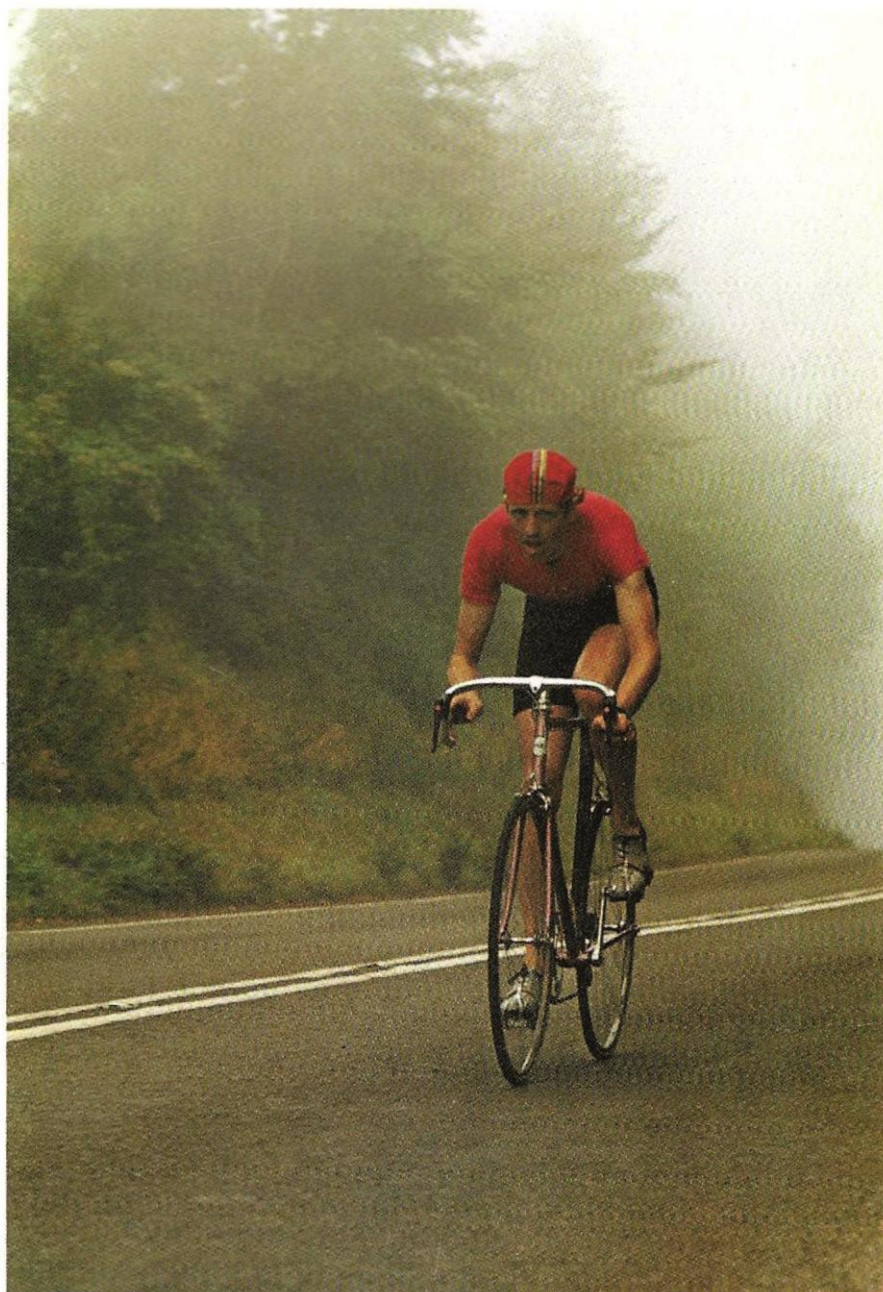


# THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB



WINTER 85/86

VOL 18 No 4

FRONT COVER  
**TONY GOODSSELL.**  
EXCELSIORS HIGHEST PLACED  
COMPETITOR IN THE HARDRIDERS  
EVENT

**THE WORTHING WHEEL\*\*\*\*\*WINTER 1985\*\*\*\*\***

Worthing Excelsior Cycling Club's quarterly magazine. The club meets at Broadwater Parish Rooms between 7.30 and 10.30 on Tuesdays. Canteen available until 10 p.m.

The opinions expressed herein are those of the individual contributor and not necessarily of the club or its General Committee.

**PRESIDENT:** Ray Douglass, 25 Guildford Road,  
Worthing. Tel Wor. 38686

**CHAIRMAN:** Tony Palmer, 23 Brentwood Cres  
Hollingdean, Brighton. Tel 558597

**SECRETARY:** John Mansell, 3 Walesbeech, Furnace  
Green, Crawley, Tel Crawley 35757

**TREASURER:** Roger Smallman, 25 Melrose Avenue  
Worthing

**MEMBERSHIP SEC:** Angela Toppin, Flat 3 Sheen Court  
30 Offington Lane, Worthing

**CLUB EVENTS:** Paul Toppin, Flat 3 Sheen Court  
30 Offington Lane, Worthing.  
Tel W. 68221

**PRESS SEC:** Bob Withers, 154 Littlehampton Rd  
Worthing, Tel W. 68825

**CLUB RUNS:** Bradley Walters, 29 Ashurst Drive,  
Goring, Worthing, Tel W. 504119

**SOCIAL SEC:** Andrew Lock, 7 Welland Rd. Worthing  
Tel. W. 62724

**CLUB COACH:** Andy Smith, 67 The Winter Knoll,  
Littlehampton, Tel L 723227

**JOINT EDITORS:** Don Lock, 7 Welland Rd., Worthing,  
Tel. W. 62724  
Bob Grange, 48 The Winter Knoll,  
Littlehampton, Tel L. 717493



## COMMITTEE NEWS

There has been little of general interest in the committee meetings recently. The highlight was the meeting at Bob Withers' home where the food provided certainly offset the tedium of the business. It's the AGM season, with all the local organisations (RTTC, SCA, ESCA etc) asking for delegates, motions to be submitted and agendas (that should be agendum) to be distributed. A number of your stalwart committee members endure further tedium by going to these meetings as well!

We received official notification from the amenities officer of the Borough Council that the improvements to the clubroom would commence on November 11th and be completed by Christmas. In his letter the officer hoped we would not be *inconvenienced* by the improvements to the toilet and kitchen facilities!

Paul West, after service above and beyond the call of duty, will not be promoting the Evening 10 series next year and the committee would like to hear from anyone willing to take on this most important job. Your reward? Just a vote of thanks from the committee at the end of the season. However, you may also gain satisfaction from the enjoyment and pleasure of the riders (nearly half the club membership) who enter these events, as they will depend on your effort and organisation (See later in mag.)

### SUSSEX CYCLE RACING LEAGUE - 1985 League Points Championship

			points
1st	Vernon Smith	Regent RC	72
2nd	Paul James	Private Member	64
3rd	Paul Marriner	Regent RC	44
4th	Colin Tamon	Central Sussex	35
	Barry Coomber	Regent RC	35



6th	Chris Chapman	Brighton Excelsior	26
	Tim Goddard	Central Sussex	26
8th	B. Burns	Eastbourne	23
9th	Andrew Lock	Worthing Excel	21
10th	Martin Penfold	Brighton Excelsior	20
.....			
18th	Paul West	Worthing Excelsior	7
24th	Ian Leeding	Worthing Excelsior	3
32nd	Stuart Gibbs	Worthing Excelsior	1

In the Clubs league we finished 4th with an aggregate of 32 points against Regent's massive 174. Surprising was the decline in the fortunes of Velo Club Etoile who, it seems, could find no replacements for those who left them at the end of the previous season. Andrew Lock then retains the Club Track championship as the highest placed from Worthing Excelsior. Ian Leeding's first season saw him finish third best of the juniors and we must not forget David Priest who made his debut in the schoolboys section.

#### OFFICERS WANTED

The post of Evening Tens Secretary, held by Paul West for the past two years, and that of Social Secretary, in which Andrew Lock has served, have both to be filled for 1986 as they have warned the General Committee that they wish to stand down.

Paul has made a great job of the Evening Tens and these have become a popular part of our competitive season. The job needs to set up a roster of timekeepers and preferably one person to do the handicapping. It then needs attendance on most of 14 Thursdays during the summer. Paul would be pleased to explain what is involved to anyone who would be prepared to help us and take on this

job.

Andrew's Social Secretary duties are limited to arranging the catering for Club promotions. It does not involve the Club Dinner and it does not involve the making of tea and cakes for every event. It really means organising a roster of willing ladies and then getting the equipment (the urn, cups etc) to them. Andrew will be pleased to give you the details if you can assist us.

### THE WORTHING MARATHON

The enormous popularity of marathon running continues and we only have to look at the size of Worthing's annual event and, even closer to home, to look at the number of Worthing Excelsior cyclists who take part to realise this. John Cheetham and Colin Miller have run the event in the past but in 1985 I counted 5 in the finishing order.

Steve Curry, just 21 and extremely fit, has for some time been a long-distance runner and triathlete and joined us through Colin Miller to improve his cycling. His fitness was soon evident and as he learnt how to pedal his '10' times plummeted from 28's to a 23. He's run no less than 8 marathons and for charity he did an 81 mile run of the South Downs Way!. In the 1985 Worthing Marathon he finished 18th in 2.51.22.

Another runner who joined us early in '85 was Dave Knight, an ex-work colleague of Ken Atkins. Dave is 43 and runs regularly in veteran athletics. He was pretty soon chasing Ken round our 10 course as well. Dave finished 85th in 3.16.08.



In 165th place in a time of 3.29.38 came Mike Poland who, at 47, was making his debut at long distance running. Apart from training, throughout 1985, it could almost be said to have been his debut at running! Mike organised sponsors for his run and raised over £120 for Leukaemia Research. Those who knew Mike from his long distance cycling days were not surprised that he finished, but for a non-runner debut this was a very respectable time.

A member of whom we have seen very little in recent months is John Wiseman and maybe this is partly explained by his decision to run in the Marathon. John is aged 44 and he came home in 3.58.30 in 356th place.

And finally, but by no means last, comes David Mills. David, who has been a club member for many years, has speech and hearing difficulties and decided, naturally enough, to do something to help others with similar problems. Without any running experience he trained hard for some months and had no trouble at all in completing the course in 4.14.11. David, at 32, says he took it very carefully and he's confident he can go better next year. Wendy Spooner co-ordinated David's sponsorship for the Wellesley Youth Club for the Deaf and it is expected that close to £400 will have been raised by his efforts.

Congratulations to you all. What a shame we cannot get this same popularity for long distance time-trials - like the 12 and 24 hour events. I don't know how we would handle entries of 1000 or more I admit, but it seems very few people will ride a long distance cycle trial just for the challenge of finishing, whereas with the huge marathon fields that, it seems, is the principle challenge for the great majority. Perhaps this is where the Randonee event will take over (see

elsewhere in this edition).

## TWO-UP 10 AND 25 MILE SERIES

Sorry, we missed this - should have been in the summer issue. Please draw our attention to any obvious omissions of this kind!

June 20th and 25th.

### Results

		10	25	Aggregate
1st	Andy Smith	22.03	55.02	1.17.05
	Tony Goodsell			
2nd	Andy Lock	23.15	58.39	1.21.54
	John Lucas			
3rd	Stuart Gibbs	23.08	58.55	1.22.03
	Pete Danckwardt			
4th	Mike Coyle	23.19	1.00.03	1.23.22
	Richard Knight			
5th	John Gilbert	24.35	1.02.00	1.26.35
	Ian Leeding			
6th	Mike Kennard	24.35	1.03.35	1.28.10
	Robert Downham			
7th	Tony Palmer	25.00	1.03.58	1.28.58
	Mike Gibbs			
8th	Andy Boyle	25.10	1.04.22	1.29.32
	Bob Withers			
9th	Bill Procter	26.13	1.05.19	1.31.32
	Jeff Russell			
10th	Peter Kibbles	26.40	1.08.56	1.35.36
	Clive Goward			
11th	Brian Cox	28.46	1.08.05	1.36.51
	Betty Cox			

Other non-counting rides:

10 mile	Dave Nightingale & Paul West	25.26
	Bob Grange & Carme Grange	29.58



Marvin Lucas & Dave Priest	26.41
Bradley Walters & Steve Curry	24.56
Dave Dallimore & Mick Jones	23.14

25 mile	Ken Hall & Peter King	1.07.41
	Bob Grange & Dave Elson	1.02.09
	Dave Dallimore & Mick Jones	57.49

...and another late result from 1985;

Club 15 - 11th July 1985

1st	Andy Smith	36.52	10th	Bill Procter	42.18
2nd	Paul Toppin	37.50	11th	Tony Palmer	42.27
3rd	Stuart Gibbs	38.05	12th	Peter Kibbles	42.29
4th	Andy Lock	38.52	13th	Peter King	42.58
5th	Andy Boyle	40.01	14th	Dave Priest	43.41
6th	Steve Curry	40.36	15th	Tom Lainsbury	44.31
7th	Clive Goward	41.39	16th	Mike Stanbridge	46.55
8th	Paul West	41.44	17th	Reg Searle (trike)	49.40
9th	Bob Withers	41.49	18th	Carmelita Grange	52.21

Handicap Result:

1st	Dave Priest	33.41	(10.00)
2nd	Andy Boyle	35.41	( 4.20)
3rd	Steve Curry	36.36	( 4.00)

It's rumoured that Andy Smith, having lost his 'Harry Quinn' frame in his traffic accident, is agonising over the replacement. Uncertain as to the pro's and con's of low-profile vs road frame, frame angles, tubing, builders etc he has finally settled on a revolutionary idea. He is to ride next season with four wheels on each foot - fitted to boots!. Yes, he'll be roller skating, after being given a pair of roller boots recently. His training has, however, been interrupted. While racing around the garage compound behind his home

with the local children a neighbour came out to complain about the 'noisy kids'!

#### HOW TO TEACH A LADY TO 'CYCLE.

Take the pupil out on a quiet road or lane - one with a gentle decline - preferably, at first. After assisting her to mount from the left side, let her have full control of the steering from the very first, the teacher, balancing the machine from the very back of the saddle or by a band round the riders waist, but on no account should the machine and rider be held up forcibly by the handles and saddle, or the operation of teaching will be a lengthy one. Impress on the learners mind that when she feels that the machine has an inclination to fall to the left, she should turn the steering wheel slightly in the same direction, and not in the opposite direction, as the learner at first generally does.

As the pupil progresses, gradually lessen the support given to the machine, until it is running unsupported without her knowing it, but run behind the machine and be ready to give support if necessary. The machine in the first few attempts, should be adjusted with the saddle rather low - this will give confidence to the rider - but when able to mount, dismount, and ride unaided, the saddle should be raised to its proper height.

To mount, have the machine so that the right pedal is about to descend, hold the handles, place the right foot on the right pedal, put your weight on it, and raise yourself into the saddle.

To dismount, wait until the left pedal is about to descend, put your weight on it, and bring your weight over to the left side.



Some advice from "Work" magazine of 1896 - I wonder if this brings back memories to Don, when he taught that little lad, all those months ago -aaaaaaaah!

## THE HUNTING HIVOLT HARDRIDERS

Generous support from Hunting Hivolt, the high-voltage technology concern, and the considerable enthusiasm of their Director Phil Walters, gave us an enormous impetus for this new Worthing Excelsior promotion. Andrew Lock, also new to the job of event promoter, but with the same enthusiasm and plenty of ideas, ensured that the impetus was sustained. Unanimously, we believe that the event was thought to be a tremendous success.

For a time-trial it was given a great deal of publicity and the handbook entry made sure that all local clubs were not only aware of it but were talking about it months previously. The almost blanket coverage during August and early September, with the prospectuses and posters being distributed at events in Hampshire, Surrey, Essex and East and West Sussex, spread the word farther afield. Press coverage - preview and reports - was achieved in the Argus, the West Sussex Gazette, The Portsmouth News, Cycling and with Radio Sussex. In addition, the quality of the Event covers, the posters, the printed event details and, indeed, all the literature that was distributed, was classy and indicative of the standard that was to be aimed for.

The entry of 104 was excellent and the quality very high. It had been hoped that the hilly nature of the event, with its non-standard 25.8 miles distance, would appeal to roadmen as well as time-triallists and this was undoubtedly the case. Practically every one of the Counties



top roadmen were entered and so were the time-triallists. Entries from London and throughout the south-east were very strong and something in the region of 55 of those entered were sub-60 minute 25 milers. With names like Ray Hughes of the Clarence, Tim Stevens (World Championship selection), Colin Roshier, Cliff Dent and Steve Hackett from outside the County and with Mark Markowski, Mike Coyle, Colin Tamon, Paul Lipscombe, Gary Moore, Tony Deacon, Simon Barnes, Tony Goodsell and Barry Coomber as some of the Sussex riders, the interest generated prior to the event was considerable.

On the day all proceeded well and while small details can be looked at for future improvement the overall standard of the promotion was distinctly classy and something which in the opinion of many from outside the club "must become an annual event". CB radio, with the planning and assistance of John Grant and friends, ensured a return of mid-point and finish times to the result board in the headquarters which had riders' full results up before they got back to Pulborough themselves. A good HQ with plenty of parking, first class catering from Carol Stanbridge, a prize presentation, photos, a raffle, the winners sash, interviews (we had Martin Ayres down from Cycling, Brian Hutton from the Evening Argus and that Radio Sussex cycling character), the general chit-chat that accompanies the finish of any good event all went together to make the right atmosphere for the finish of a first-class mornings sport.

The course that Ray Douglass had measured out was from a point just south of Pulborough on the A283, through Storrington to the Washington roundabout on the A24, then retrace to Storrington and left to Amberley. So far just a hard, undulating route, but now - over the causeway at



Houghton and up to Whiteways then the hurtle down to Arundel which causes legs to get cold and - at the bottom - from practically a standstill comes the immediate climb back to Whiteways. Finally it was down to Amberley and almost back to Storrington before cutting through Clay Lane to come out at Parham and the final mile to the finish on Wiggonholt Common about half a mile short of the start.

The roadmen and many of the time-triallists had opted for road bikes with the double ring and the wider ratios. 70-120" was generally considered necessary. Some time-triallists - the specialists - had, however, gambled with the continued use of low-profile machines and single rings; there were even a few aerodynamic helmets. Simon Barnes of Lewes, claiming he didn't have a road bike anyway, was one who rode a low-profile machine with a single ring and a bottom gear of 80". But then Simon Barnes is Simon Barnes, and while he felt he was "going to stall on the steep bit of Houghton" most of us would probably have stalled at the very thought of such gears. Simons' ride was a superb one and while the speed on the descents can be appreciated with a top gear of 120" or so, it is more difficult to see just where the strength comes from to climb so well, and in such big gears, for he is of slight build. It's all to do with the power-to-weight ratio I'm told !

The times taken as riders reached Whiteways on the outward journey were to provide an interesting aspect to the event and while this point was a little over half way it proved to be just about half-way in time so far as many riders' finishing times were concerned. Barnes clocked 31.28 to this point and 31.44 to the finish, Andy Smith 33.58 and 33.34, and further down the field, Andy Boyle 37.55 and 38.10, to give just three examples.

Three men cracked 32 minutes to Whiteways, Barnes just 8 seconds ahead of Ray Hughes and Tim Stevens a further 7 seconds back. Only an elite few were in fact to reach this point in under 33 minutes. The others were Cliff Dent 32.01, Colin Roshier 32.08, Alan Green of VC Olympia Sport 32.28, Tony Deacon 32.30, Tony Goodsell 32.44 and Mark Markowski 32.52. Green was to fall back to 15th over the second half and the two 33 minute-plus men to come into the top ten at the finish were Paul Morgan of the Tooting, who had gone through Whiteways on 33.00 and Paul Lipscombe of Central Sussex on 33.17.

So the top ten were:-

1st	S.C. Barnes	Lewes Wanderers	1.03.12
2nd	R. Hughes	Clarence Wheelers	1.03.20
3rd	C. Dent	34th Nomads/CP Hart	1.03.40
4th	T. Stevens	34th Nomads/CP Hart	1.03.41
5th	C.N. Roshier	Hounslow & District	1.03.52
6th	T.D. Deacon	Lewes Wanderers	1.05.10
7th	M.P. Markowski	Hastings & St Leonards	1.05.26
8th	P.S. Morgan	Tooting BC	1.05.39
9th	P. Lipscombe	Central Sussex	1.05.54
10th	T. Goodsell	Worthing Excelsior	1.06.06

The team result, based on the 'Bidlake' system - fastest third man - was:-

- 1st 34th Nomads/CP Hart:- S. Hackett, C. Dent, T. Stevens
- 2nd Central Sussex:- G. Moore, P. Lipscombe, C. Tamon
- 3rd Lewes Wanderers:- M. White, S.C. Barnes, T.D. Deacon
- 4th Worthing Excelsior:- A. Smith, T. Goodsell, K. Dodman

Christine Barnett collected the Fastest Lady award with a very fine 1.22.54.

Worthing times were :-



21st Andy Smith	1.07.32
32nd Keith Dodman	1.10.27
39th Roy Holden	1.12.22
45th Ian Leeding	1.13.05
50th Stuart Gibbs	1.14.50
51st Dave Hudson	1.14.58
55th John Lucas	1.15.55
57th Andy Boyle	1.16.05
59th Clive Goward	1.16.40
66th Bob Grange	1.18.02
71st Robert Downham	1.18.44
73rd Ken Atkins	1.19.19
75th Bradley Walters	1.19.34
77th Bob Withers	1.19.40
79th John Poland	1.19.52
81st Mike Poland	1.22.50
82nd Christine Barnett	1.22.54
83rd Peter King	1.23.04
84th Giles Brandon	1.24.23
89th Tony Palmer	1.27.13 (puncture)
93rd Ray Douglass	1.30.33

The Club Hardriders Championship was as follows (not everyone entered);

1st Andy Smith	1.07.32	2.30	1.05.02
2nd Keith Dodman	1.10.27	4.20	1.06.07
3rd Ian Leeding	1.13.05	8.30	1.04.35
4th Dave Hudson	1.14.58	9.30	1.05.28
5th Bob Grange	1.18.02	11.40	1.06.22
6th Ken Atkins	1.19.19	12.00	1.07.11
7th Bradley Walters	1.19.34	13.20	1.06.14
8th Bob Withers	1.19.40	10.00	1.09.40
9th John Poland	1.19.52	14.30	1.05.22
10th Mike Poland	1.22.50	17.00	1.05.50
11th Peter King	1.23.04	16.00	1.07.04
12th Tony Palmer (puncture)	1.27.13	11.20	1.15.53
13th Ray Douglass	1.30.33	18.30	1.12.03

Thanks Hunting Hivolt - thanks Andrew - same again for 1986 please - or can you go better than this ?

#### SUSSEX CYCLISTS ASSOCIATION - PRESIDENT FOR 1986

The SCA asks its member Clubs to provide an Association President for a year and does this in alphabetic order of Club. This time it has come to 'W' for Worthing and with a unanimous decision your general committee have nominated your own President Ray Douglass.

No one in this club does more for the SCA than Ray Douglass and he continues to serve quietly, but with great industry, in promoting events, time-keeping, course measuring and looking after the books as treasurer.

The committee felt it was an honour richly deserved and we believe his nomination will be fully endorsed by all other SCA Clubs, who all have good reason to be grateful to Ray for his endeavours on behalf of the Association.

#### AUDAX

The 'Audax idea' began in Italy in 1897 and the general principle was to cover a certain distance by either walking, running or cycling between sun-up and sun-down; a time-lapse of 14 hours. There were even swims! So far as cycling is concerned the distance to be covered was 200 km.

Today the basic distance is still 200km and the time allowance is still 14 hours, but we must consider that the roads and cycles are very much better these days.



Because it seemed sensible to do so, and for the sake of mutual assistance, cyclists set off in groups and plotted out a timetable for their rides. They foresaw stops for refreshments and rest and made allowances for these.

Henri Desgrange (must have been on the French side of the family !... co-editor), who was later to create the Tour de France, was taken with the Audax idea and, in 1904, wrote up some regulations which formalised cycling in groups. He publicised the ideas in his magazine 'Auto'. Effectively, these regulations were made the subject of 'copyright' and are proprietary. Today they are 'Euraudax' regulations and are basically the same as in 1904.

It was not surprising that, in November 1904, those cyclists who had gained the Brevet d'Audax banded together and formed the Audax Club Parisien (ACP) and, from 1905 onwards, organised the running of Audax events for 'Auto'.

In 1920 the Audax Club Parisien assisted the Touring Club de France in the promotion of the Polymultiplier event (now the Super Grimpeur TA) as they had done in 1912 and 1913. However, this event was sponsored by a rival newspaper, the 'Echo des Sports' and Desgrange took exception to this. The result was the disenfranchising of the ACP from the organisation of Audax event.

Since the regulations for Audax events are proprietary, ACP were 'out in the cold'. Having a programme of events on their calendar for 1921, ACP had to create new regulations which did not infringe the Desgrange copyright. Therefore, in 1921, they created the Brevet de Randonneurs which, in view of the better roads, better cycles and an upsurge in the number of cyclists was more in keeping with the post-war boom in cycling. The



rigid grouping was dispensed with; the set timetable was abolished and cyclists were allowed to stop for food and refreshment as they wished and according to their own needs. Whilst the maximum time allowance remained, cyclists were allowed to take advantage of the better road surfaces and cycles and could go faster than the ancient regulations of 1897. To prevent racing a series of time-checks at specified control-points and the setting-up of secret controls was determined.

This, then, is a brief history of the Brevets de Randonneur whose regulations are used by Audax UK. In France there are the two tourist principals - Euraudax and Randonneurs, and we may liken them to Reliability Trials and Randonnees respectively. Randonnees are events in Britain run under the regulations of the ACP and Audax UK has taken its name from the ACP.

Now how did this start in Britain? It began with the publication of J.B. Wadleys' book 'Old Roads and New' wherein he described his successful ride in the 1971 edition of the Paris-Brest-Paris Randonneurs, the 7th PBP. This is an event of 1206km (750 miles) to be completed in 90 hours or less. In France, where the Tour de France is the king of events, the PBP is the queen of events.

Prior to 1975, the 8th PBP, we can trace but three Britons who had earned the Brevet PBP Randonneurs. In that year John and Steve Nicholas raised a team of Britons to ride the PBP and, with 19 successful cyclists (including four on trikes) they won the major award - The Sir Hubert Opperman Cup. To be able to enter the PBP one must ride a series of qualifying rides in the same year as the PBP i.e. at 200, 300, 400 and 600 km. Exceptionally the ACP accepted Britons who had ridden 375 miles in a 24-hour trial on stripped



machines and the first team to enter the PBP were all members of the 24-hour Fellowship.

However, this exceptional procedure could not continue and John Nicholas accepted the post of 'correspondant' of the ACP and was charged with creating qualifying Randonnees in Britain. Thus, in 1976, the first 600km Windsor-Chester-Windsor was organised and Audax UK came into being with the express idea of qualifying Britons for the PBP.

In 1977 the programme was increased to cover the 200, 300 and 400 km events and these were organised by cyclists who had ridden in the PBP and WCW. The attraction of the Randonnee was obvious, particularly as the restrictions were so few. One could ride alone or in company; one could rest when and where one so desired; one could ride with whomsoever one wished as long as the basic speed requirements were adhered to. The keynote of the randonnee was cycling in good company.

By 1979, 74 Britons had qualified that year for the 9th PBP and 54 actually entered it, winning the major award again and also the George Navet Memorial Trophy. We had also entered teams in the famed Bordeaux-Paris and had won the foreign teams trophy in every year we entered. In 1981, 52 AUK Randonneur events were calendared and 1982 included a National CTC 400km event, supported successfully by a number of our members in 1982 and 1983.

AUK itself has a membership of some 750 cyclists who carry the AUK badge through Europe. Membership has advantages in reduced entry fees for the WCW, the issue of bulletins, a supply of entry forms for AUK events and a service to put one in touch with events abroad. If you wish to join write to AUK, 188 Runcorn Road, Moore,

Warrington WA4 6SY.

**Result of the Grand Prix Des Gentlemen 10 Mile  
Time-Trial 19th October 1985**

Scratch Event		VTTA Standard	
1st	Tony Goodsell & Don Lock	21.48	+5.32
2nd	Andy Smith & Ken Atkins	23.45	+5.21
3rd	Paul Toppin & Tony Palmer	24.07	+1.35
4th	Marvin Lucas & John Lucas	24.54	+1.00
5th	Bob Grange & Mike Gibbs	25.49	+1.44
6th	Paul West & Peter King	26.14	+0.06
7th	Clive Goward & Mike Stanbridge	26.42	+0.25
8th	Bob Withers & Peter Kibbles	26.47	+1.12

Without doubt the conditions on this Saturday afternoon were superb, probably the best for any ten throughout the 1985 season. Tony Goodsell's 21.48 was his fastest effort this year and pulled Don to a narrow standard win just 11 seconds ahead of Ken with these two well clear of the rest of the field.

**BRIGHTON MITRE 25**

Well done Richard Shipton, Andy Smith and Pete Danckwardt for clinching the team award in this event. Richard was second on 58.19 and well supported by Andy on 59.08 and Pete on 59.47.

---

John Lucas has started to suffer at the increasing speed of son Marvin and has taken to beating his wife;

he beat her to Cowfold - then he beat her to Slaugham - then he beat her all the way home.

---

In 1986 John Gilbert is expected to have a full season. He also hopes to ride a time trial - or two!



Was Gregor Braun the first man to shave his legs?

CLUB HILL CLIMB - 13TH OCTOBER 1985

The Annual Ascent of the North Face of Bury

1st	Mike Mansell	3.49
2nd	Andy Smith	4.04
3rd	Paul Toppin	4.12
4th	Ian Leeding	4.22
5th	Graham Tooley	4.28
6th	Bradley Walters	4.30
7th	Paul West	4.42
8th	Marvin Lucas	4.43
9th	Andy Boyle	4.45
10th	Bob Grange	5.01
11th	John Poland	5.09
12th	Peter King	5.14
13th	David Priest	5.15
14th	Garry Collier	5.17
15th	Christine Barnett	5.21
16th	Mike Poland	5.34

So the defending champion was back in 5th place, unable to find his 1984 form and Mike (what's the Eiger, anyway?) Mansell is our new champion. It was one of the best entries for some years and nice to see no less than five juniors having a go.

SUSSEX CA INDIVIDUAL CHAMPIONSHIP - SATURDAY 14TH SEPTEMBER

The continued increase in support for the Associations' events was again evidenced by the entry for this championship, held on the usual chichester Road course. One hundred and five departed from timekeeper Roger Smallman at the top of Hammerpot and headed west for Chichester on a reasonable afternoon.

The expected scrap for major honours between the two Lewes riders Simon Barnes and Tony Deacon did not materialise due to Barnes not starting, and while there was much other talent entered, including some roadmen keen to test themselves against the time-trial specialists, it did leave Deacon a clear favourite; an opinion very much borne out by the result.

The sign that the afternoon was not all bad came from our own Andy Smith who, from the number 20 slot, again cracked the hour with a time of 59.18. This remained at the top of the order for less than 20 minutes though, for Steve Dennis of East Grinstead was one and a half minutes quicker from the number 40 mark, coming home in 57.48. The next rider expected to do something fast was Richard Shipton. He was number 60 and he did not disappoint, although he was just slower than Dennis in recording 57.59. A central Sussex roadman, but one who has regularly shown considerable unpaced talent as well, is Colin Tamon, and he pushed his way into third spot at this point with a time of 58.19. Colin was number 70 and five minutes behind him came Hastings all-rounder Peter Baker, who was delighted to get under the hour with 59.58. Number 91 was Mark Markowski, also of Hastings, and while he has had enormous success as a first-class roadman in a very short racing career and is known to be a very dedicated and practically full-time biker, he had no real form as a time-triallist. It did not, however, come as much of a surprise when he thundered in to take the lead position with 57.21. The question now was what could Deacon do? As he was number 100 he should be just 9 minutes behind Markowski - we had just over 6 minutes to wait before the strange, helmeted, low-profile figure sped through the finish. Yes, most agreed it was a "reasonable" afternoon, but there was clearly only one who found it that fast! Tony Deacon was the



1985 SCA 25 Champion and a very worthy one - his time was 54 minutes 49 seconds.

Top placings:

1st Tony Deacon	Lewes	54.49
2nd Mark Markowski	Hastings	57.21
3rd Steve Dennis	East Grinstead	57.48
4th Richard Shipton	Worthing	57.59
5th Colin Tamon	Central Sussex	58.19
6th Andy Smith	Worthing	59.18

Other Worthing times:

Stuart Gibbs	1.01.10
Pete Danckwardt	1.02.07
Ian Leeding	1.05.36
John Gilbert	1.05.55
Robert Downham	1.07.19
Tony Palmer	1.07.38
Clive Goward	1.07.54
Ken Atkins	1.08.04
Bill Procter	1.08.36
Mike Gibbs	1.08.57
Peter Kibbles	1.09.56
Christine Barnett	1.11.32
Ray Douglass	1.14.40
Mike Stanbridge	1.18.03

## VETERANS

The over 40's, or the SSS (Sanatogen Supporters Society) are on the increase and there's thousands more to come. In the Excelsior we have a strong section and in that number many who return good plusses to their age standards as set down by the VTTA (Veteran Time Trialists Association). For those of you who have wondered about these + and - signs and accompanying figures on results boards and results sheets it is simply

explained that for every year from 40 upwards (after 40 I thought it was only downwards! - co-ed) at every standard distance, that is 10, 25, 30, 50 and 100 miles and over 12 hours and 24 hours there is a set standard time. The amount by which the Veteran beats, or fails to beat, that standard gives him a plus or minus time or distance. This enables a 60 year old to compete on an age standard basis with a 'youngster' of 40. For example, at 25 miles the 40 year standard is 1.06.00, so if he records 1.03.00 than he has a plus of 3 minutes. For 60 years the standard is 1.16.37 and if he records 1.12.00 than he has a plus of 4.37 and although much slower he has, on standard, produced the best ride.

The VTTA came into being in March 1943 at an inaugural meeting at Barnet. 41 attended and another 36 joined by post so from that very first meeting there were 77 members. The inspiration was Ernest Stevens and the Association was set up as a time-trial promoting body and a record hall-marking authority. It was decided at that meeting that membership would be open to males over 40 only (but they've cracked under pressure since!). It was also decided that the promotion of veterans events would not be limited to Association members but to members of any RTTC affiliated clubs who were of 40 years or more. The Associations first task was to establish a competition record schedule for the standard distances at all age groups over 40.

The 1985 handbook lists three of those present at that 1943 meeting as still being members and bear in mind they must have been at least 40 then. The Association is represented by 16 regional groups covering the whole of England, Scotland and Wales and by a National Executive Committee. There are 7 VTTA National Championships and two other National Promotions and in 1985 no



less than 113 regional promotions.

Standard medals can be won by paying a small fee at the beginning of the season (£4.50 will cover all events at all distances) and in the first season of standard medal attempts you just have to beat your standard. The best ride will be counted and you can have only one medal for each distance. After the first year things get much harder as our Dave Dallimore found out after some good rides in 1984. The reason is that, after winning a standard award, to obtain another award in a later age group you must beat your previous best time, plus allowances for each additional year of age. For example, if Dave did a 59.00 in 1984 when his standard was probably 1.09.33, then in 1985 he will have to beat 59.31, i.e. 59.00 plus the 31 extra seconds allowed to him a year later when his standard goes up to 1.10.04. So when you smash your standard like that i.e. by 10.33 minutes, to win more standard medals you are going to have to keep that much ahead of your age standard.

If Dave Dallimore, Roy Holden, Keith Dodman and John Lucas and a few others can keep their current speed until, say, 1995? We might start to be noticed in the National Tables but with the likes of Woodburn and Iddles it's still only a might.

Don.

AN EXTRACT FROM....

Three Men on the Bummell.

While on a cycle tour of Germany, at the turn of the century, Jerome and his two companions decide to eat in time to the music the band are playing.....

"All through our meal we had to keep in time with the music. We ate our soup to slow waltz time, with the result that every spoonful was cold before we got it to our mouth. Just as the fish came the band started a quick polka, with the consequence that we didn't have time to pick out the bones. We gulped down wine to the "Blacksmith's Gallop", and if the tune had been much longer we should have been blind drunk.

With the advent of our steaks the band started up a selection from Wagner. I know of no European composer so difficult to eat beefsteak to as Wagner. That we did not choke is a miracle. We had to give up all idea of mustard. B tried to eat bread with his steak and got hopelessly out of tune. I'm afraid I was a little out of tune myself during the Valkyrie Ride.

After steak to Wagner, putting away potato salad to the Garden Music from Faust was simple. Once or twice a piece of potato got stuck in the throat during a high note, but on the whole the rendering was fairly artistic. We rattled off a sweet omlette to a symphony in G, bolted the cheese to the ballet music from Carmen. After which we rolled about in agonies to all the national airs of Europe."

Jerome K. Jerome

It's rumoured that Mike Gibbs has moved to 18 Woodland Avenue, Worthing, with an acre of land for a new miniature Eastway layout. Hazards include lots of trees and a goldfish pond, and it's definitely hilly.

---

Chris Beckingham was seen waving to some girls on bikes when a copper approached - "Are you Beckingham?" said the officer "No" said Chris, "only waving".

---



Angela Toppin and Carol West got lost on the first run on the first night of circuit training, and twenty or so males came back very breathless!

### "SOUTHEASTENDERS"

Have you noticed, in that corner of our clubroom, that notorious gang the "Southeastenders".

Speedy Smallman - Trike Simpson - Big Gears Brazier - Straight Bars Christie - Milky Way Hawkins and Flatcap Clayton.

They look a pretty desperate bunch. What do they plot ? - the hold-up of the Club canteen or the take-over of next years veterans BAR. Be on your guard!

### A PUZZLE

Three club members were resting at the side of the road when a horse and cart approached. "Try and count the number of spokes in the wheel" said Clever-clogs Claude. This they tried to do but without success. "You found, I suppose, that you could make out the spokes in the lower part of the wheel, but the top was blurred" said Claude. "An optical illusion" suggested Fred. "Something like in films, when the wheels of the vehicles seem to be moving slowly backwards" put in Derek. "No" said Claude "The top is blurred because the upper part of the wheel is moving faster than the bottom". "Don't be daft" the others laughed - but was he right ? See answer at the end of the mag.

### 1986 STARTS NOW !

Review 1985 : Did you set goals  
                  : Did you achieve them  
                  : If not - why not? .....

review your strengths and weaknesses .....  
think now how you can improve.

Consider : off-bike training; on the bike

circuit training	rollers
weight training	hill climbing
aerobics	short intervals (30-60secs)*
stretching	long intervals (1 to 5 min)*
swimming	2-ups, bit and bit
running	steady state
walking	

you need ... STAMINA/ SPEED / SKILL

1986 - SET GOALS - write them down.

a) short term (attainable) eg  
sub-hour 25 mile  
beating personal best

b) long term (major) aim eg  
National Championship  
BBAR  
County Championship

### **BE REALISTIC!**

\*Note

1. To race at 25 mph you have to train at 25 mph +
2. Don't overtrain. The body recovers/ grows at REST.

### **A LOOK INTO THE ANNUAL REPORT OF THE RTTC**

The RTTC publishes an Agenda, Annual Report and Statement of Accounts before its AGM. Somewhat more detailed than our Club report (there's more of 'em) it contains the usual motions (51 of those!) to changes rules etc. However it also contains reports of other business. The continuing Government cuts even hit the relatively poor sport



of cycling. The Grant-in-aid from the Sports Council will be reduced in 1986 and administered differently in future. Money will be given mainly to "improve international performances" and for "increased participation". The RTTC has, of course, no interest in the first (amateur time-trialling is not a recognised international sport!) and is not seeking to increase participation. The end result is that the Grant is effectively reduced by 50%. That means an inevitable increase in levies etc from you, the club member and time-triallist.

There were about 140,000 rides (judged by the number of levies collected) last season, and 118 reported accidents. 3 of these were fatal. 30% of the accidents were riders colliding with stationary vehicles - a sharp reminder to keep your head up!. It is a rule that riders having this kind of accident (if they survive!) will have disciplinary action taken against them - usually a ban on riding time-trials for a specific period. 30% of the remaining accidents were caused vehicles running into riders and further comment on this appears elsewhere in the mag (see "I'm alright, Jack!")

In a similar vein, the problem of U-turns on courses has been examined. The RTTC is trying to remove these from all courses before legislation is introduced by other authorities. The point is made quite clearly that safety should be the first consideration in course design. Indeed, after inspection of one course, where accidents had occurred, the course was withdrawn from use.

There is also a section on Coaching; the demand for coaching courses has increased and the RTTC seems to be well on its way to a qualified coach in every club. The Coaching Secretary intends to combine parts 1 and 2 of the training



programme into one booklet for 1986. They also intend to start a library of coaching films for loan to clubs - contact Andy Smith!

### I'M ALL RIGHT JACK ?

You may have heard reports about increases in pedestrian and cyclist injuries and deaths since the introduction of the compulsory seat belt laws. Before the wearing of seat-belts became law, various people (including the Department of Transport, in an internal report) had predicted that there might be increases in accidents and injuries to other road users as drivers suffered from the "I'm all right, Jack" syndrome - feeling more secure, they take more risks. There have now been two further reports assessing the deaths and injuries to all categories of road user, though unfortunately, they do not solve the question of whether the seat belt laws are saving motorists at the expense of other road users.

The first recent report was an 'update' of research by the Transport and Road Research Laboratory. This report confirms that the number of deaths among front seat occupants (drivers and passengers) has dropped by 470 over previous years. It remarks that pedestrian deaths increased but that they were "not associated with compulsory seat belts".

The second report highlights the statistical jungle and some of the figure-juggling underlying some of the conclusions of other reports. It is an independent assessment of casualty figures since 1983 by two leading statisticians who have compared the actual road accident figures with statistical predictions based on several factors. It is possible, knowing things like the amount of traffic, petrol prices, weather conditions etc, to predict accident rates for road users, especially



when you have figures for many years before significant events such as the oil shortage or the introduction of compulsory seat belts. You can then compare your predictions with the actual figures for years before and after these events and see how good your predictions are in general and how far out they are after changes in conditions. In other words, you can estimate how many more (or less) serious injuries and deaths have occurred to particular groups of road users.

The report concludes that there was an 18% drop in the number of car drivers killed and a 25% drop in the number of front-seat passengers killed since belting up became law. They estimate that 390 lives were saved in 1983 and 450 in 1984.

More importantly for cyclists, the report then uses the predictions to test the "I'm all right, Jack" theory by looking at the numbers of accidents to cyclists, pedestrians and rear-seat passengers, none of whom have to belt up.

Now it gets complicated (as if it wasn't bad enough!). People get seriously injured as well as dead, so you have to look at the figures for both categories. The report concludes that there was a 6% increase in serious injuries to pedestrians, cyclists and rear-seat passengers between 1983 and 1984. This rise is not considered 'significant' (statistically speaking) though it's worth making the point that if YOU are injured it is very significant! From these figures it looks like driving standards haven't got worse. However, when you look at the figures for deaths the picture is different. The report found an estimated increase of 27% for rear passenger deaths, 8% for pedestrians and 13% for cyclists. Puzzled by the discrepancy between serious injuries and deaths, the investigators looked at the number of pedestrians and cyclists killed by a single car.



The figures were now 14% for pedestrians and 40% for cyclists! The increases were described as 'hard to explain'! So the intrepid statisticians were left with a paradox and chose to put more weight on the figures for serious injuries than on deaths.

An alternative view, put by another academic, was that deaths were the better 'yardstick' as they were a 'fairly certain statistic' (you're not kidding!) whereas serious injuries have a more flexible definition. Once again, 'statistical significance' is difficult to accept for the extra score or two of cyclists who are killed.

Now it appears to me that they might well have done better to ask a few (say, several thousand) keen cyclists, who spend many hours on our roads, whether they thought that driving standards had changed since 1983. My opinion is that they have declined, but you may not agree. However, even if it were decided that there had been an increase in 'risky' driving, what could you do about it? The campaign against drinking and driving has had little effect on the percentage of drivers who were over the limit when they died at the wheel (a staggering 32%). So how far would a campaign to "drive carefully, you might kill somebody else" get in the face of such behaviour? (condensed from New Scientist)

#### THE ANNUAL PRIZE PRESENTATION AND DINNER

Once again this most important annual event was held at the Chatsworth Hotel and was once again superbly organised by Roger Smallman. Over 100 members and their guests enjoyed an excellent evening, after travelling through wet and windy weather typical of this year. Many must have been grateful that this particular club event requires no bike and that warming (alcoholic) refreshment



was easily available at the start as well as at the finish!

With the dinner underway the cross-toasting began. Those on the top table seemed to speak only through the MC, Don Lock, though, as far as I could tell, the only person afflicted with loss of voice was Mike Gibbs. It was, however, the perceptive prize-presenter, Sonia Mansell, who at last uncovered the true identity of Dave Dallimore, who (it's obvious now) is really Mr. Pastry. One can forgive the younger members for not spotting this but his Veteran colleagues have no excuse.

Having thus warmed up the laughing muscles the after-dinner speech by Mick Rabbetts put them through the equivalent of full circuit training. He had obviously learned a lot about the antics of certain club members and his comments certainly made my sides ache with laughing. He was thanked by Bob Withers (who will be taking orders for new suits in time for next years event). Sonia Mansell then had the task of presenting the prizes to what seems to be an ever longer list of successful club members. They are listed in full below, and Sonia certainly earned her bouquet of flowers. Gifts were also presented to Connie and Jim Hughes, two faces who will always be associated in my mind with some of the most welcome cups of tea I have ever drunk, notably after those Tuesday evening training rides with Coach Smith.

The dancing then began, to music provided by 'Virgo'; no, not a topless go-go dancer (could we try that next year, Roger?), but a disco run by the brother of BAR Ladies Champion, Christine Barnett. Dancing continued, on and off the floor, until 1.00 am. Braving the weather once again, the revellers departed, many clutching cardboard boxes full of club silver, though some, equally proud,

could manage to carry the single medal in their pocket.

I'm sure that members would like to join me in thanking Roger for the usual smooth running of the evening - same again next year?

#### CLUBMAN OF THE YEAR

Well done Paul West for lifting this highly coveted 'Meredith' Trophy - the Pewter Tankard - for the second year in succession. No one did more for the Club in 1985 than Paul, including the running of the Evening Tens Series, the promotion of the Seafront Kermesse and other work in connection with the Surrey League, the track and BCF affairs generally. Plus his ever present attendance on the committee and willingness to be involved in the running, and at the same time to participate fully, in the club's activities.

Do you wonder he's short of time for bike maintenance!

#### PRINCIPAL TROPHY WINNERS 1985

10 Mile Series	Andy Smith	
25 Mile Champion	Tony Goodsell	57.38
30 Mile Champion	Andy Smith	1.13.07
50 Mile Champion	Richard Shipton	1.59.07
100 Mile Champion	Richard Shipton	4.21.44
12 Hour Champion	Don Lock	223.137
Hill Climb Champion	Mike Mansell	
Track Champion	Andy Lock	
Tourist Trial	Tony Palmer	
Touring BAR	Keith Dodman	
Hardriders	Andy Smith	
Points Cup	Andy Smith / Bob Grange (tie)	
Sherwin 25	Ian Leeding	
Clapshaw Handicap 25	Bob Withers	



## MOST IMPROVED RIDER

The 1985 winner of this trophy was our press man Bob Withers who knocked more than three minutes off his previous 10 mile time (27.37 to 24.35) to show an improvement of 2.681 mph.

Andy Boyle was second with an increase of 1.59 mph while bringing his 10 time down from 26.35 to 24.50

Another Andy, (Coachman) Smith scaled his 50 down from 2.03.29 to 1.58.15, to drop into third slot with an additional 1.075 mph

## VETERANS B.A.R.

Calculated on best performances at 10, 25 and 50 miles it is amazing that we only had six finishers, with notable absentees like Dave Dallimore, Roy Holden, Keith Dodman and John Lucas. In their absence the result was:

1st	Don Lock	(48/49)	+3.263	mph over	age standard
2nd	Ken Atkins	(56/57)	+2.233		"
3rd	Mike Gibbs	(49/50)	+1.311		"
4th	Bill Procter	(47)	+0.949		"
5th	Tony Palmer	(41)	+0.533		"
6th	Reg Searle	(55)	-0.750		"

## 1985 SENIOR BAR RESULT

1st	Don Lock	50	2.07.24	
		100	4.39.15	
		12hr	223.137	Average: 21.209 mph

2nd	Mike Mansell	50	2.04.08
		100	4.33.58

	12hr	199	Average: 20.883 mph
3rd Reg Searle	50	2.36.02	
	100	5.46.30	
	12hr	161.542	Average: 16.668 mph

A poor old show this year with, the mph well down on previous years, but we can look to a revival in 1986 perhaps. The Sussex 12 couldn't possibly be as disastrous as 1985 and a number of those who produced good 100's must now step up to the full men's BAR.

#### 1985 JUNIOR BAR

A clear win here for Ian Leeding with a whole string of good rides over 10 and 25 miles. The two best at each distance count, so Ian shows two tens of 24.37 and 24.49 and two 25's of 1.05.36 and 1.05.50 - an average speed of 23.550 mph.

#### 1985 LADIES BAR

With a string of club records Christine Barnett really gave our Ladies BAR a look of respectability. Decided over the two fastest rides at both ten and twenty-five miles, Christine recorded 26.32 with 26.03 and 1.11.52 and 1.10.52, for an average mph of 21.921.

#### THE CHARLIE LEDNOR TROPHY

This trophy, presented to the Sussex Cyclists Association in memory of our late Chairman and Vice-President, has been won for the 1985 season by Worthing's Mike Mansell. It is the second time in the three years since the trophy was put up for competition that it has been won by a Worthing Excelsior rider: Charlie would have liked that.



The previous Worthing winner was Paul Toppin.

The trophy is awarded on a points basis over all SCA promotions other than the two-up and Junior 10. Points for every top 20 placings on scratch score from 40 down to 2 points and on handicap from 20 down to 1 point. Points are also scored for placings in the Association's BAR, again on the basis of 40 for first down to 2 for 20th.

Well done Mike - points were 190 - well down on Paul's 1983 score of 276 and Tony Deacon's 280 of 1984 - but still good enough to beat the rest!

#### THE SUSSEX CA (FINANCES)

From a position of near bankruptcy only a few seasons ago, when donations had to be sought from member clubs, the Association now has a healthy financial situation. The 1985 Balance Sheet shows some £850 in the Bank or Building Society. This is due to the hard work of all the individual promoters and the Association Executive, upon which Worthing Excelsior has been fully represented. Your President, and the Association's 1986 President, Ray Douglass, keeps the books in order as Treasurer, Don Lock is Chairman and Paul Toppin and Tony Palmer serve on the Executive.

The main business of the Association is promoting time-trials for its members and with the policy, adopted over the last few years, of making some of these 'open' and of attracting major businesses and cycling shops into sponsorship, events have been better supported; with careful management they have contributed enormously to the better bank balance.

In 1985 the Executive were able to increase prize values in both 'closed' and 'open' events to maintain their attractiveness and there's little doubt that they will look favourably at this aspect again for 1986.

#### SUSSEX CYCLISTS ASSOCIATION - PROGRAMME FOR 1986

Sun(am) 9th March	25 miles 2-up	G991 V. Hyde
	TTT	287 Hangleton Rd
Entry fee	£2.20 per team	Hove, BN3 7LR
Sat(pm) 15th March	10 miles	G914 P. Burberry
		9, Sefton Rd
Entry fee	£1.20	Portslade
Sun(am) 16th March	25 miles	G938 K. Wells
		17 Bala Crescent
Entry fee	£1.20	Felpham, Bognor
		PO22 8LY
Sun(am) 27th April	25 miles Team	G193 R. MacLagan
	Championship	8 Dene Tye
Entry fee	£1.20	Pound Hill
		Crawley
Sun(am) 15th June	50 Miles Open	G952 R. Douglass
	Championship	25 Guildford Rd
Entry fee	£1.60	Worthing BN14 7LL
Tue(pm) 1st July	10 miles Open	G917 K.J. Laker
		2, Railway Cottages
Entry fee	£1.20	Tripp Hill
		Pulborough
Sun(am) 6th July	100 miles Open	G962 M. Pink
	Championship	17 Rushetts Rd
Entry fee	£2.00	Reigate, Surrey
Sun(am) 3rd August	Open 12 hour	G971 R. Douglass
		25 Guildford Rd



Entry fee £3.00

Worthing, BN14 7LL

Sun(am) 21st Sept Individual 25 G938 Mrs J Budgen  
Mile Championship 68 Slonk Hill Rd  
Entry fee £1.20 Shoreham

#### TOP FIFTIES OF 1985

1. Richard Shipton	Viking RC	1.54.47
2. Andy Smith	Southampton	1.58.18
3. Richard Shipton	North Road	1.58.35
4. Richard Shipton	Southend	1.58.56
5. Richard Shipton	SCA	1.59.07
6. Mick Mansell	SCA	2.04.08
7. Andy Smith	SCA	2.05.13
8. Roy Holden	SCA	2.05.36
9. Andrew Lock	SCA	2.05.51
10. Andy Smith	Otley CC	2.06.32

#### TOP HUNDREDS OF 1985

1. Richard Shipton	SCA	4.21.44
2. Roy Holden	SCA	4.30.22
3. Mick Mansell	SCA	4.33.58
4. Andy Smith	SCA	4.36.47
5. Don Lock	ESCA	4.39.15
6. Don Lock	SCCU	4.50.13
7. Bob Grange	SCA	4.50.44
8. Peter Shaw	SCA	4.53.09
9. Christine Barnett	SCA	5.10.46
10. Reg Searle	SCA	5.46.30

#### FINAL FUND RAISING :

Final winners for the 1985 scheme were;

September	Cliff Hawkins	£10
October	Don Lock	£10
November	Rita Reeve-Black	£50

If you have not already joined the scheme for 1986 please hurry to contact Dave Hudson, 151 Middle Road, Shoreham, or in the clubroom on Tuesdays - it's only three pounds!

#### ANOTHER CLANGER?

After a good year, financially? - It's rumoured that Roger Smallman maybe about to purchase a new frame - but if not, then he's going to get a double chainring and perhaps a respray. The only problem is that the seat-tube is gas-pipe gauge and you just can't get the right size fittings.

---

Have you seen Paul West's chest? No, well perhaps your lucky, but if they ever want some close-ups for King Kong - look no further! When he took his shirt off at circuit training the other week three people fainted and Christine Barnett swung across the Gym on a rope like a 'Jane' but making TARZAN noises!

#### 1977 AND ALL THAT

Just been looking at the results of some of the Evening Tens for that year. Ace tourist Dave Hudson won one with 23.56 taking a minute out of Roy Holden! Another one, won by Keith Dodman in 23.46 had some interesting placings further down the list. Don Lock was 3rd in 24.57, John Mansell (that's our Secretary, folks!) was 6th in 25.30, President Ray Douglass clocked 25.44 for the 7th slot and one place and one second ahead of Paul West, while Paul Toppin was 9th with 25.59! Andrew Lock rode that one as well recording a scorching 32.23



## FASTEST TENS OF 1985

1.	Tony Goodsell	Club Event	21.57
2.	Tony Goodsell	Bognor	22.09
3.	Pete Danckwardt	Club Event	22.16
	Tony Goodsell	SCA	22.16
5.	Tony Goodsell	Club Event	22.22
6.	Tony Goodsell	Club Event	22.23
7.	Pete Danckwardt	Club Event	22.28
8.	Pete Danckwardt	Club Event	22.30
9.	Pete Danckwardt	CC Gloucester	22.32
	Paul Toppin	Brighton M.	22.32
11.	Andy Smith	Club Event	22.34
12.	Tony Goodsell	Worthing	22.35
13.	Pete Danckwardt	Club Event	22.38
14.	Tony Goodsell	Club Event	22.42
15.	Pete Danckwardt	Mid Devon	22.44
	Pete Danckwardt	Club Event	22.44
17.	Tony Goodsell	Club Event	22.47
18.	Pete Danckwardt	Rodney	22.53
	Pete Danckwardt	CC Bexley	22.53
20.	Andy Smith	Club Event	22.54

Nice to keep 23's off the list; we did in fact have at least three more rides under 23 minutes. Notable absentees from the list are Richard Shipton, who rode no open 10's and Dave Dallimore who this season could only knock out small and middling 23's.

## FASTEST 25's 1985

1.	Tony Goodsell	National	56.19
2.	Tony Goodsell	South Eastern RC	56.44
3.	Tony Goodsell	Brighton Excelsior	56.48
4.	Richard Shipton	Unity CC	56.55
5.	Richard Shipton	National	57.24
6.	Tony Goodsell	Fareham	57.32
7.	Tony Goodsell	Worthing Club	57.38

8.	Richard Shipton	Colchester	57.42
9.	Richard Shipton	Becontree	57.50
10.	Tony Goodsell	Croydon	57.52
11.	Richard Shipton	SCA	57.59
12.	Richard Shipton	Brighton Mitre	58.19
13.	Richard Shipton	Poole Whs	58.21
14.	Richard Shipton	Redbridge	58.37
15.	Tony Goodsell	Hampshire RC	58.40
16.	Andy Smith	Bournemouth	58.42
17.	Andy Smith	Bognor	59.01
18.	Dave Dallimore	Bournemouth	59.04
19.	Mick Mansell	Brighton Excel	59.06
20.	Andy Smith	Brighton Mitre	59.08

We also have a note of 4 more 'under the hour' rides from Richard, no less than 6 more from Dave Dallimore and one more each from Andy Smith, Paul Toppin and from John Lucas. Also Pete Danckwardt showed signs of a return to fitness with a biggish 59 in the Mitre event. Pete and Andy, and Paul if he gets fit next year, will really have to set themselves into the Shiptons and Goodsell's. As the list was compiled we began to wonder if anyone else was going to get into the top twenty.

#### BRITISH CYCLING FEDERATION

Like all country's various cycling bodies you may (or may not) be aware that the BCF (Sussex Division) have a committee which meet quarterly in order to deal with matters connected with Road and Track in Sussex. On this committee we have three officials from our Club; They are Norman Wright, Hon. Gen. Secretary, Touring Secretary and Private Members secretary; Roy Holden, Treasurer and Paul West, Racing Committee (and also WECC representative). Should you have any problems or queries concerning the BCF in Sussex, please do not hesitate to contact any of the above, who will



do their best to help you.

Assistance is always required for judging and other official posts, both in road events and at the track. If you can assist, even if it is only once or twice during the year, it would help to ease the burden on others who have committed themselves over the years. Please contact any of the above if you can help. Paul West

#### CYCLO-CROSS

Recently the committee had decided not to reaffiliate with the British Cyclo-Cross Association as no club members were riding the events. The fee was £10, for either club or private affiliation. However, a club member has recently ridden events and the committee have agreed to pay the fee. So come on, all you mud-loving bikies, enter an event or two and give the others some competition!

#### WEORDINGAS

Worthing hasn't always been Worthing you know. Before even the days of John Grant and his velocipedes... Weord's people (were they early punk rockers ?) gave us the Old English, Weordingas, Wurdingg by 1218, Wurthing by 1240, Worthinges in 1288, Wyrthyng in 1397. Strikes me it's time for another change. Wot abaat "Wurving", it seems to enjoy common usage at present.

#### CHRISTMAS DAY IN THE SADDLE

With only three weeks to go before Christmas 1984, in response to mounting concern from the media about the famine disaster in Ethiopia, Dave and I decided to organise a sponsored ride on our newly purchased tandem (Richmond Cycles) and do the 122 miles from Littlehampton to London Bridge



and back to raise money for the victims.

Christmas morning we were woken at 5.30 am, not by Santa, but by the familiar sound of our alarm clock, although on this occasion the volume was more intense as I'd taken extra steps to avoid over-sleeping and put it in a large aluminium saucepan! After a satisfactory breakfast of cereal, tea and toast we swiftly packed our provisions and headed down the three flights of stairs to where Dave had carried the decorated bike the previous evening.

At 7.00 am on this cold and frosty morning we headed north through a semi-sleepy suburbia towards Long Furlong. While struggling to the top we sighted a lone figure - that of Chris Beckingham, yelling words of encouragement in between mouthfuls of tea. With morale now high we tipped our tinsel-covered bowlers and continued towards the A24.

As we approached the Washington Bostal a barn owl was sighted and without hesitation we dropped the pace and, to our amazement, he was joined by a mate; in silence we watched them enjoy the solitude of the morning, just like ourselves. Without further delay we pressed on through Ashington, Southwater, Warnham and into Kingsfold, where we stopped for refreshments and a few photographs. This was extremely difficult as my fingers were numb from the severe frost inland. Feeling slightly refreshed we continued through Capel, Beare Green, Dorking, Leatherhead and into Epsom, where a representative from Richmond Cycles cheered us on. Then to Ewell, where we stopped at a garage to relieve ourselves and find oil for a thirsty chain. Fortunately we were able to do both and into the bargain received two pounds towards the cause (the notice pinned on my back was at last starting to pay dividends!).



Off we headed into South Wimbledon where we turned left instead of right; luckily a lady motorist flagged us down, handed over five pounds and redirected us to the A24. We pounded on further into the suburbs of London, now eager to reach our destination - although so near, our progress was hindered by a succession of red traffic lights - Clapham, round the Elephant and Castle and into Southwark Highstreet and finally London Bridge at about 11.30. By this time the clouds were looking ominous and the photos we took show this all too clearly. However, with no time to waste we found a sheltered corner outside the deserted railway station and soon got stuck in to squashed scrambled egg sandwiches - which we shared with the pigeons! After hot tea from the flask, accompanied by cake, we emerged an hour later to begin the long, lonely journey home.

Unfortunately a southerly wind has risen and there was drizzle in the air. Once again morale was boosted when a car drew alongside and the passenger handed me two pounds, making a total of nine collected on route. The traffic remained constant throughout the suburbs but gave us no trouble. In fact, the weather caused us more concern and, on reaching Dorking, we were forced to stop and cape up. Having no alternative, we pressed on, stopping only for emergencies. By mid-afternoon the long stretches of dual carriageway were beginning to demoralise us and coupled with the driving rain the pace dropped drastically and stopping became more frequent. Between Southwater and Ashington we lost daylight and by the time we reached Washington roundabout it was pitch black.

We were exhausted, soaked to the skin and without a rear light - the latter was solved by bursting a red ballon and wrapping it over the front lamp, hence leaving us in the dark at the



front. Feeling too tired to ride we trudged to the top of the Bostal, knowing that once there we could mount the bike and freewheel into Findon Valley. On reaching Findon, Dave ground the machine to a halt and insisted he couldn't steer the tandem the final 8 miles home. I protested, but soon realised he was well and truly 'bonked'. Dave Hudson had agreed to be on standby and was called to the rescue. Within half an hour we were home in the dry, sipping hot tea with 114 miles to our credit.

Several months later we were able to hand over to the Red Cross Ethiopia Appeal a cheque for £323.64 (slightly more than recorded in the Excelsior Echoes, mainly due to the interest). We would like to thank all our sponsors and a very special thanks to Chris (our marshall) and Dave Hudson for answering our SOS. Christine Barnett

#### TREASURE HUNT

With the church bells striking 9 am I arrived at the bus stop opposite the clubroom. Immediately thrust into my hand was a photocopy of a section of OS map number 197 and a sheet of instructions to help(?) me find my way. It took precisely five seconds to realise that my soggy brain was not going to be able to work out the subtle puns and anagrams in these instructions and I saw little hope of advancing further than Broadwater Green. With this in mind, like all good clubmen I turned for guidance and leadership to our President. Together Ray Douglass and I headed for our first destination.

Others on this first (of many?) Bob Grange promotions were Carol and Mike Stanbridge, Paul and Angela Toppin, Bob and James Withers, Don Lock and Brian Cox (a late starter). Our first port of call was the mill at the top of High Salvington



Hill, having come via Swandean Hospital (where bird and churchman could make you feel better). Paul and Angela were seen to miss this first checkpoint by going straight up the Findon Valley.

Having paused at the mill we decided to purchase "something which could have been produced or processed at this place" later and then carried on down Bost Hill. On the way up Findon Bypass we passed Carol and Mike bending over their tandem at all kinds of strange angles to replace an unshipped chain.

Passing our starter for ten (Washington) we arrived at SNORTING ROT (Storrington). Here the newsagents were besieged by cyclists purchasing sweets or biscuits containing wholemeal flour (as instructed in clue 1) and postcards (in November?) of the area we expected to pass through after elevenses.

Next on the agenda was a trip through Greatham (meaty village or just a large pig) collecting the number from a telephone box on the way. (We also got the number from a box in Coolham, but we won't mention that!)

Final instructions in the first section took us via Coldwaltham to Coates (where if it's cold and wet you'll need warm and thick ones). Here, beside a red Victorian (post) box we met Paul and Angela anxiously looking for our invitations to elevenses. After about ten minutes of riding around the area our promoter speedily arrived in his car and pointed us in the right direction for elevenses, about a mile further on towards Burton Mill. (Got there faster than I thought you would! - co-ed).

Having sampled many cups of tea and slices of cake we were handed our second sheet of instructions. After a few minutes study (something very poetic about watching cyclists of such high intellect ponder those clues - co-ed!) we left in pairs via West Burton (Welsh actor) to Bury, collecting some Old Man's Beard and thatching straw ( No, not from a roof, but from the roadside)

In Bury we had to find the dates of birth and death of a certain author from the plaque on the side of a house. I'm afraid the name of the author and the dates elude me - ask Ray, he knows.

Whilst some went all the way to the Chalk Pits Museum to get some chalk the more enterprising among us dived into various ditches in the lane between Bury and Houghton to get some. Don did try to claim an extra point later by saying that he had got a piece with "Amberley Chalk Pits Museum" written through it, but had since lost it !

Next stop was Houghton, where Charlie (Charles II) took a drink with George and his mother-in-law (dragon). We were asked to find the day and date of this meeting from a plaque on the wall of this pub.

Our final instructions in this section told us to climb to Mr. Botha's eating place. Not knowing Mr. Botha was but on the deduction that we had to cross the downs at some point, we took a gamble and headed towards the picnic site at Whiteways Lodge. Here we met Andy Smith and his son and were given our final set of devious instructions



The first took us to Madehurst where we were supposed to draw a pile of smoky diamonds by the church. Draw it? - all but Brian (and Mike and Carol!) couldn't even find it! (We later discovered that it was a pattern in the brickwork of the chimney stack on Church Cottages). Having left here in rather puzzled mood we made our way via Walberton and Ford to Littlehampton, collecting nuts and nut shells (they should have been sea-shells) on the way.

Final stop (for Ray and I anyway) was at Littlehampton Marina to freshen up in the toilets and then grab a couple of small lengths of rope (another treasure) before finally arriving at the home of Bob and Carmelita Grange. Here we all tucked into several helpings of soup with dumplings, home-made rolls and various cakes.

The result, though a very insignificant part in a good mornings "social fun" was a tie between Don (who did it on his own) and Ray (handicapped by myself), who had produced the longest feather, found in the Greatham area. A tie breaker couldn't separate the pair. The question was "What is the highest mark on the flood height marker at Greatham Bridge". Their answers - Don said 40 metres and Ray 30 metres - were vastly different from the correct answer of a mere 4 metres! So both were presented with a bag of gold (chocolate money, actually).

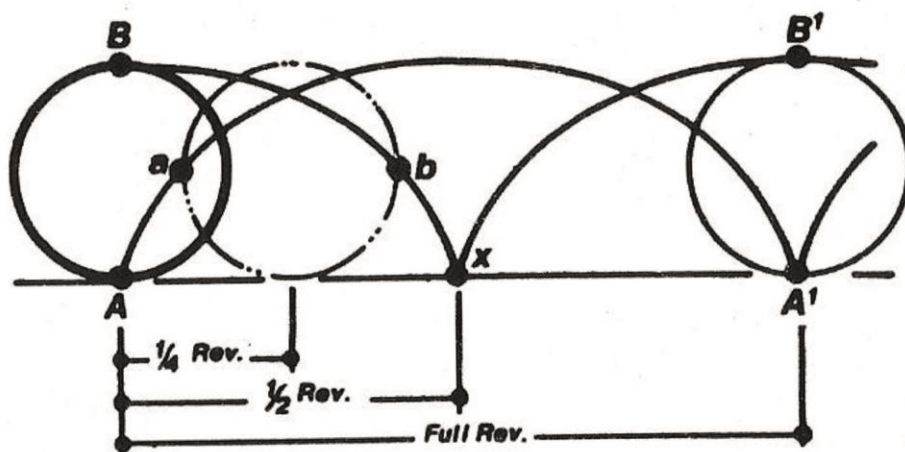
A most enjoyable morning out in the country was had by all and our many thanks must go to Bob for his hard work on this promotion. Thanks also to Carmelita and Kath Smith for their splendid job of satisfying the WECC appetite. Paul West

**Note from the promoter;** My congratulations to all the teams. It was obviously too easy, with very high scores - Mike and Carol were very close

to the joint winners. I shall have to make it much harder next year! If I'd known you'd pinched the rope from the cisterns in the Marina toilets you'd have got extra points!

# ANSWER TO PUZZLE...

We are not referring to a fixed wheel such as a pulley or grindstone, but a wheel which combines forward with rotary motion. In one revolution, point A would move to A1 taking a cycloidal path. Similarly B moves to B1 via X. In a quarter of a revolution A has moved to a and B to b. B-b is obviously a longer path than A-a, and as both paths are done in the same time, point B must travel faster than point A.



\*\*\*\*\*

The Building Fund now stands at £889