imp was ridden by John Mansell, and Mick Irons and there was a two-up with Ed hanging on the back of Andrew (Lock). So 34 in all from the Club and a total entry of nearly 150. This ensuring that we were, once again, able to make a substantial donation to the Chestnut Tree House Children's Hospice, in excess of £1000. In addition some riders had been individually sponsored and their donations were sent direct to the Hospice. Further to that Adrian's daughter who had manned one of the feeding stations had contacted her employers and, as a result, Lloyds Bank Foundation had stated that they would add £500 to the donation. The total contribution to the charity as a result of this Club event amounted to a total in excess of £2100. What an excellent way for that many people to enjoy a bike ride in the country and at the same time help such a deserving cause.

Roger Smith of the Festival Road Club bumped into Ed. at the Surrey League four-up and recalled how he had ridden with us and journeyed with us to six day events in years past and was interested to hear about our upcoming Sportive. He rode it and enjoyed it and it was his email to Adrian that was full of praise and thanks.

One rider not mentioned so far was Simon Letts who signed up for the 85 km distance but in hurtling past riders doing the “Imp” continued on that course until he found himself in Hole Street Wiston and began to realise his error. From there he turned back to do the Dyke Climb and eventually covered some 60 miles but not all on course.

Adrian has thanked all those who helped out on the day and we are sure that all the riders would like to add their thanks and for that to include Adrian himself , these events do not just happen and a lot of work is involved.



SURREY LEAGUE 4-UP TEAM CHAMPIONSHIP

7th September Alfold

This event was run under the auspices of British Cycling and was held over two laps of a 17 mile circuit from Alfold. The route was through Dunsfold, Plaistow Kirdford, and Loxwood before turning back through the start point. Our reporter made one circuit and confirms that it was definitely sporty with constant ups and downs but with nothing seriously big. It did though have some very bad sections of road surface.

Worthing's entry was Dominic Maxwell, Simon Atkinson, Trevor Leeding and his brother Ian. They rode well together and finished with a time of 1 hour 21 minutes 30 seconds almost exactly 25 mph. This gave them a final placing of 12th in a very elite field of 30 teams. They were apparently timed over the first lap in 39 minutes 34 seconds and were then 7th fastest, so they must have slowed a little on the second lap, still a good effort. A very elite sponsored outfit from the Catford C.C. won in a time of 1 hour 12 minutes 47 seconds. Wow!

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### SALE \* SALE \* SALE

The Club has from 18<sup>th</sup> December 2014 changed to Champion Systems for the future supply of club clothing. The design is unchanged but it has been decided to sell off the remaining stock of the Endura range and a 20% reduction is offered. Get in touch with Graeme Gill and pick up a bargain.

The new company have an infinitely wider range of products. All orders will be delivered to Mike O'Gorman and he will then arrange distribution on Tuesday club evenings. Mike has already circulated all the details on line and one of the main advantages from the change is the delivery time which is estimated at 5 to 6 weeks not the "this year, next year" delays experienced with Endura. Soundings from wholesale dealers have indicated that a better quality product can also be expected. Another advantage is that once the Club has put in its first order for stock, (this is planned before Christmas) then as well as being able to look at and purchase from Graeme, individual orders can be made direct on line, although delivery will still be to Mike.

Members should use the club's master login (username is WECC, password is WECC) to create their own unique sub-login on the website. Suppliers website is: <http://champ-sys.com/Login/en-GB/>. By the time you read this there should have been the opportunity to view kit samples in the clubroom, planned, as we write, on 2<sup>nd</sup> and 9<sup>th</sup> December.

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CLUB EVENTS AND EVENING 10'S SECRETARY

We included a flyer with the mag back in September informing everyone that Barrie Le Grove was standing down as at the AGM (Feb 17th) and a new Secretary was urgently required. So far there has been no volunteer and if these positions are not filled then there will be no time trials. The general committee has discussed the

problem at length and various suggestions have been made. Perhaps it would help if we returned to the time when we had separate secretaries for the Evening 10's and for the Sunday promotions? Would it be better to have an individual volunteer for each of the Sunday events, there are eight of these? If that happened they would have to co-ordinate through the Events Secretary anyway but it would relieve him of some of the responsibility.

Barrie has prepared a "Job Description" and we can supply anyone who is interested with a copy and he will be pleased to talk the job through with you. At the present time he heads a Race Sub Committee comprising Mike O'Gorman, Mick Irons, Allan Orman and Rick Hughes so if that arrangement continues in to the next season you would not be entirely on your own.

With assistance in several separate areas the Secretary's job can be made a lot easier. Perhaps someone would volunteer to arrange the marshals for each event. Another could take on the job of putting all the necessary road signs out. Maybe someone would agree to organise the tea and biscuits, either for Sunday events or for the tens or for both. At the AGM all the Club timekeepers and handicappers are elected so maybe one of them would take on the responsibility of organising a rota for all the events.

If you think you could take on some part of these duties please come forward. We are aware that not all of you take part in the competitive side of the Club but it is still one club and it would be nice for the non-racing members to be involved.

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### CLUB DINNER AND PRIZE PRESENTATION 14<sup>th</sup> November

We had another successful and enjoyable "Do" at the Worthing Rugby Club in Angmering and some eighty members and friends, (about the usual number) were entertained, by the usual stumbling antics of the master of ceremonies, for which read "chaos". The same guy was responsible for another of his crazy quizzes this time it was all about colours and now we know he must be colour blind. Graeme Gill was the one best able to follow the quiz masters peculiar thinking and with 34 out of 40 won the fantastic pies of a box of mince prize!! The meal was generally considered to be very good both in quality and quantity and the caterer did wonders in assisting all special diet requirements. If there was anyone still hungry after the three courses then there was tea and coffee and a fantastic iced cake decorated with a fine action photograph of Club Best All Rounder Mike O'Gorman and club badges. Thank you Trevor Leeding the cake was superb. The last quarter of it was devoured in no time at the Clubroom on the following Tuesday.

The serious business of the evening, the presentation of all the prizes for the past season was then conducted by Barrie Le Grove and President Robert Downham. So as not to lose the comic atmosphere entirely they used the Master of chaos to read out the details. It was good that nearly all the successful riders were present to receive their trophies and there was a word of thanks from Club Best All Rounder Champion Mike O'Gorman for all the work during the year by Barrie and all officials and helpers at the events.

The secretly voted for, Club Person of the Year award, went to Barrie Le Grove for the work which he put in to ensure very successful time trial promotions. It was well deserved and was enthusiastically applauded

A regular feature of these dinners has been the raffle where dozens and dozens of prizes have been generously donated. Secretary Adrian Palmer volunteered to help the MC, or was it to avoid further chaos, in picking out the tickets and calling in the winners. The whole thing conducted at 25 mph so that those with energy remaining could get on with the dancing (very unlike “Strictly”).

They were accompanied by our regular D.J. David Shaw and “Purple Haze” The last few dragged themselves away from the bar around midnight and with “good nights” and “have a good Christmas” the Umpteenth Annual Dinner came to a close.



## THE TOUR DE FRANCE REMEMBERED

### The Yorkshire Grand Depart

Question; Who can outdo the French when it comes to the Tour de France?  
Answer; Yorkshire.

On Saturday and Sunday 5<sup>th</sup> and 6<sup>th</sup> July and no doubt for some days previously the authorities and the people of Yorkshire gave the Tour a welcome that was reckoned by the Tour organisers themselves to have been the most amazing ever.

Every vantage point was crammed with spectators and on the main climbs they were ten or more deep. It was not just cyclists either, for here was a spectacle and a caravan of colour like nothing else. It was not to be missed. The people of Yorkshire and from much farther afield were there to enjoy the event, even though some of them had little idea of the stamina, strength and skills of the participants.

The first stage was from Leeds to Harrogate a distance of 190 kilometres and quite apart from the mere “hills” there were a couple of third and one fourth category climbs thrown in for good measure. The climbs being renamed for the day to Cote de Cray, Cote de Buttertubs and Cote de Griton Moor. We had stayed the night in the village of Grassington and enjoyed music and dancing in the central cobbled square and we were knocked out by the decoration of almost every shop and house. There were yellow ribbons and yellow bikes everywhere and while some were hoping to cash in with sales of cakes from back doors, to parking in fields and even one house turned into “Cav’s Pub” with barrels of ale and other drinks available. They were so successful as to have his team car pull in for a few samples.

Stage two went from York to Sheffield and was a fraction longer at 201 kilometres and it contained a whole lot more in the way of significant climbs. After 47km came the Cote de Blubberhouses (category 4). At 85km there was the Cote d’Oxenhope Moor, followed by the Cote de Ripponden and the Cote de Greetland all 3<sup>rd</sup> category. There was the long climb, only category 2, of Holme Moss at 143 km and after all that as they neared the finish Yorkshire threw in the Cote de Midhopestones, the Cote de Bradfield, and with just 5km to go the Cote de Jenkin Road. We moved south for the second stage and parked in the grounds of an Abbey whose Treasurer must have been delighted as he counted the thousands of fivers. Even here there were stalls and stands offering all kinds of refreshment and souvenirs and there was still a signposted walk of about 1½ miles to the race route. It was a roundabout junction and packed spectators spread along the two roads in both directions for as far as the eye could see. We enjoyed the caravan again and even got some free tea bags courtesy of the Yorkshire Tea Company, who else? There was an occasion when someone started a kind of Mexican wave, we watched



it approach, pass through us and then continue unabated until out of sight, must have been for at least another ¼ of a mile.

We had a meal that evening in the Black Horse Hotel in Grassington where, of course, there was a special “Le Tour” menu. No fish and chips here, it was Poisson Et Les Frites and the Apple and Summer Fruits Crumble was Crumble de Pommes et Fruits D’ete’

We enjoyed our trip north and the fact that the car lights were left on overnight resulting in an expired battery meaning a call to the AA, did not detract. Let’s hope it is not long before Le Tour returns.

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OPERATION BALDWIN ASHINGTON 25TH OCTOBER

It was on this day that John Baldwin married Barbara Long and a good number of Worthing Excelsior members were present. Some had been invited and others had threatened their attendance. An effort by John to thwart the latter, and thinking about it, perhaps he was getting at the invitees also, failed. Giving the wrong address for the Church was clearly an effort to tell some to get lost but to no avail we found our way, some with and some without, the dreaded Garmins.

It was a really nice service and Barbara looked absolutely stunning. John lookedjust kind of stunned.

There was an excellent Reception at the Ashington Community Centre the refreshments being first class and the speeches hilarious, I’m told!

We wish you a long and happy marriage and don’t let Worthing Excelsior get you down. We love you really! (See picture back cover)

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### THE EAST SUSSEX RELIABILITY TRIAL Sunday 16<sup>th</sup> November promoted by the Sussex Nomads

Coming just two days after the Club’s Annual Dinner bash this was a good opportunity to quickly ride off any excesses. The route on offer looked to us, from the comfort of our armchair, to be tough with the route from Chailey working its way north easterly into Ashdown Forest including the Kidds Hill climb to Kingstanding known to cyclists as the Wall. It’s near Hartfield and it goes up dead straight which probably makes it look worse. The total distance was stated to be 53 miles and there were 3 hours or 4 hours as optional challenges.

Worthing sent over a good entry of twenty with seven aiming at the faster category. We will let Dominic Maxwell take their story from here:

*“After a rather heavy session at the awards night I was in need of some fresh air and exercise and the ESCA reliability trial certainly provided. After getting a lift to Chailey with Trevor and hearing about those dodgy cyclists that don’t have mudguards, or their legs covered in November we arrived with plenty of time to spare.*

*We were travelling the 53 miles in the final group with a target time of 3 hours, in our group was Mike (turbopensioner) O’Gorman, Trevor Leeding, Rick Hughes,*

*Simon Atkinson, Chris Putnam, and Ian (Frodo Baggins) Cheeseman. It did not escape Trevor's attention that Rick was wearing shorts and not longs. Also in our group were some juniors from Preston Park Youth and a chap called Keith.*

The weather was cool, but thankfully not raining, we had some confidence that Mike O'Gorman was with us and he is supremely organised so we knew we had the navigation covered and there was a palpable sense of relief when he arrived.

The key was to keep a brisk pace and keep the group together; we needed to average 17.7mph including stops for card stamps. The route was hilly, grippy and wet and also included Kidds Hill otherwise known as the Wall.

We started at a reasonable 19mph which is about where we needed to be but unfortunately it was not long before Simon and Rick were dropping off the back, as you know as soon as that happens you end up expending more energy getting back on so it gets tricky. After about 15 miles I looked back and could no longer see Rick and Simon so said to Chris and Ian that we may need to wait for them, they dropped back and I accelerated to the main group to let Mike and Trevor know but the group was going at a fair pace and difficult to slow down as there were non club members in it. After a while Mike, Trevor and I stopped and had a brief chat about our course of action, and I said I would prefer to have a crack at getting the time with the main group so it was decided that we would try and catch them up and hope that Rick and Simon get back OK.

So the chase began to try and catch up the main group, our first barrier was Kidds Hill, it is a big Old drag that one, but I got up it OK, with Mike and Trevor not far behind, we then went into time trial mode over the next 10 miles to catch up the group and it was a relief when we did.

Then it was hammer down until the end as we were right up against it with the time limit, eventually we came to the village hall within the time limit finishing on the time of 12:48. so just under the 3 hours.

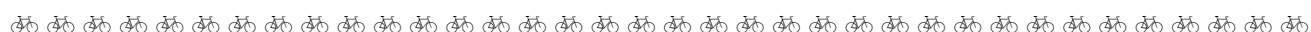
Knowing Trevor's opinions on mudguards it was very satisfying to see his face caked in mud from the mudguardless juniors, and it is thanks to Mike for getting us around the route without any big errors.

*At the end it was off to the pub for a well-deserved pint and a bit of banter."*

We have no full account of the 4 hours group but understand they were: Robert Downham, Peter Logan, Paul Townsley, Allan Orman, Malcolm Hales, Kevin Doe, Ken Newton, John Baldwin, Rocco Sepe, Barrie Le Grove, Steve Feest, Phil Frean and Rhome Bhamra. We are informed that they had an incident free ride and checked back to the headquarters with around ten minutes to spare.

The story is also told of one Rhome Bhamra who just couldn't help dropping all his mates to crash through the finish 7 minutes early and was therefore disqualified.....!!!

The event was very well supported with over 200 riders and obviously the East Sussex Clubs had the biggest entries with Lewes Wanderers and Eastbourne Rovers with massive entries predominant. So we didn't win the shield, but no worries it was apparently a good event.



## LES JANMAN 1931 – 2014

Les Janman a lifelong member of the Bognor Regis Cycling Club died on 26<sup>th</sup> September. He was for decades one of the Father figures of cycling in Sussex and served the Sussex Cyclists Association well for many years. He was a well known figure at time trials, competing himself well into the years of retirement.

Older members of Worthing Excelsior will remember him and we were represented at his funeral to pay our respects on behalf of the Club. As was to be expected the Crematorium Chapel in Chichester was packed and more colourful than normal with a great display of club colours.

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PEDAL PIT STOP

Look out for Stan's Bike Shack opened about five months ago with the stated aim of meeting the needs of the local community, cyclists, walkers or indeed anyone that drops by. The Shack is located right on the Downs Link at Bines Road at the southern end of Partridge Green (you can't miss the bright orange signpost) and was set up as a café.

When he first heard of The Shack Ed's wife commented "Partridge Green, you should be able to manage that on one of your rides" True, he thought, not as far as Southwater, so he gave it a try. First class they even stock a few bike accessories, recommend it, the latte was so good he had two!

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## SUSSEX CYCLISTS ASSOCIATION AND CLUB HILL CLIMB CHAMPIONSHIP Steining Bostal Saturday 4<sup>th</sup> October

Worthing Excelsior's Mel Robertson was once again the promoter on behalf of the Association and for all his hard work he had received just 14 entries. Five of these had come from Clubs outside of the Association. Worthing Excelsior were the only S.C.A. club to enter a team of three, but in view of the fact that we had twelve complete the Washington Evening hill climb series, and this was our own Championship, even this was very disappointing.

Our entry comprised Chris Putnam who came third in the Washington series, Mike O'Gorman who had finished fifth and Guy Musgrove who blamed, "A moment of madness" as the reason for his entry. In the event Chris was our fastest, scaling the north face of The Downs in 5 minutes 14.8 seconds and finished eight in the overall event and third in the Association competition. Mike recorded 5.41 to finish eleventh and Guy who claims he saw much more of the beautiful Downland scenery than the other riders, reached the summit in 9 minutes 29.3 seconds securing last and 14<sup>th</sup> place. You do, as they say, "have to be in it to win it" and Guy's effort illustrates this brilliantly. Without him we would not have won the team award. Mike picked up the Veteran's award and also collected some more points in the Association's season long Points Competition. (See later in this issue.)

As we have mentioned five entries came from non S.C.A. affiliated clubs and they in fact filled the first five places. Maybe not the winner, Chris McNamara of

Pedal Heaven, home in just 4 minutes 11.7 seconds, but some of the top five times were within the range of Mark Newnham and Carl Trevis who had been the top two in our Washington series. It was a shame that we could not have managed a stronger entry.

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RESHUFFLE AT S.C.A.

Robin Johnson of the Brighton Mitre who is undoubtedly the hardest working official in the County remains as the Chairman for another year, Worthing's Karl Robertson is though standing down as Secretary after serving in that office for six years and Mike O'Gorman has taken on this office so we shall continue to have a hand on the steering wheel. East Grinstead C.C.'s Mike Anton has resigned as the Association's Website Manager and our Mike is to cover that responsibility also.

The President of the Association is an annual appointment passing to member clubs alphabetically. This year it fell to the Sussex Nomads and they have put forward Alan Limbrey a long serving member of Sussex Cycling in all its disciplines. We believe that this honour has come back to Alan for a third time and very deserved too. Steve Dennis of East Grinstead C.C. continues in the office of Time Trials Secretary.

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### THE TOUR OF BRITAIN

After the Tour de France we were lucky in 2014 to also have our home tour passing through Sussex and there's no doubt that the event is growing larger and is attracting more publicity every year. Members took advantage of the opportunity to view at various points along the route and always there were crowds. We saw them climbing up from the Hammer Ponds just a couple of miles to the south east of Horsham. We got there early and thought we had found a spot that no-one else had thought of, it was though two hours before they were due. By the time the peloton arrived it was six deep and the enthusiasm and excitement was contagious.

Really felt that "Cycling" had arrived. (see photo inside back cover)

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THE CLONMORE TROPHY INTER-CLUB 25 MILE Sunday 21st September 2014

This event has been on the calendar since the 1950's and originally it was held between Worthing, Bognor and the Hants Road Club. It has now evolved to a four-way competition between those three clubs and the Southdown Velo a club with tremendous racing strength. For years we had been the dominant force but were knocked off the perch in 2011 and by 2013 we found ourselves back in third spot some 14 minutes adrift of the winners. It is decided over the best six man aggregate so strength in depth is important and every effort must be made to ensure that we have our top riders entered. In 2014 we did just that and roared back to top dogs.

The Fontwell based course is a local favourite and given good conditions offers personal best opportunity. We had an entry of fourteen but Southdown had

twenty four by far the biggest team. In 2013 they had recorded three 54's, a 56, and two 57's for their team aggregate of 5.34.46 and an average of 55.49, a very formidable performance. Were they still as strong and could our team get anywhere near them and what about Hants Road Club who in 2013 put six riders under the hour to our four? There were some big asks.

The morning was reasonable but a bit chilly at first with a slight northerly wind. With one or two non-counting guest riders there was a field of seventy and it looked from the start sheet as if most of the faster riders were in the second half. There was though a pointer of things to come when rider number two John Banham from the Velo clocked a promising 57.44. There was nothing spectacular for a while until another Velo man Alex Napier scorched home in 56.52. With these two early counters from the Velo things looked a wee bit ominous. Napier had caught our Carl Trevis who had nevertheless managed a brilliant personal best time of 56.52. The outlook did not improve when another Velo rider Shaun Smart from number 25 was home in 57.39. Were we going to be able to match these rides? Well that wasn't answered immediately but the situation looked better when Simon Atkinson finished in a time of 57.10 and was closely followed by Rick Hughes who was knocking about four minutes out of his personal best in a time of 58.39. The Hants Road Club meanwhile had posted a 58.13 and a 59.20. Our next finisher under the hour was Mike O'Gorman who on a time of 58.37 just scraped home ahead of a pursuing minute man Matt Cleaver, another from the Velo who recorded 57.49. The rider who was destined to head the individual result, Tom Pritchard shot through the finish with a very fast 54.13 prompting more concerns about the Hants Road Club aggregate. The Velo had another finish under the hour with Chris Meeus finishing with 59.51, so they had six home and all under sixty minutes. The Hants Road Club threat became more serious when Hamish Walker returned a 57.48 and Andy Langdown clocked 54.27, only 14 seconds behind his team mate. We had two more to come and from observations out on the road we knew they were both flying, but were they going to be fast enough. Chris Twine from a very much interrupted season and without the form of the 2013 event when he recorded a short 54 was still on to a good one finishing with 56.34, our fastest so far. Just two minutes back from Chris was Dominic Maxwell enjoying his time trials with a new Time trial machine and he was another knocking holes in his personal best. He recorded a time of 56minutes 13 seconds and was our fastest rider.

It had been a great morning's racing and was a keenly contested competition. We were, individually outside of the first three but positions four to eight were all Worthing and with our best six all within the first 14 places it looked good. When all the calculations were done Worthing had recaptured the Clonmore trophy.

We doubt that the Club has ever produced a six-man aggregate of 5.44.05 averaging middle 57's for each individual. It needs to be noted also to emphasise the need for strength in depth that we also posted a 59.12 from Ian Cheesman, Martin Booker was just outside the hour on 1.00.29, Chris Putnam was on 1.01.29, and Simon Letts, 1.01.38 all of these could have been necessary counters. Allan Orman rode his best for many years with 1.5.36, Clive Patterson-Lett was close up with 1.5.53. Andy Haste made a debut ride to record 1.8.46, Nicole Patterson-Lett was on 1.11.38 and Rome Bhamra just avoided the lanterne rouge clocking 1.17.32. The only unfortunate incident of the morning was mechanical trouble for Trevor Leeding who was unable to finish. Now what could he have done? Well perhaps that's something extra we can bring to next years event.

Team Result:

1 st	Worthing Excelsior C.C	5.44.05
2 nd	Hants Road Club	5.46.15
3 rd	Southdown Velo	5.49.34
4 th	Bognor Regis C.C.	6.26.31

LOOKING BACK

The following article appeared in Signpost the magazine of the Forty Plus Cycling Club in September last year. It was obviously of great interest to us in that it dealt with a one time member of the Club. We have the kind permission of Signpost and its Editor Colin Major and also of Roger Bateman from who the article originated in the Shoreham –by-Sea History Portal to reprint it in its entirety and thank them for that.

"I found out recently, that a near neighbour, now 95, enjoyed considerable success in the local cycling competition world in the first half of the 1900's. Richard (or Dick as he is, and was, better known) Steers came to prominence in the second half of the 1930's when his family moved to Shoreham-by-Sea. He joined the Shoreham Cycling & Athletic Club in the mid 1930's when fellow club member A.F. Yates, the leading racing cyclist in the county, was the man to beat. In only his second race for the club, 17-year old Dick realised a time 2 hours 17 minutes 24.4 seconds for the 50 mile handicap race, making him the winner.

Dick entered a number of scratch and handicap races that year and shared wins with Yates, but before long Dick edged ahead to an extent where he almost swept the board the following year. By 1937 he was one of the leading racing cyclists in the county of Sussex. During one particular success, he recorded the fastest time – 1 hour 7 mins 42 secs – at the Portsmouth North End Cycling Club's 25 mile road time trial, involving 85 competitors from Hampshire, Sussex and beyond.

A little later, Dick, together with club friends Jim Clements and Fred Ford, competed for the Shoreham club in Worthing Excelsior Club's 30 mile handicap. Dick, again a scratch rider, achieved a win with a time of 1 hour 21 mins 44.4 secs.

The number of races Dick won in 1937 was something of a club record having made first place in the 10 mile scratch; 10, 30, 50 and 100 miles; 1 mile hill climb and 12 hour endurance race (201 miles). He came second in the 20 and 25 miles, and third in the quarter mile. Many other successes followed.

In 1938 Dick and some fellow members of the club, transferred their membership to the nearby Worthing Excelsior, as a consequence of changes to the Shoreham club that did not go down well with members.

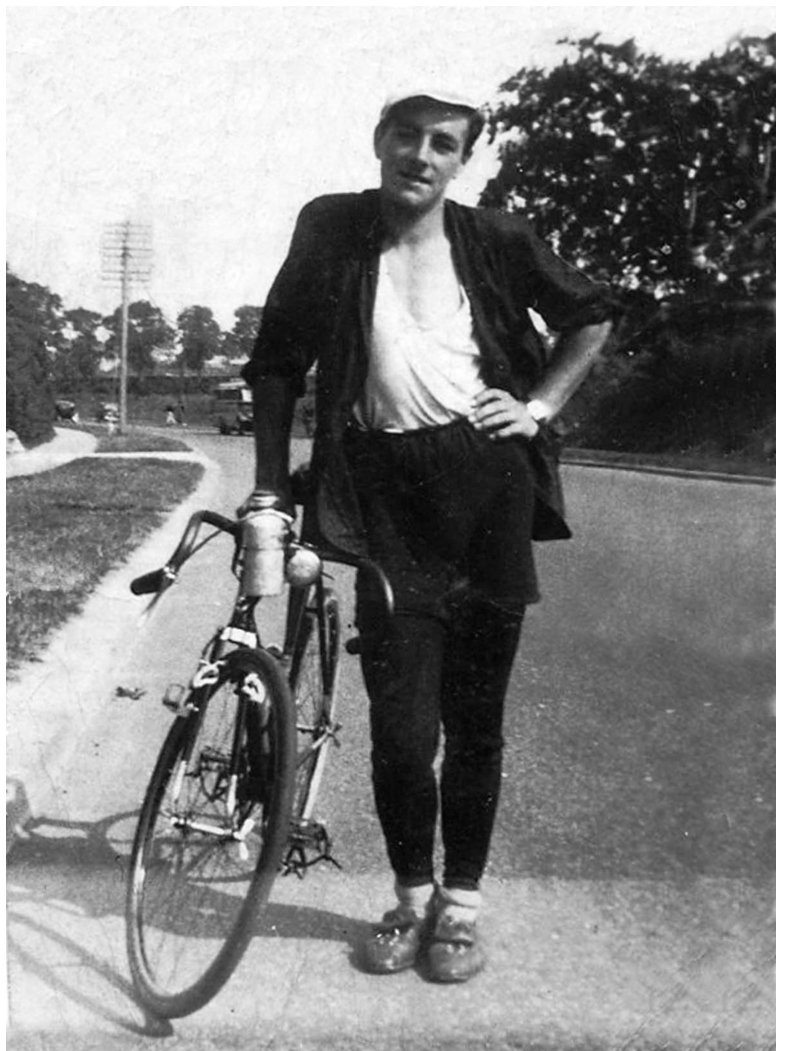
Success continued at Worthing and in his first season with them Dick set up a new record in the club's 25 miles with a time of 1 hr 6 mins 40.8 secs. He also beat the club record for 30 miles by 3 minutes, came first in the 25 miles trial and was awarded the Sussex All-Rounder Cup – recognition of his standing in the county.

Dick also competed at Brighton's Preston Park Cycling track, and on one occasion became holder of the Diamond Jubilee Pursuit Brassard after winning a race against L. Cattell of Eastbourne. The two met later that same day in another race with Dick again winning, prompting one newspaper to credit him to be 'the best rider in Sussex at this type of race.'

Dick continued to take part in road races during which he broke his own club record when he clocked 2 hours 13 mins 50 secs for the 50 mile championship, and similarly for the 25 miles trial when he broke his earlier record by almost 2 minutes.

What kind of route did these races follow? Those of our membership residing in Surrey and Sussex may be familiar with some of the place names that follow. One regular 25 mile route taken by the Shoreham club involved a start near the Red Lion through Steyning, Partridge Green then Cowfold and return. Excelsior's usual 25 mile course was from Findon to Horsham and back – all in the days when there was little motorized traffic and only 'A' and minor roads. One more detailed example was the Sussex Association 25 mile time trial that year that went from the King's Head at Albourne westward to Cowfold, West Grinstead Station, Coolham then returned through Cowfold and Chestham Park north of Henfield back to Albourne.

Dick later married Doris, another rider making her mark with Worthing Excelsior Ladies, winning many of the races in which she entered. Sadly, the war years loomed, became a reality, and prematurely terminated what would have been an excellent season for both Dick and Doris, and for the Worthing Excelsior. Dick was called up and enlisted in the Royal Engineers. After the war, all hopes of a return to racing were cruelly dashed when Dick was involved in an horrific accident. An army lorry he and his mates were boarding started off prematurely. Dick was dislodged, fell but was snagged by the tailgate and dragged for some way before the driver responded to the shouts of passengers. In those days surgery was not readily available - it was to be 18 months in the army hospital at Leatherhead where his broken thighbone and pelvis were fused together, but on discharge cycling was no longer an option.



Dick is still to be seen in Shoreham, sometimes on a nice day, sitting in his electric buggy in the churchyard of St. Mary de Haura, enjoying the sun. Many pass

him by, but few will realise that there sits a man with an illustrious past as a cyclist.

Ed (aka Colin Major – Forty Plus Cycling Club)

(My thanks to Roger Bateman, friend and also neighbour, who allowed me to extract most of the above from his entry on the Shoreham-by-Sea History Portal, much of which Roger continues to update on a daily basis through his love of and knowledge of this part of Sussex.)

*For those with a love of history and to read a fuller account of Dick's cycling career and other cycling history in Sussex visit :
<http://www.shorehambysea.com/shoreham-by-sea-history-portal.html>*

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## SOUTHERN COUNTIES CYCLING UNION Annual Dinner and Prize Presentation

We are affiliated to the SCCU and our riders compete regularly in their promotions. We have not won any of their principle trophies for some time although we have lifted the Junior B.A.R. some years ago .....was Andrew Lock ever really a junior! And with Mel Roberton we've enjoyed success in the Veteran's category. The 2014 season was an excellent one for Mike O'Gorman but for a guy who sets himself up with targets and plans his racing programme with great care it still came as a complete surprise to him when he discovered that he had won their Veteran's Best All Rounder.

So to ensure that he received some applause from the Club we sent our reporter along. The Dinner was at the Copthorne Hotel on the East Grinstead road a couple of miles to the east of Gatwick. It was a good meal and it was quite something to view their trophy table. Large trophies and even larger shields for every event and team.

Mike had headed fourteen qualifiers in the competition with his three rides in their 25m, 50m and 100 mile championships. His times of 1.00.55, 2.08.46 and 4.26.52 gave him an impressive plus over standard of 57minutes 34 seconds. A plus, over eleven minutes clear of his closest challenger. He was, in addition, fifth overall in the senior competition with an average speed over the three distances of 23.467 mph.

Five of the principle trophies had been won by Brighton Excelsior's exceedingly fast Steve Kane. Ed was pleased to see from the seating arrangements that he would be sitting right next to him. There was the chance, he thought, that something of his speed might rub off! So it was disappointing that he didn't come, not just disappointing from Ed's point of view but for the organisers as well. It may be, of course, that he was ill or there was something else that prevented him attending. It is though always a shame and a disappointment for organisers when principle winners fail to collect their trophies at these events. Those who have trailed in their wake in the racing would no doubt welcome the opportunity to lift some silver at such an occasion.

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THE TOURIST TRIAL 5th October

It was cold..... It was bitterly cold. It was the sort of temperature when Polar Bears start wearing balaclavas and Penguins start looking for the thermostat on the central heating. I scraped the ice from my windscreen and all the time I was thinking to myself 'Why????'. I had set the alarm clock and got out of a nice warm bed and the thought of diving back under the covers was still inviting. But, no – it was an important day. This was my only chance to get my hands on some Club

silverware. This was to be the Club Annual Tourist Trial and I knew that Barrie Le Grove would have set both a challenging course and come up with some really testing questions on local knowledge.

Zero degrees Centigrade, or is it Celsius nowadays. I confess to not knowing the difference. It always seems colder than when it used to be Fahrenheit. Anyway, that was the temperature on my drive over to the start. Was I going to be warm enough? Was it going to be too cold to enjoy the ride? Certainly, when I got to Washington and unloaded the bike I was beginning to think of that nice warm bed again. But then the sun came out and the warmth started to flood through the blood. It looked as though it was going to be a good day after all.

Nine of us took up Barrie's challenge. There were past champions and new challengers ready for action. Barrie issued a route sheet to every competitor together with a series of photographs and all that we had to do was to mark the location of the photographs on the route map. Simple? You might think so. The route itself took us down The Hollow and across the A24 and into Muttons Lane and up the ascent of Le Col de Warminghurst. From there it was down through Ashington down to Spithandle Lane and then up to Ashurst. From there we cut through to Dial Post and thence to Spear Hill where a right turn took us through to Danhill Cross Roads and down to Thakeham to arrive, eventually, at Washington.

With the observation test, I found the first location but, after that, it got more and more difficult. How could I ride past these places without seeing them? Perhaps I was going too fast – going past in a flash? I don't think so.

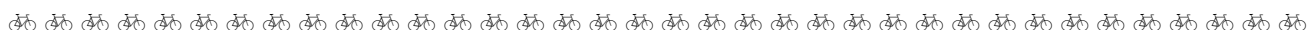
And then..... half way round there was Paul Outhwaite to stop all the riders to check our equipment. Did we have any lights? Were the lights working? What time did they expect the event to finish? Lighting-up time wasn't until nearly 7.00pm! Did we have a drink? Did we have any food for the journey? I was a little offended when Paul said, 'Adrian, I don't have to ask you if you've got anything to eat because you're never going to be far away from food.' And I did have a Mars Bar – honest. The only trouble was that, when I was tempted to eat my Mars Bar, it had been in a pocket close to my body, and it had melted. The only way I could eat it was to drop it into my drinks bottle so that it would solidify, and then it was too hard to eat.

Anyway, after some 25 miles and having ridden past places I'd never seen, I ended up back at Washington for a cuppa and a slice of Jeans homemade Lemon Drizzle cake. It was worth the ride. So, part three of the exercise took place when all the riders were given a series of 20 questions about Sussex. Well, only a Yorkshireman could have come up with questions like these aimed, I am sure, to test these 'Soft Southerners' on their knowledge of their own County. He even managed to get a reference to the Bishop of York in the answers just so that he felt at home. Now, I know about pubs so I was OK when we were asked to locate 'The Laughing Fish', but I didn't have a clue when it came to knowing where 'The Dog and Bacon' is. I do now and it's on my list of pubs to visit. And who knew that The Church of English Martyrs in Goring had its own version of the ceiling of the Sistine Chapel? As for the annual tonnage of cargo passing through Shoreham Harbour I didn't have a clue. A guess was called for and, according to me, it must be a very prosperous port because my guess amounted to ten times the true figure.

Now was the time for Barrie to do his sums and, in a very close finish, I realised that I would be having to invest in some silver polish. A very close second was Mick Irons with Graeme Gill third and with Andrew Lock and Mark Roberts top in the observation tests.

Adrian Palmer

		Map	Equip't	Quiz	Total
1 st	Adrian Palmer	7.0	15.0	6.0	28.0
2 nd	Mick Irons	9.0	15.0	2.5	26.5
3 rd	Graeme Gill	9.0	13.0	4.0	26.0
4 th	Phil Freaan	9.0	13.0	3.0	25.0
5 th	Mark Roberts	10.0	13.0	0.5	23.5
6 th	Mark Windsor	9.0	14.0	0.0	23.0
7 th	Andrew Lock	10.0	9.0	3.0	22.0
8 th	Matthew Edwards	9.0	9.0	2.5	20.5
9 th	Bernie Skinner	8.0	11.0	0.0	19.5



5th October

It was a nice morning, just a bit chilly while warming up and the undulating nature of the 18 mile course soon had the blood circulating nicely. From near Laughton in East Sussex the route goes east to join the A22 and turns north to The Little Horsted roundabout before doubling back towards Lewes and then at Earwig Corner sharply turns left to pass through Ringmer and to finish at the top of the Broyle drag, a mile or so from the Laughton headquarters.

Top pairing was Conall and Christian Yates, In Gear Quickvit Trainsharp and East Grinstead and they did not disappoint getting round in 37 minutes 53 seconds which we assume must have meant slowing down to negotiate the Ringmer 30 mph section!!

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The other two were both neatly together and a time check indicated that there was little to choose between any of them.

At the finish Rick and Chris had just edged out Ian and Martin with actual times of 43.07 and 43.34 while Simon and Darren were a minute back on 44.35. The best on standard was Chris pulled home with a plus of 4.27 while Martin was on 3.36 and Darron on 2.51. The Yates pairing managed a plus of 9.58 to take the principle award and Rick and Chris just squeezed into the prize list with their sixth place and good ride.



GET READY-GET FOCUSED-GET PLANNING

If you are going to ride time trials in the coming season you will no doubt have started training well before you read this but in addition to the physical preparation it is vitally important to plan for your whole season. What distances will I ride, what season long competitions would I like to have a go at. When does my family want us to go away on an annual holiday? All questions which you need to start considering right now.

A first step is to get hold of the Club's 2015 events handbook, either download it from the website or contact the Time Trials Secretary for a copy. It has been prepared by Barrie Le Grove and your general committee and as well as giving you the Club programme is also full of other information and advice such as competitions, rules and awards. The next step is to obtain a copy of the Yellow/Local Handbook detailing all the events in the Cycling Time Trials London South Region. Finally get a copy of Cycling Time Trials Handbook for the year ahead. This is the Time Trials bible and is a wealth of information and advice and covers every open event in the country. Who knows you might want to ride events outside of this immediate area and there are good courses not that far away which could well be worth trying.

It is also a good idea to discuss with others in the club's racing strength what their plans are, for as well as individual honours it is well within the Club's scope to win team awards. Therefore to plan together can help achieve combined entries and racing events together engenders good team spirit. It is also possible that travel plans can be combined to save expense.

Let us try and avoid that unhappy situation where we have on one day, two good rides in one event and elsewhere, another two good rides, missing out on any possibility of team awards.

It may be that plans may have to change for reasons outside of cycling or as a season progresses you may feel that it would profit you to ride other different events and distances than originally planned but it is still very worthwhile to plan out those events for March to October.



YOUR 2014 CHAMPIONS

Senior Best All Rounder:	Mike O'Gorman
Veterans Best All Rounder:	Mike O'Gorman
Ladies Best All Rounder:	Nicole Patterson-Lett

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Doctor relates a story: 'During my rounds I placed a stethoscope on an elderly, and somewhat deaf female patient's anterior chest wall. "Big breaths" I instructed her. "Yes, they used to be" she replied'

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All the Championships and the season long competitions have team awards and with better coordination of our entries we should be capable of getting in amongst those prizes.

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## SUSSEX CYCLISTS' ASSOCIATION 2014 RESULTS (The season long competitions)

The Long Distance Best All Rounder (25 mile, 50 mile and 100 mile): Seniors: 1<sup>st</sup> Steve Kane Brighton Excelsior. 2<sup>nd</sup> Mike O'Gorman WECC.

The Long Distance BAR (Veterans): 1<sup>st</sup> Mike O'Gorman.

Middle Distance (10 mile 25 mile and 50 mile) : Seniors: 1<sup>st</sup> Steve Kane, Mike O'Gorman 5<sup>th</sup>.

Middle Distance (Veterans): 1<sup>st</sup>. Mike O'Gorman.

Short Distance (10 mile 25 mile and 30 mile) Seniors: 1<sup>st</sup> Steve Kane, 5<sup>th</sup> Mike O'Gorman

Short Distance (Veterans): 1<sup>st</sup> Mike O'Gorman

The Sporting Courses (SPOCO) Competition: 1<sup>st</sup> Steve Kane. Best placed Worthing rider was, again, Mike O'Gorman in 12<sup>th</sup> place.

The Points Competition: 1<sup>st</sup> Steve Kane 3<sup>rd</sup> Mike O'Gorman, WECC also had points scored by Chris Putnam, Simon Atkinson, Trevor Leeding, Guy Musgrove, Clive Patterson-Lett, Nicole Patterson-Lett and Carl Trevis. This meant that we had two teams of three and they finished 3<sup>rd</sup> and 14<sup>th</sup>.

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What do you get when you cross a vampire with a snowman? A: Frostbite

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## NEW MEMBERS

Two more were signed in at the December meeting. A warm welcome then to David Chester from Goring and to Simon Toppin from West Worthing. We immediately recognised Simon's address and it is great to have son of Vice President Paul join us. To both of you, get involved as much as you can, that's the best way to get to know everybody. We hope you will have a long and enjoyable time with the Club and follow all, or as many as you like, of the different disciplines that are available.

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CLUB BEST ALL ROUNDER RESULTS

There was only one qualifier this past season which is a poor show. We managed only two riders in the 100 mile event and Chris Putnam who came second did not qualify in the B.A.R. because he did not ride a 50 mile event. The unopposed winner then was Mike O'Gorman, and riders 20 years his junior were it seems incapable or unwilling to push him off the podium. It is O.K for a 62 year old to win veterans titles but not to take the senior award as well.

Mike's times for the three distances were: 25 mile, 57.10, 50 mile 1.54.44, and 100 mile 4.26.52 to give him an average mph of 24.957.

In the veterans category, decided over 10 miles, 25 miles, and 50 miles we did at least have four riders qualify. Mike came out on top with rides of 22.08 (10m), 57.10 (25m), and 1.54.44. to give him a beating of his age standard by 5.439 mph. Second was Trevor Leeding with rides of 21.33, 55.41, and 2.01.18. Being 14 years junior to Mike means his plus speed on standard was 4.406 mph. Simon Atkinson took third spot with 21.23, 57.10, and 2.05.00 for a plus of 3.451 mph and Rick Hughes was fourth on a plus speed of 3.178 mph from his three best efforts of 22.32, 58.39, and 2.10.14.

It was good to have a qualifier in the Ladies category where the requirements are to ride two tens and two 25s. Nicole Patterson-Lett managed 26.18 and 26.46 in two of her evening ten rides and at the 25 mile distance she recorded 1.10.40 in our Open 25 and 1.11.38 in the Inter-Club.

Now what we need in 2015 is to have more seniors, more ladies and definitely some juniors. Hugo McLaughlin who was down to a 24 minute 10 mile and Shaeff Potter down to a 26 minute ride should both be looking to ride more regularly in the evening events and to include two or three 25mile events in their programme if they want to progress.



THE FASTEST FIFTY FOR THE RICHARD SHIPTON TROPHY

In our previous issue we reported on Trevor Leeding's efforts to win this trophy when he travelled over to the A3 course to ride in the Southdown Velo promotion. Seemingly anxious to improve on his Southern Counties event time of 2.03.38 he managed to knock over two minutes off and it looked as though that effort, 2.01.18. would be good enough to see the trophy residing on his mantelpiece. It was not going to be though for Mike O'Gorman had other plans and in late September secretly crept off to the Manchester area to compete in the Manchester Wheelers promotion. He was to record the fastest 50 mile time that we have seen in the Club for a few years clocking a quite remarkable time of 1.54.44. This did not just happen, for to achieve it, he had set himself a six week block of training and weight loss and his other racing during that period was simply gauged to ensure that he reached a peak for that event. The dedication and focus of a professional certainly paid dividends.



HANDS ON COUNCILLOR RESTORES SIGN

Member Ken Newton who lives in Hole Street in Ashington is a Parish Councillor for Wiston and when an ancient finger sign post was found in an overgrown hedge, to save his Parish considerable sums of money, took it upon himself to restore it. A picture of Ken with the signpost appeared in the County Times and he certainly seems to have made a good job of it. Ken believes that the post was originally installed in the years following the Second World War. He felt that it was a bit of social history and to keep it was his original objective. If you know where Spithandle Lane comes into Wiston you can see the sign in its restored splendour

and should you not have a dreaded “Garmin” it helpfully points the way to Ashington, to Steyning and Washington, and to Ashurst. Well done Ken.

~~~~~

### THAT AGE OLD STORY

A group of cyclists, both male and female, all aged fifty, discussed where they should meet for lunch. Finally it was agreed that they would meet at the Grand Hotel restaurant because the waitresses there were gorgeous, with tight skirts and lean legs, and the waiters were muscular and really ‘fit’.

Ten years later, at age sixty, the friends once again discussed where they should meet for lunch. Finally it was agreed that they would meet at the Grand Hotel restaurant because the food and service were good and the wine selection was excellent.

Ten years later, at the age of seventy, the friends again discussed where they should meet for lunch. Finally it was agreed that they would meet at the Grand Hotel restaurant because they could dine in peace and quiet, the restaurant had a beautiful view of the sea and it was wheelchair accessible and had a lift.

Ten years later, at the age of eighty, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at the Grand Hotel restaurant because they had heard it was quite good and had never been there before.

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TWENTY FIVE YEARS AGO

The cover of the Worthing Wheel for the Winter 1989/90 issue, rather confidently endorsed Vol.22 No4, showed an excellent photograph of Andy Smith competing in the National Fifty mile championship. Contents ran to no less than forty pages but much larger type face was used.

There was a report on the Club’s Open Hardriders which for a number of years was promoted by Andrew Lock. While it seemed to be generally agreed that the promotion was successful it was noted that over the three years up to 1989 the entry had dropped from 100 to 80 and now to 60. Was this perhaps when we started going soft, it is doubtful if you could bring in that big a field nowadays. Mike Coyle of the Velo Club Etoile was the winner in a course record time of 1 hour 2 minutes 29 seconds. The course then was a full 25 miles. Worthing’s best rider was Nick Lelliot who finished third in 1.3.40. Perhaps more noteworthy is the fact that three prizes were on offer for juniors, and we wiped the board with Colin Toppin, Shane Brown and Andrew Tarry. Wouldn’t it be great to see that level of junior involvement in 2015.

There is a report on a quite fantastic tour undertaken by the late and great club stalwart, Ray Douglass. The first paragraph is worth quoting in full:

“Originally I did not intend to do a long tour, I had decided to ride to Knighton which is on the Welsh/Shropshire border to attend the annual dinner of the 300,000 mile club. So why not, I thought, continue to Cape Wrath at the north west tip of Scotland to earn a Cape Wrath badge, which I did, so from there the idea grew to extend the holiday to take in John O’Groats and the Orkney Islands, when you think of John O’Groats you then naturally think of Lands End, so why not do it all, so I did.”

There is a paragraph where he describes being in Huddersfield on a quiet Sunday. He met and took lunch with *"a venerable gentleman who informed me he was 79 years old. We had a long discussion on communism, he was wearing a badge with Lenin's head on it. He had been to Russia several times and was most interesting to talk to. I was sorry when we parted. People as well as places you can enjoy when cycling"*

Elsewhere in that issue there was a note of Ray's mileage for the year - 15,269. Now there's a mileater for you.

Interesting to note, following our earlier report on this year's East Sussex Reliability Trial, that in 1989 we managed to enter 30 riders start 28 and finish 25. We had more riders than Lewes or Eastbourne and we won the team shield for the fourth year in succession. We believe that we did in fact win the first six from the start of the event, putting some noses out of joint with us coming over from the western half of the county.

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Why did the elf push his bed into the fireplace?

A: Because he wanted to sleep like a log.

Well it's Seasonal in'it !!!!!

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ANNUAL GENERAL MEETING

The AGM for 2015 is on Tuesday 17th February in the Clubroom and starts at 8 p.m. sharp. Formal notice will be sent to all members but please make every effort to attend. There are important things to be discussed and this is your opportunity to have your say in the way the club has been run or how it is to progress in the future. There are important officers to be found and particularly, if we are to continue with a full time trials programme then someone must be found to fill the evening tens organiser's office.

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### VICE PRESIDENT GETS HALF A PAGE

It must have been the greatest amount of coverage ever when with the Worthing Herald on 27<sup>th</sup> November there was a two page pull-out devoted to cycling and a whole page to Worthing Excelsior and its history from the foundation in 1887 to the present day. From grey jacket, knickerbockers, blue cap and stockings to the Lycra shorts and synthetic jerseys worn by Excelsior members today. Headed "Cyclings enduring appeal" there was a half page about Tony Palmer's cycling years how they started, what he had done and how he continues to enjoy both the Club and the miles he still rides.

Then came the full half page photo of Tony resplendent in Club colours posing with his bike.

What was amazing was that the local paper was still the same price as normal!

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THANK YOU REG

Life Vice President Reg Searle has kindly donated two items to the Club. The first was a tandem and the second an electrical power assisted cycle. The first was quickly purchased by our Treasurer Carey McLaughlin for £150 and he has resolved to restore it to its previous glory and maybe get himself and son Hugo aboard for one of the evening tens. That would be interesting. The second item went to John Baldwin.... No not for his use, but he thought that his wife Barbara might enjoy it. That hasn't worked, so the Club will have to consider how best to dispose of it.

Anyone reading this who might be interested for a friend or relative give us a shout, otherwise a local advert or perhaps try e-bay. We shall do our best to turn it into valuable funds for the Club and while we know that Secretary Adrian has written to Reg, we could not leave our last Mag without repeating our thanks for this and for all your very generous support over very many years.

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## CLUB RUNS ATTENDANCE 2013/14

This is the final placings table for the past year up to 28<sup>th</sup> September 2014. Only those with 25 or more points are included.

|     |                    |    |     |                   |    |
|-----|--------------------|----|-----|-------------------|----|
| 1.  | Robert Downham     | 88 | 23. | Chris Putnam      | 39 |
| 1.  | Mike Irons         | 88 | 24. | George Jimpson    | 38 |
| 3.  | Bernie Skinner     | 85 | 25. | Chris Rudd        | 37 |
| 4.  | Peter Rowe         | 76 | 25. | Kevin Doe         | 37 |
| 5.  | Graeme Gill        | 73 | 27. | Michelle Feest    | 36 |
| 6.  | Robin Lloyd-Davies | 72 | 28. | Phil Young        | 34 |
| 7.  | Phil Frean         | 71 | 29. | Jamie Westill     | 33 |
| 8.  | Rick Hughes        | 69 | 30. | Hugo McLaughlin   | 32 |
| 9.  | Spencer Kirkham    | 66 | 30. | Rome Bhamra       | 32 |
| 10. | Ken Wheeler        | 65 | 30. | Neil Rabone       | 32 |
| 11. | Martin Booker      | 63 | 33. | Steve Alexander   | 31 |
| 12. | Simon Atkinson     | 62 | 33. | Alan Cooper       | 31 |
| 13. | Trevor Leeding     | 59 | 35. | Steve Feest       | 30 |
| 14. | Ken Newton         | 57 | 36. | Colin Bushby      | 29 |
| 15. | Rocco Sepe         | 56 | 36. | Spencer Kemp      | 29 |
| 16. | Peter Logan        | 54 | 38. | Shaeff Potter     | 28 |
| 17. | Paul Townsley      | 50 | 38. | Chris Bramley     | 28 |
| 17. | Keith Jimpson      | 50 | 38. | Darron Muggeridge | 28 |
| 19. | Dominic Maxwell    | 46 | 40. | Guy Musgrove      | 26 |
| 20. | Mike O'Gorman      | 43 | 41. | Connor Leeding    | 25 |
| 21. | John Baldwin       | 42 | 41. | Joan Lennon       | 25 |
| 22. | Eric Baker         | 40 |     |                   |    |

Co-ordinator and Adjudicator Tony Palmer, informs us that there were, in total, 1267 attendees and this was an increase of 50 over the previous year. There were 109 different members participating. Eleven different venues were visited.

Apart from the usual Sunday morning Club runs members were able to gain points for the February Winter Warmer, the Devil in the Downs Sportive, The Ride London Sportive, the Eastbourne weekend, the Club and the East Sussex Reliability Trial, the Isle of Wight ride and the Tourist Trial.

We make no apology for going on about this guy whose name has undoubtedly appeared more frequently than any other in this magazine over the past year, but we leave you with a list and a picture of his 2014 trophy collection which speak for themselves.



Senior Best All Rounder  
Veteran's Best All Rounder  
One Hundred Miles Championship  
Fastest Fifty Mile -  
(The Richard Shipton Trophy)  
Ten Miles Series (Veteran's Trophy)

1<sup>ST</sup> Veteran 10 Mile Championship  
1<sup>st</sup> Veteran 25 Mile Championship  
1<sup>st</sup> Veteran 30 Mile Championship

|                                                 |                                                |
|-------------------------------------------------|------------------------------------------------|
| 1 <sup>st</sup> Short Distance BAR (Veterans)   |                                                |
| 2 <sup>nd</sup> Veteran 50 Mile Championship    | 2 <sup>nd</sup> Long Distance BAR (Seniors)    |
| 2 <sup>nd</sup> Veteran 100 Mile Championship   | 1 <sup>st</sup> Long Distance BAR (Veterans)   |
| 1 <sup>st</sup> Veteran Hill Climb Championship | 1 <sup>st</sup> Middle Distance BAR (Veterans) |
| 1 <sup>st</sup> team Hill Climb Championship    | 3 <sup>rd</sup> in Points Championship         |

## GHENT 6 DAY – WITH SOME COBBLES!

Back last summer I had an idea! They don't come along often so I had to act on it. I wanted to go and see some track racing and drink beer, whilst being stood in a party. It turns out this is all possible at the Ghent 6 day. The 6 days is as it sounds; 6 days of racing, it used to be teams of 2 racing for 6 days non-stop in the 1920's, doing random things like shaving as they cycled round, whilst taking cocaine and strychnine to keep them awake. But now it's a little bit calmer and involves teams of 2 doing different races over the 6 day period, mainly based around the Madison. It also has races for juniors and ladies.

We were very lucky in that just before we went Mark Cavendish announced he would be riding, so we had someone we knew and could support. The plan was to get the ferry over from Dover to Dunkirk and then cycle to Ghent, my initial calculations had this at 65 miles. It is in fact exactly that from the centre of Dunkirk, however the Dunkirk ferry terminal is another 15 miles the wrong side, so the rides ended up around the 85 mile mark, unless your name is Joely, Chris or Paul in which case they added on a few miles for fun. More of that later.

So on putting an email out to the club members I was a bit surprised to get such a great response for the event and we managed to get 25 people together to come on the trip. This meant that I actually had to do a bit of planning and it was not going to be good enough for us just to turn up with some rucksacks and a map on the back of a fag packet. So I managed to get together some willing "volunteers" Mark Aylward and Mike Hendry, good friends of mine to drive a broom wagon loaded with supplies and our luggage. Mick Irons and Peter Weston drove over in support which we really appreciated.

I was doing so well with my planning, and then a few days before we were due to leave some learner driver decided to crash the ferry he/she was driving into Dover docks and our ferry was cancelled. It was booked early anyway, so it was a very early start meeting at Dover at 3.00am to get our 4:00am ferry! This was too early for Neale and Ann Maloney, who with Steve Alexander and their son Sam decided sensibly to get a later ferry and meet us along the route somewhere.

So we met on a dark cold wet November morning at Dover, unloaded the bikes from the cars and got together, the broom wagon tried its best just to drive straight on the ferry and leave us behind, but they managed to turn it around at passport control and unload some of the bikes, at this point I can say that there are a few smug cyclists toasty and warm in Mick's car; Trevor Leeding and Spencer Kirkham, they were booked as car passengers rather than cyclists.

We all got on the ferry without incident and tucked into a fry up, I think everyone was pretty tired, but for some reason they wanted to keep the inside of the ferry the same temperature as the outside, it was chilly, too cold to sleep and it was looking at about 1 degree in Dunkirk. I did think I would manage a breakfast beer but opted for coffee instead.

We rolled off the ferry and to the closest, muddiest most dangerous HGV park we could find to ready our bikes and put on more layers ready for the epic ride ahead, I may have already mentioned the cold and dark, but there was also a biting wind, so with wind chill it must have been minus degrees. After avoiding losing half the club under a HGV we started off.

The easiest thing about cycling to Ghent is its flat, the hardest was getting the pacing comfortable for everyone, so we tried to maintain a steady 15mph which seemed to work OK. Some of the older gentleman on the trip needed a few more

comfort breaks, but we made the speed back up. We had 2 stops to meet the broom wagon along with Mick and Peter. No mechanicals, but Simon Atkinson got the best puncture ever later that day, just outside the first open bar we had seen, so it was a cold Belgian beer for me.

We arrived at Ghent around 4ish and I had the fun experience of navigating everyone to the town centre, now in this case there were a few things in my head to do at once, like stare at my Garmin, navigate the narrow streets and watch out for local cyclists. What I did not consider is that due to the fact that Ghent has trams, it is also likely to have tram tracks. whilst trying to juggle my responsibilities I put my front wheel straight into a tram track and down I went. Now I have crashed a fair few times, but I think this is the quickest I have got up, in the vain attempt that no one would notice, however even the locals were laughing. I think that they may have seen this before.

You would think that everyone following me would have learnt from my error, Not Rome! He made exactly the same mistake; the locals got 2 for the price of 1 for their amusement. Mind you it was not the last time Rome would be off his bike. Note to self: Keep a bike and rider distance from Rome at all times.

It was nice to finally see the Hostel and the staff insisted on taking a picture of us in front of the Hostel which was nice; the rooms were basic but clean and comfortable. So I think the night's sleep depended on who you were sharing with and what their sleeping habits were like, for eg. Simon Atkinson removed himself from our room and slept in the bike store room rather than listen to the extreme snoring going on in the bunk beneath him, and regrettably my friend Ian had some dodgy mussels the 2<sup>nd</sup> night so had to visit the toilet many times. His room was small and not very well ventilated; he was sharing with 3 others!

That evening we shared a beer and headed off to the racing, the velodrome was about a mile away from the Hostel and walkable. On entering the velodrome you can really taste the atmosphere and it is hot, I was soon stripping off. You buy tokens for beer and get quick service at the bar. We had tickets for the middle of the velodrome, and the racing was so quick you needed to have a head like an owl to follow; I think next year some seats would give you a better all-round view of the racing.

This was my first experience of the velodrome and the action including the ladies was fast, furious and great fun, the music blaring out of the tannoy really pumped up the crowd and everyone looks like they are having fun. The Belgians really know how to party, and there were a few of them in fancy dress.

On the Saturday a few of us did a ride to see some of the cobbled hills of the Tour of Flanders. This was a slightly faster pace than the previous day and we planned to do about 65 miles. With a trip to the bike museum in Oudenburg for lunch.

We left Ghent and cycled on a Canal for a good 20 miles, the adjoining cycle path was wide and a quality surface. The wind and the weather was a lot warmer than the previous day. We got a chain gang going which was fun, with Trevor Leeding very intent on "supporting" Rome. We managed a reasonable pace on the flat. On getting to the hills it slowed down a fair bit.

I was excited about the cobbled hills and our first one was amazing; turning off the main road we hit the first cobbled hill, wow! I was not disappointed it was steep, slippery and difficult. I managed to get up OK and Mark Newnham our hill climb champion came past me at the top looking fresh. At the top we saw a few people walking up and Paul Townsley had taken a heavy tumble on the cobbles. If you are

going to fall off, cobbles have got to be one of the worst places to do it. He had a badly bruised hand and had taken a bit of a battering.

We regrouped at the top and made our way towards the Koppenburg, after a few miles we got to the bottom and looked up. My eyes were not prepared for the mountain of cobbles laid steeply ahead of me. We all went for it and we all managed to ride a bit of it! At around half way up the gradient along with the slipperiness of the cobbles meant I just could not get any traction on the back wheel and had to dismount. In hind sight I should have had a lot less air in the tyres and a carbon bike, or maybe just a mountain bike. But one day I am going to ride up the Koppenburg, that is unfinished business!

We found some more cobbles and managed to get bits to fall off our bikes, the pave is not as bad as the stuff in and around Roubaix and it's not quite as easy to fall off. Chris Putnam did an amazing job of looking after Rome. Chris is the nicest cyclist in the world bar none and will take time to make sure that anybody finding the route or pace a bit challenging will be looked after and supported, he is a great example of the perfect club cyclist and I for one really enjoy his company on rides like these.

You can tell Paul Townsley's past as a jockey, being hard as nails. Despite the heavy fall he did the other cobbles sections with no fuss at all, despite his hand looking like it may be broken.

We visited the museum briefly and Rome kindly brought everyone a nice Belgian beer. We then set off back to Ghent for the evening entertainment at the track.

Ghent is a beautiful city, and I would recommend it for a city break to anyone, we had dinner next to the river running through Ghent and it really is a stunning location. That night we also got to see the Derny racing which was incredible although I hear that they have now got electric Derny's in the UK which will detract from the atmosphere. Mark Cavendish and his partner Iljo Keisse finished 2<sup>nd</sup> for the 6 day. But it was all brilliant to watch.

Peter Weston really got into the evening and was dressed up by the Belgian cycling fans in bright red Lotto gear. There are films on Facebook, he was having a right good time! He kindly gave me the Lotto woolly hat which I have as a memento.

We had to leave at 8:30am the next day and we left Ghent in pretty good shape and in nice conditions. We followed the canal North towards Bruges and started with a good average over 17mph. We had a little off road section which I went over first, in my head I am thinking "don't fall off" as I had an audience looking to see if it was safe and if indeed the path went anywhere, luckily I managed to stay upright, although when the others followed me I did see a Rome shaped cyclist hit the mud.

We managed to keep it all together until towards the end, my brother Luke who is new to cycling kept mentioning that he had never had a puncture, how best to infuriate the puncture gods, I told him that now the inevitable was going to happen and so it did. Darron and I helped him change it and then chased the others to catch them up, after cycling at 15mph for hours it was nice to get up towards 20mph and make my brother suffer a bit. Darron also managed to get some extra training in by fitting his mudguards so close to the tyres that the accompanying rub meant he has to generate at least another 20 watts to everyone else. Good idea, you will see him go strong when the mudguards come off!

A few miles later there was a breakaway, Neale Maloney, my brother, his mate and Louis Read, who after getting tipsy the night before had been asleep in the back

*of Mick's car before waking up at around 2pm and then joining the breakaway. Anyway they broke away in the wrong direction and I gave chase, I managed to find Luke, Simon and Louis but Neale was accelerating off in the distance. We managed to get back onto the group again and then "Mussels" Ian had a puncture. Now Ian has tubeless tyres fitted to his Vitus, there is filler in the tyres that is supposed to fill holes that puncture, hhmm. In this case that did not happen and the problem I was to discover with tubeless tyres on a road bike is they are next to impossible to get off so we had to call the broom wagon for a new wheel.*

The broom wagon was trying to find some lost souls, apparently Paul had been navigating with Joely and Chris Putnam and had sent the three of them the wrong way, poor Mark in the broom wagon witnessed this and thought it was the right way and as he was stood on the corner directing cyclists the wrong way cheering them on as they went past. The error was discovered and all but the original three were put on the right track.

So we now had three separate groups, Joely, Chris and Paul Townsley. The main group, and then Me, Ian, Louis and Luke. It was now pissing down and cold. I got into the zone and started on 20mph forever suggesting that Louis stay on a wheel. We were now about 10 miles from the ferry so we thought best to head there and hope we all meet up. There is something about being near the limit in rubbish conditions which is deeply satisfying and we had a good run to the ferry terminal. There we met up with the main group and asked Darron if he had heard from his wife Joely and he had not, so a few phone calls were made and it transpires that Mick Irons and Peter Weston have saved the day and are drafting the 3 of them back to the terminal in Micks car, thank goodness for that. Finally they arrived and the fact that Joely had made it despite an off, some sickness and then adding more miles on in rubbish conditions was lovely to see and I think a sense of achievement was felt by all.

The smug riders got changed and into Micks Fiesta, while the rest of us shivered in the ferry terminal. We had a warmer journey back and I was extremely grateful for the heated seats in my car.

*All in all I had a brilliant time; next year I would do a few things differently. Drive to France and cycle in, get a seated ticket for the velodrome, do a self-catering breakfast on day 2 and let some air out my tyres before the Koppenburg. But for a first effort I think it went really well.*

*I would also like to thank Mike, Mark, Mick, Peter and Chris P for all their help on the weekend, it would have been a very different experience without them.*

*Dom (Maxwell)*



## THE CLUB RELIABILITY TRIALS

Sunday 14<sup>th</sup> December

They were planned to be no longer than your average Club ride and there were different distances and time allowances available, so something for everyone. How come then that the club runs frequently have 30 plus riders and these events could only muster ten? There was no entry fee and you were provided with a route sheet and a map, so where did you all get to? Tony Palmer had made all the arrangements and it was a shame that there was such a poor turn out.



Both routes started and finished at Washington. The short route at just over 37 miles took riders out to Houghton then through to Bury and West Burton and on reaching the A285 turned north through Petworth. The return came through Kirdford, Wisborough Green and Ashington. Mostly in pleasant country lanes and with no monster climbs involved. The longer course started along the same route but added in an extra eleven mile loop taking riders from the A285 west then north through Ambersham, Lodsworth and Lickfold before coming back to Petworth and then picking up the same homeward route.

On the day, eight chose the longer route, with Robert Downham, Pete Logan, Kevin Doe and Rick Hughes aiming for a leisurely 4 hours standard. Phil Freaan put down for 3 hours 30 minutes but in fact waited for the other three, Robin Lloyd-Davies, Martin Booker and Simon Atkinson who had all opted for 3 hours 15 minutes. The short route was preferred by Graeme Gill and Bernie Skinner and they chose 3 hours.

The morning was dry and although cold to start with did warm up later and for December must be described as very reasonable. No ice or snow and not even raining so no complaints about the weather. All those who rode covered their selected routes in the times allowed. No they don't get a cup or a medal just points for the Club runs attendance table. Should the Club consider doing this again? It had at one time been considered for another in the New Year but if this is all the support it gets then best leave it to the normal Club run, disappointing though.



## MORE NEW ROADS

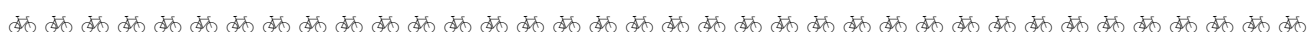
Don't start thinking about the A27, because even if the Government's promised spending does come about, it is at least five years before anything gets started and there is still no decision as to what route any improvements/bypass will take. No, what we can report is a more minor planned development which seems to us to be something of a waste of money considering what is more urgently required elsewhere and this is for a Lyminster Bypass. You can find Lyminster on the map just to the south of Crossbush on the A27. The main idea is to improve the north-south access to Littlehampton by removing the delays associated with the existing A284 Lyminster Road and Wick Level Crossing. The County Council consultation leaflet says it will also improve access to Bognor and Worthing but how this will help the A259 between Littlehampton and Worthing is difficult to envisage until the single carriageways of that road are dualled, maybe that's also in that distant package from the Treasury! Another claimed benefit is that it is expected to reduce the divide currently experienced by communities and to enhance the Lyminster Village Conservation Area.

If you know and can visualise the road as you come south from Crossbush you come after about half a mile to a sharp right bend and then after about a hundred yards to a sharp left bend. The planned new bypass road would simply go straight on at the first of those bends and travel slightly south east and then due south to cross the A259 (new roundabout) about a third of a mile to the east of Wick. There is no mention of any new bridge over the railway at Toddington but we've never heard of a bypass with a level crossing in it so presumably one is intended. From the A259 the road is planned to continue south to join with East Street in Littlehampton's Town Centre, presumably using part of existing school playing fields

Potential Impacts noted include “The A284 Lyminster Road meets the A27 at the Crossbush Interchange which currently suffers from rush hour congestion. The new bypass could result in slightly more traffic using the A284 at Crossbush instead of alternative routes via Ford or Angmering” (The underlining is ours).

We found two mentions of cycling in the leaflet: 1. On completion it is expected that the existing A284 Lyminster Road will become quieter which should encourage more walking and cycling, and 2. The bypass will have one lane in each direction and a footpath/cycleway running the full length of one side.

Timescale: Well, they say, “Subject to planning approval, land acquisition and funding, we plan to start construction in summer 2016 with the new road open to traffic in late 2017”



## WINTER WARMER

**A beautiful 104 km**  
**Your Club's own Audax promotion**  
**Saturday 7th February 2015**

Officially entries close on 31<sup>st</sup> January, but you can enter on the line if you haven't made your mind up earlier, or if you are waiting to see what the weather holds. It does though, help the organiser if you can get the entry in earlier.

FEE : £5 + £2 insurance if you are not a member of Audax or the CTC.  
Entries to:

Mike Irons, 36 Phroso Road, Worthing BN11 5SL  
Tel: 01903 240280      Email: [mickirons@btinternet.com](mailto:mickirons@btinternet.com)



The Tour of Britain climbs up from Mannings Heath



Mike O'Gorman with his Silver collection at SCA Lunch



CONGRATULATIONS!



Mr & Mrs John & Barbara Baldwin October 25<sup>th</sup> 2014