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the journal of the  
WORTHING EXCELSIOR CYCLING CLUB

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necessarily the views of the Worthing  
Excelsior Cycling Club or of its committee.

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## THE WORTHING RELIABILITY TRIAL

Well, John Mansell was in charge this year so instead of being concerned about organising it as I have done for the past year or two, my only worries were which distance and which speed to ride, as it turned out these were worries enough.

We had been offered the modern distances of 50 or 100 kilometres and on two equal but different circuits. Both were based at Washington and one went east out to Poyings, up to Hurstpierpoint and then west to Shermanbury and Dial Post before returning south to the base, while the other went out to Adversane and Petworth, and came back through Pulborough and Storrington. As it happened however, the Petworth one had to be abandoned because of lack of marshalls, rather a pity because one of the complaints of previous years had been the covering of the same ground more than once. Also rather a poor show that a club of our size could not find just one more marshall.

However, no less than 83 signed on for various distances, and standards which varied over  $2\frac{1}{4}$  or  $2\frac{1}{2}$  hours for the one lap and  $3\frac{1}{2}$  or  $4\frac{1}{2}$  for the two laps, and the weather looked as though it would be reasonable, I emphasise 'looked'.

At this point I would suggest something for future years that I myself noticed when I promoted and that is the need for some real help, in numbers, for the starter. You need someone to take the names and give out the numbers, someone to deal with the different groupings and then a further person is required to take the money. Roger and Jean had far too much to do and it did not seem



satisfactory that groups comprised of riders tackling different distances and different standards should be going off together. Technically, of course, it is each man for himself but perhaps this is too much of a time triallist's purist's view, for it is generally recognised, even by the R.T.T.C. that these events will be ridden in groups.

My ride started with a bunch, mainly from the V.C. Etoile who started far too rapidly and were mostly, I think, only riding one lap, anyway. Andrew and Dick dropped back with me, just as well for they had a bit of a pile-up at Beeding, and the three of us were able to ride round it and safely on our way. Settling into a 'Wiseman' steady pace of 17/18 m.p.h. saw us catching one or two others and checking out the first circuit in about an hour and three quarters. The welcome coffee and cake at Theo's van could only be spared a five minute halt and we were on our way again, this time with Dave Hudson, who was on the  $4\frac{1}{2}$  hour standard, an extra half hour that as time wore on we began to envy. To start with going round clockwise instead of anti-clockwise was alright with a tail wind. We were all beginning to feel our legs a bit but at John's Albourne check we still had time in hand. On to Hasting Pierpoint was O.K., and down to Newtimber and Poynings while harder, was not slowing us too much. The crunch came in those bumps now taking on menacing proportions along the back of the Downs from Poynings through Fulking and Edburton, for the wind, seemed there to be not south westerly but due west, and to have increased about five points up the beaufort



scale. There was considerable pulling together of mental and physical determination along this stretch, and we allowed ourselves only the pleasure of a drink at the fountain at Fulking, while customers of the Inn nearby looked on in either amusement or amazement, before starting on again. The time was going quicker and quicker and we were going slower and slower. We rallied a bit once we reached the Henfield Shoreham Road and maintained this to Steyning where a check on the Village clock said we had 20 minutes left. Somewhere about here Dave decided to use a little more of his extra half hour and we pressed on to the finish with little more than five minutes to spare. That I suppose is how you should time these things but it was too close for comfort for me. Once again Theo's van restored one with more cake and coffee and I was able to completely ignore John's remarks.

Successful Riders were:-

50 kms. 2 hours.

S. Foster R.A.F.  
 John Spooner V.C. Etoile  
 D. Morgan "  
 J. Codling V.C. Etoile  
 Mark Atkins Central Sussex

50 kms. 2 $\frac{1}{4}$  hours.

|                |                 |
|----------------|-----------------|
| Derek Pearce   | W.E.C.C.        |
| Alan Orman     | "               |
| M. White       | Lewes Wanderers |
| Hazel Burberry | "               |
| A. Attwood     | "               |
| V. Hyde        | Sussex Nomads   |
| Wilf How       | Central Sussex  |
| Brian Cox      | Hants R.C.      |

|               |                 |
|---------------|-----------------|
| Mick Kilby    | Lewes Wanderers |
| John Yates    | Central Sussex  |
| S. Thomas     | Bognor          |
| A. Thomas     | "               |
| A. Scales     | "               |
| C. Scales     | "               |
| D. Waller     | Brighton Mitre  |
| H. Halmsley   | "               |
| D. Dallimore  | "               |
| Mike Gibbs    | W.E.C.C.        |
| Ron Stone     | "               |
| Pete Burberry | Lewes Wanderers |
| Stephen Jukes | W.E.C.C.        |
| Greg Hill     | "               |
| Graham Tooley | "               |
| Ray Douglass  | "               |
| Bill Brocter  | "               |
| Roy Day       | "               |
| Keith Waldron | "               |

50 kms. 2½ hours.

|                |                |
|----------------|----------------|
| J. Butler      | W.E.C.C.       |
| D. Harrison    | Crawley Whs.   |
| N. Schillinger | Crawley Whs.   |
| A. Brown       | Crawley Whs.   |
| M. Schillinger | Crawley Whs.   |
| M.J. Bloom )   | Crawley Whs.   |
| Mrs. B. Bloom) |                |
| G. Wicks       | Crawley Whs.   |
| K. Bulmer      | Crawley Whs.   |
| T. Bryant      | Crawley Whs.   |
| C. Hollanby    | V.C. Etoile    |
| Ron Ewart      | Central Sussex |
| Ken Atkins     | Central Sussex |
| John Dutson    | Central Sussex |
| A. Heritage    | Central Sussex |
| A. James       | Crawley Whs.   |
| P. Yeabsley    | Crawley Whs.   |



100 kms. 4 hours

|              |             |
|--------------|-------------|
| Dick Wiseman | W.E.C.C.    |
| Andrew Lock  | W.E.C.C.    |
| Don Lock     | W.E.C.C.    |
| Pete France  | V.C. Etoile |
| A. Stubbens  | V.C. Etoile |

100 kms. 4½ hours

|             |          |
|-------------|----------|
| Dave Hudson | W.E.C.C. |
|-------------|----------|

Of the 81 starters there was about a one in three failure rate brought about, no doubt, by the strong wind that increased during the morning. Five from seven were successful in the 1 lap, 2 hour standard. Twenty seven made one circuit inside 2¼ and two failed. Seventeen rode round once inside 2½ hours and eight found even this too much. Over the 100 kms. the 3½ hour time was selected by six and the failure rate was 100%. At 4 hours 11 started and five made it, while at 4½ hours there were three takers and only one made the standard.

Don.

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NORTH BUCKS TOUR  
SUNDAY 16th NOV. 1980

I had an inclination that perhaps once Sarah and I had settled into our new home in Northamptonshire, some members of the W.E.C.C. would probably be interested in a visit to the area.

I wrote to Dick and the first free date on the Run's Schedule was 16th November - by which time, as Dick pointed out, the hour would be lost and the day quite short. Perhaps it would be better left until next

summer? However the 16th fitted in with our arrangements and confirmation was made. I had promised a conducted tour of Milton Keynes - the new city being developed in North Buckinghamshire. We had stayed in 'Bed & Breakfast' in the city centre for about six months and had soon got to use the 'Redway' system of cycle paths.

So it seemed fitting that the 'conducted tour' should use these to the best advantage, and at the same time, take in the 'sights'. Sarah had expressed interest at first, but when she realised the sort of mileage involved, thought that her time would be better spent preparing a meal for us all at the end of the day. I couldn't have agreed more - and so began preparing the route.

Mileage began to worry me a little, for using the Redway takes more time and effort to cover say, 5 miles, than 5 miles on a main road, for it twists and turns, goes up and down, over and under the main 'grid' roads. The other thing was that we were only used to small mileages, and even those infrequently, so the question arose - would my legs make it?

Towcester (the town in which we live) was the agreed meeting place. 9.00 a.m. was thought to be the earliest reasonable time - allowing 3 hours for travelling. So it was, that at 9.05 a.m, 3 vehicles rolled in, in convoy, the bikes removed and prepared. One of Sarah's friends at work had offered their house as a refreshment venue, and so a light snack was to be provided, as a breakfast, some 10 miles away, through quiet country lanes.



Something needs to be said here about the weather. Friday was wet and Saturday was wet and windy but this gave me hope, for if it was to rain then best to get it over. Sunday dawned grey and gusty and there was rain in the air, however the clouds were breaking and a weather forecast predicted early rain would clear to give a mainly clear, sunny day. Never was a truer word spoken, for we had drizzle to accompany us to "11's", whereupon the sun broke through, the clouds blew away, blue skies predominated, and it stayed that way until sunset. Needless to say, on Monday it returned to the same conditions that had prevailed on Friday and Saturday. We had just been lucky.

Towcester is on the crossroads of the A43 and A5, so the first few yards of any ride take in these main routes. We soon got off the A5 and skirted the back of Towcester racecourse on quiet, rural roads. The 'Worthings' pace was already showing itself, for there was a sprint on most 'slopes'. Could I keep this up all day? However, Roger Smallman's magazine article kept me going, for if he could do '100', then surely I could manage the 60 I had contemplated.

Stoke Bruene was the first village of note - known mostly to canal enthusiasts, and indeed, Dick had been there before - by the waterways. Photographs taken, we headed off to find more narrow byways - signed as 'Gated' (probably to put off motorists!), but in fact obstruction free. The first puncture was accredited to Keith Waldron (who was to collect another later) just 10 minutes away from the 'Bean Feast'.



So we arrived at the village of 'Long Street' in a heavy drizzle. Capes protected the bikes - but the sun was already breaking through. We all filed into the 'Galloway Establishment' where we were treated to beans on toast, as much tea as could be drunk, and fairy cakes.

Thus stoked up, and with a warm sun, we again followed minor roads through Haversham and Little Linford, passing the gravel pits converted to sailing and fishing lakes. It should be mentioned here that the nearest coast is probably Sussex - which, if not the shortest in miles, is the quickest to get to. We crossed the M1 behind the Newport Pagnell service area and rode into Newport Pagnell. Just before the Milton Keynes 'Designated Area' sign, and within sight and sound of the motorway, Ray punctured.

So with two punctures behind us, we rode into Great Linford, Milton Keynes, one of the old villages greatly extended by the redevelopment. Here we picked up the first of the 'Redway' paths we were to use, which snaked right through the heart of the village. The 'Manor' grounds were ridden through, passing the village church to join a disused railway line that has been asphalt surfaced and designated the 'Railway Walk'. We rode along about 2 miles of this track, passing the Bradwell Windmill, currently being restored with the intention for it to be a working mill once more - as a 'Tourist' Attraction.

Our route then passed through Stacey Bushes - a mixed housing of light industrial estate - to swing round to Bradwell Abbey (a 14th century chapel and roman villa) and site



of another light industrial zone, still under construction. Industrial Estates in this area comprise of small units, that can be rented (one or more), with printing, light engineering and warehouse/distribution being typical used.

The old village of Bradwell led us on to more Redway, this time one of the old 'lanes' that has been lit and adopted. This guided us towards the city centre. Estates surrounding city centre are mainly the 3 storey 'town house' style terrace. At the shopping centre bikes (and dogs) cannot be taken into the shopping malls, so they were left locked in one of the many cycle areas. I think most, if not all, were impressed by the building - a giant steel framed structure clad in mirror glass. Opposite the shopping building are the Borough Offices, the new library, a block of 3 storey flats and a small office block. We sat in 'Queens Court' on wooden seats, and ate our packed lunches, not that much was needed, but it would be all we got until we returned to Towcester. A quick walkabout, 'windowshopping' followed, before rejoining the bikes, to find a village pub. We left the centre on Redways, passing through Springfield - an attractively designed estate of red brick houses, over the Grand Union canal, down to Woolstone and the Barge Inn. The canal runs right through the designated area, and is used to advantage wherever possible.

After pints of varying brews, firm gravel tracks led us through the top of the 'Linear Park' - a zone of tree planting that follows the R. Ouzel through the D.A. under a road bridge and we were cycling beside Willen



Lake - a man-made lake used as a surface water collection point from the city. Boating and windsurfing are actively pursued. A large waterspout locally called "The Whale" was as active as ever and there exists a small floating restaurant permanently moored to a jetty.

In the distance could be seen a fairly new 'sight' - that of the peace pagoda - built for the people of Milton Keynes as a symbol of peace, by buddhist monks. We rode over to take a closer look. You may have seen it on the T.V. news recently when it was officially opened. There followed a couple of miles cycling back on the roads which gave Keith his second, and our final puncture of the day.

The village of Milton Keynes was next - a must for any visit - the village that gave its name to the new city. This is a village for the rich now, for few houses sell at under £40,000. One of the few original roads remaining led us through an area still to be developed, passed the open university campus and on into Walton and Simpson. Not far now from Bletchley (an older London overspill town), we left the road again, went 'under' the canal, picked up the tow-path, and rode a couple of miles beside the still waters. Woughton-on-the-Green is another old established area with many thatched houses.

Passing by the old village green, over a hump back canal bridge - closed to 4-wheeled traffic - we arrived back in the 'new town' once more. Passing the site of the new hospital - and current 'community hospital', we cycled our way northwards, passed the city centre, into Neath Hill where red-painted



wood-work dominates the estate gardens and play areas, looking in places, a little oriental.

With time always against us, I knew where we ought to be, to give us an hour to get home, and that was Stoney Stratford. To get there we followed one of the main grid roads 'H3' right across the city and fought into a strong wind, that had given us surprisingly little trouble all day. More Redway paths took us through Hodge Lea, to Kiln Farm. This is an industrial area of yellow and brown 'boxes', (mainly warehouse and distribution) where Sarah works. Stoney Stratford nearby, is another established centre, famed for its old coaching Inns and other quaint shops. Leaving the town we crossed the R. Great Ouse and left the designated area in Buckinghamshire to find the Northamptonshire Lanes. Through Deanshanger and Whittlebury - roads used more by farmers than motorists. It was on these roads, some 6 miles from home, that I began to lag behind for a while and just carried on in low gears. I drank from the water bottle a solution of sugar water, and with gentle assistance from club friends (this is what club riding is for), I managed to find extra strength. The bunch slowed down, I recaptured them and a fast 3 miles was enjoyed, with a following wind into Towcester. My legs had just made it.

Sarah and her father were waiting with dinner, for our timing was immaculate, and we had time for a quick wash - just before the first bowl of soup was passed round. I didn't envy the drivers with their journey to Sussex but I had enjoyed a good day in the company of my old cycling companions of the Worthing Excel.

I hope a similar visit can be arranged for the summer months, when longer days will be with us. I already have numerous lanes and villages in mind, that I can't wait to share, when the emphasis will be on Northants rather than Bucks.

Derek

P.S. Sarah and I wish to thank everyone concerned for the certificate awarded for washing-up and 'Bonk' respectively.

Also the Proprietors of 'Coleraine', Forest Road, Long Street, (namely Sue and Dick Galloway) were really thrilled with their certificate and asked us to pass on their thanks. They have also said how pleased they would be to see you all again in the summer.

D.

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#### CORRESPONDENCE

From PLAZA CYCLES 2/3 Plaza Parade,  
Rowlands Road, Worthing.

The Editor, Worthing Wheel.  
Worthing Excelsior Cycling Club

Dear Don,

Having joined your Club a few months ago I would like to offer a discount of 10% on all purchases to Club members who produce a membership card in the above shop. I would be grateful if you could publish these details in your next magazine.

Your sincerely, Ron Stone.

Many thanks Ron.

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NOTE I feel it is only fair to add here a reminder that our old friend and Club Vice President Ron Mills with shops in George V Avenue and Chapel Road, extends the same 10% discount.....just two more of the advantages of belonging to the Worthing Excelsior Cycling Club.

Don.

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#### LOCAL ASSOCIATIONS RECEIVE SUPPORT

Mainline Cyclesport of St. James Street, Brighton, owned by Frank Blake of the Brighton Mitre has announced prize values of £25, £15 and £10 for the first three placings in the 1981 Sussex Cyclists Association Best All Rounder competition. For the East Sussex Cycling Association he will put up the same three award values but here it will be for first, second and third in the season long points competition. There is also to be a similar amount provided for the trackies at Preston Park but it has not yet been worked out exactly how this will be allocated. Thanks for the support Frank.

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#### ASPRO CLEAR SPEED CHALLENGE

Despite the problems caused by the breezy conditions in the 1980 event it seems that part at least will be repeated in September. Two competitors crashed last year and others were blown off course. This time the seafront will be used for a 200 metre "sprint" and the other half will be at Goodwood. To be on September 4th and 5th the event is open to any vehicle powered by human unaided effort. It is understood that Dave Le Grys is likely to ride a specially built tricycle, very low slung with seven gears and he has already achieved more than 40 m.p.h. so

perhaps we shall be able to do something about the 1980 all conquering Americans, who are expected to be back. A road race is to be introduced at Goodwood which will demand vehicles capable of cornering and climbing. I should think it quite likely that the traditional machine in the right hands would probably be hard to beat in this. Thirty three miles over fifteen laps is proposed so it could be very interesting.

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#### DATES FOR YOUR DIARY

Tourist's Trial for the President's Rose Bowl Trophy. This will be quite a few weeks earlier than usual in an attempt to finish in the light and avoid the cold evenings that we have suffered in previous years. So make a note for Sunday 27th September, 1981. We will try and let you have more details in the summer issue.

A new event on our calendar will take place just a few day's after the tourist's trial, indeed on the following Tuesday when we shall be showing in the Clubroom a 1979 R.T.T.C. Film. This is in colour and with commentary and features a number of the championships of that year. We might even see the Worthing Excelsior colours on film! So another definite date is September 29th, 1981.

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#### THE LEWES WANDERERS RELIABILITY TRIAL

I thought I'd have a ride round this one, coming as it did just a week before ours. 52 miles was the only distance offered so there was no difficult decision in that respect. There was of course the problem of what standard - I waited until the morning and viewed the assembled riders on a very



cold and rather foggy a.m. I did not like the look of the sprints and tubs and the very fit look of the 3 hour group which included our own Richard Shipton. He had nearly 1500 miles in, since the beginning of the year, even then! I was only on a morning pass! So it looked like a compromise between the fast and the slowest, so I headed off with a largish group at around 9.30 with a  $3\frac{1}{2}$  hour standard. The route was a simple one going down through Beddingham to Denton Corner and then along to Seaford before tackling Exceat Hill and at East Dean going out to Birling Gap for the climb over Beachy Head and then down to Eastbourne. The fog was now cleared and the sun pleasantly warm and very little wind. A north route took us up the A.22 to the Boship Roundabout and then we moved into the hills up to Horam and across to Heathfield. South westerly now to Halland, down to Broyle and finally through Ringmer and back to Lewes.

After a somewhat hard start probably due to the early cold as much as anything else, it was a fairly easy ride and I was back with time to spare. Richard and others in the fast group qualified with lots of time to spare so it looks like we shall be seeing another good season from Richard.

Don.

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#### THE CENTRAL SUSSEX RELIABILITY TRIAL

It followed ours, and having ridden the Lewes 52 miles, and ours, 62 miles, the 75 miles offered by the Central seemed a natural progression. The standards were from  $4\frac{1}{2}$  to 6 hours in half hourly steps. John Mansell and I chose the  $5\frac{1}{2}$  and on the whole guessed about right

for although we were home in under 5 hours that would have been an uncomfortable schedule to have ridden to.

It was a good reliability test for not only did it provide a good mixture of terrain and roads it needed a good look at the map; had I not been with John, I would certainly have carried maps and would quite likely have had to use them. The start was at Staplefield and the route completely circular, going first north through Rusper to Capel, Ockley Ewhurst and then a very hilly section to Shere. Across to Shalford and then south to Loxwood and a compulsory stop at the Toat Cafe just north of Pulborough. East to Storrington and Washington then north to Ashurst, Shermanbury, Cowfold, Lower Beeding and back to the headquarters at Staplefield Village Hall.

Well organised in typical Central fashion and although a hoar frost made lollies out of drinking bottles to start with, conditions warmed a little later on and with only light easterly winds it was a good, if necessarily hard morning's cycling.

Don.

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### CYCLING ON STAMPS

The earliest stamps of cycling interest were the German "locals" issued by Frankfurt and Hamburg in 1887 and were used to pay for the carriage of mail, by cycle, within those regions.

Since then, many countries have featured the bike - to date more than 100 have issued approximately 750 different stamps. The activities illustrated are as varied as



is the bicycles utility, ranging from touring and everyday work use e.g. postmen and delivery boys , through road safety and even the bicycle in war, to the aspect receiving the greatest coverage, which has undoubtedly been that of sport.

With professional cycle racing being so popular in Europe, this area has been a prolific source of cycling stamps. The 50th Tour de France was commemorated by France in 1953 with a 12 Franc stamp showing a map of the race, which, that year, took 22 days and covered some 4,000 kilometres. It was commemorated by Monaco in 1963 with a set of two stamps. The 25 cent stamp showing Maurice Garin who was the winner of the first race, while the 50 cent stamp showed a cyclist passing the Henri Desgrange Monument on the Col de Galibier in the Pyrenees. Henri Desgrange made his name in 1893 when he set the world unpaced hour record of 35 km. 325m. He then organised the first Tour de France as publicity for the paper L'Auto of which he was Editor. After the success of the first race he increased it's length and in 1910 he included a stage through the Pyrenees for the first time. The winner of the 1963 Tour was Jacques Anquetil who has won the event a record five times, a feat equalled only by the great Eddy Merckx of Belgium. In 1967 the 50th Giro d'Italia, another classic professional race, was commemorated by Italy with a set of three stamps, and by San Marino with a further set of three stamps.

Great Britain has to it's credit 5 stamps featuring cycling, the first of

which was issued in 1970 to commemorate the ninth Commonwealth Games, held that year in Edinburgh - the other four were a more recent set honouring the centenaries of the Cyclists Touring Club and the British Cycling Federation in 1978.

\*\*\*\*\* John Mansell,

EAST SUSSEX HARDRIDERS 1st March

**Weather:** surprisingly mild and the event did not start until 11 a.m. which was very civilised. The rising south westerly which was very strong by midday made for a hard finishing stretch.

**Distance:** 16.9 miles - seemed like 169 miles - whats the point anyway!

**Terrain:** Definitely hilly - mostly up for the first half and mostly down on the return - road surfaces very rough.

**Course:** Hellingly - north through Rushlake Green and Cowbeech to Heathfield and back through Horam to Hellingly on the A.267.

**Winner:** Paul Lipscombe, Central Sussex who also won the team - winners time 40.52.

**Worthing performances:** Don Lock 46.42, second fastest veteran. Andrew Lock 48.26, second fastest juvenile. Norman Wright 52.02, Bill Procter 55.03.

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THE FIRST 24 AT "20 M.P.H."

You have to go back to July 1956 and to the  
19.



most junior of the country's 24 hour events, the Wessex, for this record a performance which, 25 years later still seems a quite staggering ride to most of us, indeed the number of riders who have subsequently done better is still a very very few. It came before the first 25 m.p.h. 100 in cycling history, an event we reviewed in our last issue, and it was totally unexpected, shattering the all day "evens barrier". The rider was. Denis White of the Swindon Wheelers.

White had made seventh place in the 1952 Best All Rounder Competition but the following seasons were very mediocre and he had not made any particularly serious approach to the 1956 season. In this his first ever ride in a 24 hour event he smashed the previous record standing to Ken Price of the Cardiff Club by more than five miles and he won the event by a colossal 20 mile margin.

The Wessex course was thought by many to be the best in the country and that weekend conditions were good, not too hot during the day, cool without being cold at night and only light winds. The field, however, while good, did not prompt thought of records and the organisers had planned a course for 468 miles which at the start appeared adequate enough. It was fortunate that they were able to rise to the occasion and bring in an additional 41 mile detour before the flying Denis reached the finishing circuit.

His best long distance performance previously had been in his good 1952 season when he had recorded 251 for the half day event.

P. Duncan leading a strong Vegetarian Club team had started very fast and headed White

through the first 100 miles in 4 hours 33 minutes and still led by a few seconds at 150 miles. From here on though White just powered away seemingly getting stronger as he went and riding with an absolute belief in his ability to break the record. From the halfway mark at which time he had amassed 246 and this, bear in mind after anaturally cautious starting pace. He rode a fixed gear of 79" and despite several traffic light stops raised his speed over the last couple of hours to an astonishing 22 m.p.h.

White finished with 484.64 miles. He was awarded with a special gold medal by the promoters and he collected another gold medal on offer by the North Road C.C. for the first man to beat 20 m.p.h. for the distance.

Denis White was to put his name on the record again in 1958 when he managed a few more yards in covering 484.75. His record then stood for 6 years until Eric Matthews of the Altrincham R.C. beat it in 1964.

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### CIRCUIT EVENT

22nd February 1981

|                 |                      |              |
|-----------------|----------------------|--------------|
| <u>Result</u>   | 1st. Paul Toppin     | 48.27        |
|                 | 2nd. Don Lock        | 49.21        |
|                 | 3rd. Alan Orman      | 51.55        |
|                 | 4th. Duncan Waghorne | 52.04        |
|                 | 5th. Stuart Gibbs    | 53.31        |
|                 | 6th. Norman Wright   | 53.47        |
|                 | 7th. Bill Procter    | 55.55        |
|                 | 8th. Stephen Jukes   | <b>56.23</b> |
|                 | 9th. Mike Gibbs      | 58.36        |
| <u>Handicap</u> | 1st. Duncan Waghorne | 45.04 (7.00) |
|                 | 2nd. Bill Procter    | 46.25 (9.30) |
|                 | 3rd. Norman Wright   | 46.47 (7.00) |



|                    |              |
|--------------------|--------------|
| 4th. Don Lock      | 48.21 (1.00) |
| 5th. Paul Toppin   | 48.27 (Sc. ) |
| 6th. Mike Gibbs    | 50.36 (8.00) |
| 7th. Stuart Gibbs  | 51.01 (2.30) |
| 8th. Alan Orman    | 51.10 (0.45) |
| 9th. Stephen Jukes | 51.23 (5.00) |

A thoroughly foul and most unsavoury morning for which "I'm in charge" Ray Douglass was quite properly blamed. We shall certainly expect better for future events, if you please! The wet, the cold and the windy blows was quite enough to deter several from putting in an appearance at the start, even though the conditions were only viewed from a crack in their bedroom curtains, and this despite the 10 a.m. start time. Adrian Cooper, Ken Atkins, Roy Holden and John Butler turned over, opting for another hour beneath the sheets. Ron Stone and John Grant decided against racing but at least came out to give their support, or was it simply to gaze on the others suffering.

Andrew Lock managed half a lap before sticking a pin in another of his Dad's tubs, said he's punctured and went home for an early bath (by early we mean February Ed.) A story is told that his tiny hands were frozen and he couldn't get the spare on, but whose going to believe that one!

Of those who rode and finished only Mad Ed took his trousers off, someone told him it was flooded out at Patching, or so the tale goes. Stuart G. enjoyed catching Mike G. up the finishing straight, and Norman Wright had the first mechanical trouble of the season with a disconcerting, disengaging, clipless, strapless pedal - no we couldn't make head or tail of it either. For those hankering after more statistics, timekeeper

Ray - snug as a bug in someones motor car  
recorded the following lap times:-

|         |       |       |
|---------|-------|-------|
| Paul    | 24.06 | 24.21 |
| Don     | 24.30 | 24.51 |
| Alan    | 26.02 | 25.53 |
| Duncan  | 25.53 | 26.11 |
| Stuart  | 27.04 | 26.27 |
| Norman  | 27.02 | 26.45 |
| Bill    | 27.47 | 28.08 |
| Stephen | 28.04 | 28.19 |
| Mike    | 29.22 | 29.14 |

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### CHARLIE LEDNOR

When Charlie left us, for higher office, he left behind an inspiration, not a vacuum, as some will say. Granted, all those jobs that he did will have to be done by someone else, but such was the esteem and respect in which he was held, that to take on some office that he has filled is in itself an honour. I know I feel that way having succeeded him to the Chair of both the Sussex Cyclists Association and the Club. He did everything, from acting as a time-keeper at an early morning time trial to presiding as a President at a formal function to the very best of his ability, nothing was ever too much trouble. He took on for the Worthing Excelsior, the S.C.A. and the other cycling bodies to whom he devoted so much time, any task which he thought could help them or promote cycling in general, and whether dealing with people in the sport or outside he was a tremendous ambassador.

More than 150 people came to Charlie's funeral service at Worthing Crematorium, a great many of them knew him through cycling. Some travelled considerable distances, one



came back from Wales where he was working, just, like the rest, wishing to pay his last respects, and anxious to be present at Charlie's last event.

Thousands have passed through his timekeepers watch and his official road and track racing judgment, always held with utmost fairness and impartiality. He had acted in all aspects of the sport, time trials, road or track, to him it was all part of the bike game, which he had loved for 55 or more years, and he held no prejudices against those who preferred one aspect to the other.

Those of us who were privileged to have attended his committee meetings will remember them with nostalgia, the home made wine and cakes, and the manner in which he so skillfully brought out the oil to quell when troubled waters were rising, and above all his great patience and good humour.

Charlie would not, I think, like it to be thought that his watch had stopped, rather that he had passed it on, and those of us now involved must see that in Charlie's memory we go forward from strength to strength by his example.

He would have been very happy to have seen all those people at the Crematorium discussing, as cyclists always do, the good times past, and he would have been happy to see that not just his contemporaries but also many much younger cyclists had come to "see him off up the road" for the last time.

The cheerful hoot and toot from Dave Hudson's van as we regained the A.24 from the Crematorium Drive, would not have been thought irreverent - no - I reckon Charlie would have had a chuckle.....

Don.

CLUB 25 8TH MARCH 1981

Abject failure is the only way to describe Ray Douglass's performance as Club Events Secretary so far this season, and no amount of start sheets or personal result sheets is going to make amends for the appalling weather he has provided for the first two events. He is obviously quite oblivious to the complaints made after the circuit event and for the 25 gave us another basinfull of strong winds, pouring rain and flooded roads. It wouldn't be so bad if he rode; he wasn't shirking inside a car this time, having ridden out to the Westhampnett turn, but the only way to improve matters is, I think, to insist upon him riding, then maybe we shall notice a difference.

Fifteen entered, twelve started and eleven finished. The D.N.F. was Stephen Jukes who punctured and then appeared to have some gear trouble causing him to ride back with the wind behind him on a 52" or something similar (much twiddly of the pedloes - apologies to Gabbletalk).

Stuart Gibbs had the doubtful honour of pushing off at No. 61 (we are using that part of our old Club numbers set not yet worn out). Roger Smallman holding the watch, Jean recording and Ron Stone pushing off.

Incidentally a vote of thanks for these three plus John Grant, Derek Pearce, Bill Proctor's wife, sorry don't know your christian name - come to think of it don't even know if your'e his wife, Dick Wiseman and one or two others for turning out to help or encourage it is appreciated. I will not mention Ray at the turn, he had to do something didn't he!



Graham Tooley who not only entered and made the start but actually got there on time was off at number two and was soon going passed Stuart. Graham's ride was perhaps the best of the morning and he deserved the handicap win making full use of his generous handicap.

Roy Holden, no doubt feeling the effects of his ride in the Central Sussex 25 the previous afternoon, was probably on one of his slowest 25's, while behind him Bill Proctor was probably, on his first.

From number seven I should have had a good view of the field but they were either going too fast or I couldn't see because of the rain in my eyes. I did note our new coach Mike Gibbs valiantly smashing his way into the south westerly. He was apparently thinking of packing on the way back however, until the pub he was going to stop at was seen to be displaying a sign "no coaches" so he had to keep going.

Duncan Waghorne had been caught by an, as yet, unfit Paul Toppin before the turn but they were still together after the wind assisted return. There was a similar situation developed when Andrew Lock caught Norman Wright in - according to Andrew - Yapton, don't ask me what they were doing out there, but Norman headed him home by fifty yards or so.

Richard (I'm not getting my legs or my decent bikes wet yet) Shipton, riding from the scratch mark and starting number fifteen, sorry, seventy five, used it as a training run and ran out a comfortable winner. Nice to see you over from the orient anyway Richard and as I said earlier, blame Ray for

the weather.

|               |                      |         |
|---------------|----------------------|---------|
| <u>RESULT</u> | 1st. Richard Shipton | 1. 5.55 |
|               | 2nd. Graham Tooley   | 1. 7.36 |
|               | 3rd. Don Lock        | 1. 8.41 |
|               | 4th. Roy Holden      | 1. 8.58 |
|               | 5th. Paul Toppin     | 1. 9.40 |
|               | 6th. Andrew Lock     | 1.10.26 |
|               | 7th. Duncan Waghorne | 1.10.48 |
|               | 8th. Norman Wright   | 1.11.22 |
|               | 9th. Stuart Gibbs    | 1.12.31 |
|               | 10th. Bill Proctor   | 1.16.26 |
|               | 11th. Mike Gibbs     | 1.17.15 |

#### HANDICAP

|                            |         |
|----------------------------|---------|
| 1st. Graham Tooley(8.30)   | 59.06   |
| 2nd. Norman Wright(11.00)  | 1. 0.22 |
| 3rd. Andrew Lock(7.30)     | 1. 2.56 |
| 4th. Mike Gibbs(13.30)     | 1. 3.45 |
| 5th. Don Lock (4.00)       | 1. 4.41 |
| 6th. Duncan Waghorne(6.00) | 1. 4.48 |
| 7th. Bill Proctor(11.30)   | 1. 4.56 |
| 8th. Roy Holden(4.00)      | 1. 4.58 |
| 9th. Stuart Gibbs(7.00)    | 1. 5.31 |
| 10th. Richard Shipton(Sc.) | 1. 5.55 |
| 11th. Paul Toppin (2.00)   | 1. 7.40 |

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#### ANNUAL GENERAL MEETING

Without Charlie Lednor's presence there was undoubtedly something missing at this important date in the Club's administration calendar, but 52 members having paid their respects with a minutes silence, then got down to the evening's business with alacrity. Your Ed. was elected to the office of Chairman and while he has much to learn in the conduct of such meetings, like asking whether his own nomination was approved! With good humour from the floor and assistance



from the Secretary he staggered through in reasonable fashion. The Secretary's report from John Mansell and Roger Smallman's Balance Sheet were duly approved and the report and the notes on the balance sheet are set out at the end of this report.

Amendments to rules to provide for increases in racing fees and the inclusion of the Club's new Veteran's Best All Rounder competition were passed, as was the subscriptions increase, now £5 senior and £2.50 junior, without many dissenting voices.

The following officers were elected:-

|                       |   |
|-----------------------|---|
| President:            | W.Argent  |
| Life Vice Presidents: | T.Puttick<br>J.Hughes<br>Mrs.C.Hughes<br>B.Weir<br>M.Reeve*Black<br>R.Douglass                          |
| Vice Presidents       | C.Coleman<br>D.Lock<br>J.Mansell<br>R.Mills<br>A.Palmer<br>N.Macmillan<br>R.Smallman)<br>D.Hudson ) New |
| Chairman              | D.Lock  |
| Secretary             | J.Mansell   |
| Assistant Secretary   | A.Palmer  |
| Treasurer             | R.Smallman  |
| Assistant Treasurer   | P.Toppin  |
| Social Secretary      | T.Puttick   |

|   |   |     |
|---|---|-----|
| Runs/Touring Secretary                  | D.Wiseman assisted<br>by D.Hudson   |     |
| Road/Track Secretary                    | W.Holden  |     |
| Club Events Secretary                   | R.Douglass  |     |
| Magazine Editor                         | D.Lock  |     |
| Evening Tens Secretary                  | N.Wright  |     |
| Race Writer:                            | K.Dodman  | New |
| Club Coach                              | M.Gibbs   | New |
| B.C.F.Representative                    | C.Miller  | New |
| Two Committee Members                   | G.Curd  | New |
|   | A.Lock  | New |
| Runs Committee                          | K.Waldren   | New |
|   | S.Jukes   |     |
|   | P.Toppin  |     |
| Social Committee                        | C.Hughes  |     |
|   | A.Matthews  |     |
|   | D.Hudson  | New |
| Timekeepers                             | M.Ford-Dunn, A.Dawes,<br>R.Smallman, A.Palmer,<br>R.Douglass, D.Lock, M.Wallis,<br>B.Weir, N.Macmillan, and four<br>new ones: Brian and Betty Cox,<br>Ivan Morris and George Cannons. |     |
| Assistant timekeepers:                  | A.Matthews & P.Reeves   |     |
| Handicappers:                           | B.Weir, D.Lock, A.Dawes,<br>A.Palmer, R.Douglass,<br>T.Puttick, C.Miller, D.Funnell,<br>T.Lednor, N.Wright (new).   |     |
| Worthing & Dist.Sports<br>Council Reps. | S.Gibbs & G.Hill (new)  |     |
| Worthing Youth Council:                 | S.Jukes and A.Lock  |     |
| Honary Auditor:                         | R.Searle  |     |



The Meeting gave approval to the following promotions for 1982 subject to the decision of the General Committee as each event fell to be considered by them:-

Open "10", Open "25", Kermesse and Road Race.

Ray Douglass requested that a list of life members be prepared and the Chairman agreed on the desirability of this and the General Committee would be asked to look into the matter. The meeting approved the claims of both Dave Funnell and Reg Searle to this honoured list.

Another item which was referred to the new general committee was the unanimous wish that in some suitable way Charlie Lednor's great service to the Club must be commemorated and several suggestions were put forward.

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## THE WORTHING EXCELSIOR CYCLING CLUB

### SECRETARY'S REPORT 1980

#### FEBRUARY

The reliability trials were promoted around a circuit based on Washington and attracted 49 entries, including 21 riders from other local clubs. The A.G.M. was held and was attended by 51 members.

#### MARCH

Our newly elected Club Events Secretary commenced his reign with a well received innovation - the publishing of start and result sheets for all Club events.

#### APRIL

Saw the successful organisation in combination

with Brighton Excelsior, of another Dave Hudson minibus trip to France to see the Paris-Roubaix race.

#### MAY

We presented to the local scouts organisation a trophy for annual competition in their cyclo-cross series. Our Open 25, again generously sponsored by Ron Mills Cycles, received 99 entries with Richard Shipton achieving 2nd place. The Open Road Race attracted a full field and Paul Toppin (9th) was our best placed rider. The Sussex 25 Mile Team Championship was, once more, won by our "A" team.

#### JUNE

Some half a dozen members trekked north to Harrogate for the last few days of the cycling week and exhibition. Richard Shipton recorded a 30 mile time of 1-9-38, thus breaking the club record he had set a few weeks earlier. Keith Dodman won the Southern Counties 50, and these two, together with Paul Toppin took the Sussex 50 mile team title with a new club record time.

#### JULY

Our Open 10 was held on a very windy evening with 84 riders entering and Dave Hudson applying his usual impeccable promotional flair. The S.C.A. Open 100, run by Ray Douglass, and sponsored by The Sussex Mutual Building Society, provided us with our third Sussex team championship of the year.

#### AUGUST

With Don Lock being reseated in the editor's chair, the fiftieth edition of the Worthing



Wheel was successfully "put to bed". Our Kermesse races, held in conjunction with the annual Worthing Fiesta pulled in a larger crowd and a better entry than last year. Olympic rider Bob Downs carrying off the lions share of the awards and the event being broadcast live on Radio Brighton.

#### SEPTEMBER

The Aspro Speed Challenge, held on Brighton's Madeira Drive, provided 10 of us with an interesting day officiating at this, the first event of its kind held in Europe - the winning speed, incidentally, was in excess of 47 m.p.h.!

Later in the month, two of our more intrepid members spent a fortnight with the bears and volcanoes, touring in the Canadian Rocky Mountains.

#### OCTOBER

The newly instigated Veteran's B.A.R. competition was concluded with Dick Wiseman recording a winning 'plus' of 1.864 m.p.h. The proposed open Hardriders event, unfortunately, had to be cancelled due to inconveniently positioned roadworks.

#### NOVEMBER

Due, largely, to the efforts of Colin Miller, we acquired another table tennis table at a very reasonable cost.

The Annual Dinner, held again at the Royal Coach, which this year was under new management, appeared to meet with a rather mixed criticism - a possible change of venue is on the cards.

#### DECEMBER

Our thanks are again due to Don and Maureen Lock for the use of their "Welland Suite"

for our Christmas tea - the informality of this function, I believe, strikes just the right balance and makes it an occasion enjoyed by all.

The new table tennis table was soon in use with the commencement of a league - should you wish to compete in this and have not yet entered, then you should see Dick Wiseman now.

Notwithstanding the continuing influx of new members, the overall total remains fairly static at 118, this figure includes 12 associate members and 25 juniors.

We have recently been notified of yet a further, very substantial increase in the cost of hiring the club room. The waste paper market, one of our main sources of income, is currently undergoing one of its periodic gluts - are these, possibly, the financial warning bells for 1981?

Finally, I would like to make a plea to all members, both experienced and new - if you are riding after dark, please please, wear light coloured clothing. Ask any motorist, it really DOES increase your visibility.

John Mansell  
General Secretary

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#### Treasurer's Notes on the Accounts

The Accounts for 1980 show a profit of £65.71 on the year's workings, and the club enters the New Year in a sound financial



position. However, there are one or two clouds on the horizon. From January, the Clubroom rent goes up to £8.00 per week, which means we must find an additional £130 this year, also the income from waste papers which has provided a very useful boost to our income (£475 over the past 5 years) may disappear, as the disposal centre is moving away from the area. But, with money matters in mind, your Committee has recommended increases in both subscriptions and entry fees, and the propositions will be on the Agenda at the Annual General Meeting.

The Fund Raising Club, the Milk Race Draw and sales of waste paper brought in no less than £296, and once again our thanks go to the members whose hard work throughout the year made this possible. Also we are grateful to Chatsmore School for a £12 donation.

The Canteen (the heart of the Clubroom) produced the large profit of £112, but in case you think that Con, Jim and Theo have worked a miracle, it must be pointed out that we began the year with a well stocked cupboard, so a true figure would be nearer £20 - £25.

Sales of the new racing jerseys continued through the early part of the year, and at the time of writing, two only remain in stock. Likewise, Tee-Shirts and Sweatshirts (purchased in 1979) sold well, bringing in £120. Engraving the trophies and medals is always the biggest charge in the racing account, but the figure of £83 is actually £1 less than in 1979, also it will be seen that the Evening Ten Series produced the useful sum of £41 (£21 in 1979)

Full use was made of the Anglia Building Society through the year, and interest amounted to £78. (£59 in 1979)

Finally, the Miscellaneous charge of £183 included a Table Tennis Table (£10), a Presentation Shield for the Worthing Scouts Cyclo-Cross (£30), Insurances (£86), Stationery (£14) and a set of racing numbers (£43).

January, 1981

A.R. Smallman  
Hon. Treasurer.

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## CANADIAN ADVENTURE PART 2

DAY 13. Having reached Vancouver we decided to spend 2 days on Vancouver Island and the last three exploring Vancouver itself. From the map we knew the Island was too large to cover on a bike, and, as Dave was eager to test his driving on the American Continent we hired a car. So with a Ford Fairmont Station Wagon in club colours we boarded the ferry across the Straits of Georgia to Swartz Bay. This took about  $2\frac{1}{2}$  hours in a modern boat called "Queen Esquimalt" which gave us time for an excellent meal aboard. On the ferry we chatted with cyclists who had cycled the thousands of miles from Halifax Nova Scotia in search of work. From Swartz Bay we drove southwards to the City of Victoria, the administrative centre of British Columbia. Having obtained accommodation in Douglas Street we had time to have a good look at this agreeable place. It is very like an English town. We visited the Classic Car Museum and then the British Columbia Provincial Museum, learning a lot in the latter about the natural history of Canada including early Indian and



## Settlers history.

DAY 14. Found us visiting a cycle shop recommended by Colin Hudson of the Brighton Excelsior. We then drove along good roads to the middle of the Island where we came across a small town of junk shops. Dave found one owned by people from Portslade of all places. They gave us directions to beauty spots, called Englishmans Falls and Little Qualicum Falls, both were very pretty. On reaching the town of Port Alberni we headed towards McLulet on the west coast. The sixty mile journey was one of the most desolate imaginable. All the trees were blackened by a forest fire in 1968; a very eerie journey. McLulet, however, was a delight, a small sailing resort on the Pacific coast, with nearby a stretch of coastline called Long Beach, where we walked over the light grey sand to greet the ocean as it rolled quietly in. In the fading evening light it seemed strange that across there lay China. Back to McLulet then for a 4-star meal in the Whales Tail Restaurant. The friendly atmosphere, the food and the wine, induced a very good night's sleep.

DAY 15. We drove back passed those miles of ghastly blackened tree stumps to Port Alberni, and then made our way to Nanaimo to catch the ferry back to Vancouver, but first stopping off at Cathedral Grove, this was aptly named because of the truly magnificent Douglas firs reaching heavenwards like the pillars in a cathedral, dwarfing us mere humans as we gazed upwards. Another pleasant crossing of the straits and then digs at a very friendly motel. We then had time for exploring and visited the Capitano Canyon which boasts a suspension bridge. This was built in 1904, is 450 feet long and 200 feet over the Capitano River.



It was nerveracking to cross, as a party of Japanese girls discovered. One, incidentally, insisted that Dave should take a photo with her camera of her and myself together, still that's another story) (perhaps in the next issue! Ed.) In the evening we crossed the river to Vancouver-down-town by sea-bus, a recently introduced form of transport. The bright orange boats now carry foot passengers and cyclists from Central Vancouver to the North Shore which allows you to enjoy the scenic beauty of the harbour without the worry of the traffic. We then found an excellent French restaurant in Gastown for an evening meal. One of the town's features is a steam operated clock with Westminster Chimes (very suitable for timing Roger!)

DAY 16. The penultimate day of our holiday left us free to tour the city, after crossing from the North Shore by the Grand Lions Gate Bridge we visited Stanley Park, a 1000 acre wilderness right in the middle of the city. It has a 5½ mile perimeter road which seemed an attraction for hundreds of joggers and cyclists. The rest of the day was spent shopping for a few things to take home. I very much liked Vancouver, the pioneering spirit which carved a metropolis from the wilderness exists today in the mood of bustling prosperity still evident. This, the mild climate, and the beautiful natural setting, makes Vancouver one of the places I must visit again.

DAY 17. Sadly we must leave Canada. We collected our bikes and cycled the last 8 miles across the bridge to Vancouver International Airport on Sea Island. After registering in at a Wardair desk, where the attractive young lady informed us that her father had just finished a cycling holiday in England, we boarded our



Jumbo 747 to fly back to Gatwick with just one stop at Calgary. We looked down at the Rocky Mountains below which previously we had sweated and strained to cross in 10 days and now crossed in one hour. After 10 hours flying we reached Gatwick at 9 a.m. on a wet Monday morning. From there I cycled back to Worthing through the totally different Sussex Lanes. Dave took the train to Shoreham as he had to report back at work that day. To sum up, a lovely holiday in a smashing country with scenery out of this world, a trip I would recommend to any fit clubman. It will remain in my memory for many years.

Ray Douglass.

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#### SUSSEX C.A. PROMOTIONS 21st/22nd March 1981

Gale force winds were to blow across Sussex for the whole of this weekend and the conditions for racing were tough in the extreme. If there was any relief it was just that the rain failed to fall during the events.

The 10 on the Saturday afternoon had an entry of 71 in the senior race and 11 in the juvenile. This one was over our usual club course at Washington and those who have ridden it know how hard the last  $1\frac{1}{2}$  miles can be - for this event it was even harder - a cow in a field went passed me and it was only grazing - the gale was almost due south and two Worthing riders who decided against riding and tried to turn back in Findon Valley, claim that they finished the ride to the start - backwards!

Even the fast men were made to look mere mortals with first place going to Mark Jones recording 24.12 for the Central Sussex. Cliff Sharp of Eastbourne was second in 24.51 and



East Grinstead's junior David Brooker third in 24.53. Adrian Cooper for Worthing produced a fine ride to finish fourth in 24.54, Paul Toppin showing a little more fitness was home in 26.28, Don Lock recorded 27.11. and other Worthing times were: Andrew Lock 27.40, 4th in the juvenile event, Stephen Jukes 28.08, Colin Miller 28.11, Ken Atkins 28.30, Norman Wright 28.49, Greg Hill 29.18, 6th in the juvenile event, Bill Procter 30.24, Ray Douglass 31.38, and last but by no means least Reg Searle making his first time trial ride for more than 25 years, 36.20.

The wind had moved a little by Sunday morning, it started south west and gradually went round to north west, but its intensity was by no means diminished, for this west/east course it meant  $12\frac{1}{2}$  miles of very painful slog. The threat of rain plus the wind, deterred some 30 or so to D.N.S. and with a few more collecting punctures for a D.N.F. there were exactly half, 37 out of 74 that made the result board.

The winner was again a Jones and again from Central Sussex, the christian name this time was Adrian and his 1.5.36 was a very powerful effort indeed. Second was Andrew Attwood from Lewes with 1.8.20 and third Barry Coomber V.C. Etoile in 1.8.42, Fastest from W.E.C.C. was Don Lock in 1.13.55 in 13th place, Stuart Gibbs, 1.14.12, 15th Andrew Lock 1.15.30, 18th, Stephen Jukes 1.16.00, 21st, Ken Atkins, 1.18.30, Bill Procter 1.21.50 and Mike Gibbs 1.23.38. In the junior awards Stuart was 1st, Andrew was second and Stephen was third, only Stuart gets an award but they all deserved something for three very good efforts.

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THE SUSSEX C.A. HILLY 25 2-UP  
15TH MARCH 1981

This event was at least held in dry and reasonably calm conditions which made a change for the month until then had been pretty grotty. There was rather a poor entry from the Club, it seems everyone's waiting for the magic properties of this Majorca trip to get them fit before they start racing in earnest. It was left to Adrian Cooper (the man with the miles) and Graham Tooley, the surprise in the previous week's Club 25, to make what looked like the strongest challenge on our behalf, supported by two very scratch pairings of Norman Wright and Andrew Lock and Stuart Gibbs and Don Lock.

The course from the Hammerpot on the A.27 through Long Furlong to Findon then Washington, Storrington, Amberley, up the main climb of Houghton to Whiteways, then down to Slindon and back along the A.27 was tough, particularly the first 5 or 6 miles which were into the nagging northerly wind.

It was disappointing that Adrian and Graham couldn't stay together, for that's after all what it's all about. Adrian coming in about two minutes ahead of Graham was of no avail for the time taken is that of the second to finish. Their time was 1.12.30 and that must have been a minute quicker if they had stayed together, their ninth place would have been even better. As it was it was junior Stuart Gibbs and Veteran Don Lock who produced the best ride, working well together to record a very respectable 1.10.58 for 7th overall place. Andrew maintains he had to wait a bit for Norman who was troubled with his knees, too many hours under the lorries in the past week apparently, but they finished in 1.15.3., 14th of the 28 teams. The event was won by 1980 winners Mark and Adrian Jones of the Central Sussex in a record 1.3.32 exactly 3½ minutes too good for anyone else.

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