

# THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB



SUMMER 1988

Vol. 21 No. 2

*Front Cover:*

**"JASON BUCKLEY JUNIOR  
ROAD RACE STAR"**

**SUMMER 1988++++++THE WORTHING WHEEL++++++  
WORTHING EXCELSIOR CYCLING CLUB'S +++++++  
QUARTERLY MAGAZINE+++++**

Clubroom: Broadwater Parish Rooms: meetings  
every Tuesday 7.30 to 10.30.Canteen until 10.

Opinions expressed are those of the contributor and not necessarily of the Club or its committee.

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## A NEW CLUBROOM ?

As most of you will be aware, the money for our new clubroom continues to grow, albeit rather more slowly than at first. By the end of 1988 we should have about £4000. The search for a suitable site is under way once more (after a respite to concentrate on the Centenary Year). The committee has discussed some of the problems which the search creates (what are we looking for?, where?, how big ? etc). I thought I would try to explore some of the options and outline what I see as the 'pros' and 'cons' of each.

This article asks questions, some of which can, no doubt, be answered easily by those among the membership who are expert on legal, technical and building matters. Nonetheless, answers are needed and I hope that my naive questions prompt more of you to offer advice and help when the time comes.

To put the choices in perspective, the current clubroom is (very approximately!) 10m x 20m (200 sq m), including kitchen, storage and toilet facilities. It costs (currently) £500 per annum, though this increases each year. There are no facilities for storing large items and there is only one room, so that separate activities (roller training, weights, darts, snooker etc) are not easily possible on club nights. Most importantly, we only use the clubroom for 3 hours each week.

There are two main ways of obtaining



our new clubroom;

1. Find some land and build one or;
2. Buy an existing property (eg a house) and convert it to our needs.

### 1. Build It Yourself

**ADVANTAGES:** The biggest advantage is total 'self determination' - we design the building to use when and how we want. We also gain a profit-making asset as we would almost certainly (see below) sell time in the building to others.

There is no doubt that this option would also be less expensive than others (note - less expensive, not cheap!). To reduce costs we might look to the members to give up some of their time and effort to survey, design, and eventually build the clubroom.

**DISADVANTAGES:** It may be very difficult to find land suitable for siting the new clubroom. We want at least 400 sq m (to accommodate a building at least as large as the current room) but, because the land is less expensive, it must be unusable for other buildings (eg houses). The kind of plot we are looking for will probably have restricted access, and it may be distant from current water, power and sewage services. It is likely to be isolated or near a derelict area. We would prefer to buy the land (or lease it), but would hope not to pay land rent.

Initially, we will have spent a lot of money for a bare piece of ground. Though we may work quickly, it

could be a year or more before we have a useable building (unless we erect a pre-fabricated type). During this time we have to pay off the loans and other bills with no income other than membership funds and donations. Eventually we can make money from hiring the room to others, but for some time we will only be spending.

The search for a suitable plot is taking time. You could say we have waited a century already, so what does another year or two matter?.

Unfortunately, enthusiasm must be maintained and the prospect of 'jam tomorrow', but never today, may dissuade many otherwise hard working and willing club members from participating in fund-raising.

Assuming all these hurdles are overcome and we finally open the new building we have to pay for it. As I said above, we use the current clubroom for 3 hours each week. This is obviously far too little for all the effort involved in building our own. Suppose we have training evenings, hold all our committee meetings there (one per month) and use it for further 'social' events we will still have an empty unused building for 90% of the available time. Moreover, it has to be heated, maintained and guarded all the time if it is not to freeze up in winter, be damaged by the weather or fall victim to vandalism or burglary (more than likely if the only land is isolated or close to derelict areas).



The only solution to these problems is to use the building full time. This can only be done by becoming landlords and hiring out the room for others. Users will most likely be other sports clubs, playgroups, scouts and the elderly. A quick look at other such buildings will show that these groups are the main users of such facilities - indeed, the Parish rooms are frequented by them all.

Surely, this is an advantage! - well, yes, it will bring in the money - as a simple calculation shows. Suppose that we rent the building in 3 hour blocks (morning, afternoon and evening - just like the Parish rooms). We have 6 days (no hire on Sundays) so we can accommodate 18 separate groups. We can ask £500 per group per annum (that's what we currently pay the Council), which gives an annual income of £9000. Of course, we have to deduct heating, power and servicing costs and maintain the facilities to the standard required (including hygienic kitchen and sanitation - very important for playgroups and the like). We must comply with fire and safety regulations etc but this should present no problems. However, constant use needs constant maintenance .... are you going to be there when it's your turn to clean the toilets!

So what's the problem ?. Well, our stalwart Treasurer does a good job and copes with the current budget of £3000+ very well. How he feels about handling the accounts for a turnover of £10,000 or more I'm not sure, but it's

a lot to ask of a volunteer. Moreover, the complexity of the accounts must be much greater when dealing with 15 or more 'tenants' plus the repayments of our own debts and bills. The solution may be to pass the work to a committee of other members, but the current enthusiasm of members to take far less responsibility for jobs presently vacant (as yet, we have no organiser for the 1988 Annual Dinner) does not promote confidence in that solution. We could hire an accountant to do all the work - is that economic?

In essence, when we have our own clubroom, we cease to be just a Cycling Club and become a Business, with all that a business entails. But others do it - Rugby, Cricket and Squash Clubs are common and we have all had a drink in the bars of one or more of them. And there lies the difference - they have large memberships (several hundred) and are predominantly social clubs. Many of their members are non-playing (this is obvious in Rugby clubs - even at 15-a-side, three teams and a club coach couldn't consume all the beer they sell !). So is this what we want? Can cycling ever have 'non-playing' members. Do you want a drinking/social club ?.

## 2. Buy a House.

ADVANTAGES: The main advantage seems to be speed. Assuming we have decided on an older 'terrace' property in a less expensive area, the purchase could be made within months. Unlike the



first option, the clubroom comes ready equipped with water, power and sanitation on site and in working order (if we choose wisely). Moreover, we can begin to hire the rooms to others almost immediately, thus producing income to pay our debts right from the start.

There should be a more direct effect on the willingness of club members to help with the inevitable cleaning, decorating and re-building necessary to make a house into a clubroom when there is actually a building (warm and dry, with all mod cons) in which to work.

With the right property one might overcome the 'caretaker' problem too, for we often have single members needing accommodation who could become tenants of the club and occupy an apartment within the house. A terraced house can also be easier to heat and maintain than a single isolated building. Division into several rooms can be useful, allowing various activities to go on at the same time without interference. Additional room could be made if there is a garden attached, with extra sheds, garage space etc for storing all those items currently stored in a rented garage.

Lastly, property is a good investment, and like any normal house-owner, we may be able to sell our house and move to better premises as our income improves.

**DISADVANTAGES:** The biggest disadvantage of buying a house is that faced by

anyone in the south-east - housing is VERY expensive! For an old property in a 'cheaper' part of town with the floor area we require (at least 3 floors of 50+ sq m, with garden for garage/shed space) we must be looking at over £70,000. I have no idea if a mortgage of £70,000 can be obtained by a sports club rather than an individual, but calculating the repayments is not difficult - we would have to find about £600 a month. From the previous simple calculation (£9000 pa) that ought to be possible.

Size (or lack of it) is the other big disadvantage - most houses within a reasonable price range are only just large enough. Though separate rooms can be an advantage they limit larger gatherings (like the AGM).

We will also have neighbours and they might object to frequent (noisy?) groups of people coming and going at all times of day and night. Are we allowed to buy domestic accommodation for such use? I presume so, since other bodies (eg the Red Cross in Littlehampton) use houses for such purposes. Can we still rent out rooms to other users? - for whatever form our clubroom takes this must be a fact of life. We have no choice but to finance the clubroom by hiring it out.

I'm sure that readers can think of many other problems and pitfalls to building a clubroom or buying one. They may also see other solutions not dealt with here - so let us know what you



think - do you have a preference?  
Whatever the choice, I believe that our own clubroom will be an asset and will improve the sporting and social life of the club. It is something worth working for and a benefit to all but we must know what we are doing and what is involved.

Bob Grange

### **POST OFFICE (SOUTH EAST) 25 MILE CHAMPIONSHIP**

This event was run on Sunday 29th May on the course north of Horsham . The winner was the evergreen John Woodburn with a time of 59.08 but the silver medal went to Mick Mansell with an excellent 1.1.32 and Clive Goward picked up the bronze with his effort of 1.6.47.

### **HA ! HA !**

Mike Stanbridge notes that in our report on the Sussex 2-up we referred to the veterans team of Don Lock and Bob 'Withersjoined'. He had understood that this was an affliction confined to horses and considers they did a good ride in view of the obvious disadvantage.

The Editor's dictionary for "withers" offers (1) deprive of or lose vigour or vitality - certainly not consistent with Bob's present form , or (2) put out of action as with gun fire etc., Now that is more the effect he's been having.....

### **THE CLUB 30 MILE CHAMPIONSHIP**

Richard Shipton put his name on the Pressley Cup for the ninth time when on Sunday 22nd May he had little difficulty in again winning this Club championship. He was , on a very hard morning, no less than four minutes clear of the nearest of the challengers with his time of 1.13.43.

It was a cruel wind from the east that made the

ride so agonising for the rest of the field. Good men and tough were struggling especially over the latter part of the course, which is hard enough at the best of times. Dave Dallimore did enough to confirm the handicapper's expectations for second place with a good ride, recording 1.17.46. He was well clear of Steve Gumbrill whose effort of 1.19.50 gave him his first club championship medal.

The full result:-

1st.	Richard Shipton	1.13.43.	SC	1.13.43
2nd.	Dave Dallimore	1.17.46.	3.30.	1.14.16
3rd.	Steve Gumbrill	1.19.50.	7.30.	1.12.20
4th.	Clive Goward	1.22.10.	11.00.	1.11.10
5th.	Bob Withers	1.22.31.	6.30.	1.16.31
6th.	Peter Scarsbrook	1.24.40.	13.00	1.11.40
7th.	Vern McClelland	1.25.00.	9.00.	1.16.00
8th.	Jeremy Arnold	1.25.55.	12.00.	1.13.55
9th.	Pepe Martello	1.26.42.	13.30.	1.13.12
10th.	Jez Maddock	1.28.53.	16.00.	1.12.53
11th.	Peter Stevens	1.35.20.	14.00.	1.21.20
12th.	Les Cohen	1.43.52.	16.00	1.27.52

Jeremy Arnold's time includes a four minute late start penalty, so it is noteworthy that he would have finished fourth and would have won the first prize in the handicap section.

#### EVENING TENS NUMBER 1

1st	Jason Buckley	23.00	2.15	20.45
2nd	Kevin Spilman	23.36	1.20	22.16
3rd	Dave Dallimore	23.41	0.50	22.51
4th	Marvin Lucas	23.48	1.45	22.03
5th	Steve Gumbrill	23.51	2.45	21.06
6th	John Pedley	24.21	1.35	22.46
7th	Trevor Leeding	24.22	1.35	22.47
8th	Bob Withers	24.28	2.35	21.53
9th	John Lucas	24.34	2.15	22.19
10th	Mel Robertson	24.41	5.00	19.41
11th	Colin Toppin	24.54	3.20	21.34



12th Don Lock	24.59	2.20	22.39
13th Keith Hall	25.10	3.25	21.45
14th Clive Goward	25.13	2.45	22.28
15th Andrew Tarry	25.13	5.00	20.13
16th John Poland	25.16	2.10	23.06
17th Vern McClelland	25.22	4.00	21.22
18th Steve Barrett	25.36	5.30	20.06
19th Jeremy Arnold	25.40	3.10	22.30
20th Colin Miller	25.40	3.40	22.00
21st Dave Nightingale	25.52	4.00	21.52
22nd Darren Stepney	25.57	6.15	19.12*
23rd Alan Stepney	26.01	5.20	20.41
24th Ian Stainer	26.09	2.45	23.24
25th Mike Gibbs	26.23	3.45	22.38
26th Paul Stevens	26.31	6.15	20.16
27th Pete Seymour	27.19	5.30	21.49
28th Keith Harmer	27.28	5.35	21.53
29th Nick Gilbert	27.34	5.30	22.04
30th Graham Buckley	27.40	5.30	22.10
31st Reg Searle (trike)	34.13	8.10	26.03
32nd Sally Kingsland	35.58	11.25	24.33

Andy Smith ) Tandem 22.30  
Christine Barnett)

\* Handicap winner

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#### EVENING TENS NUMBER 2

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1st Mike Mansell	22.57	1.15	21.42
2nd Marvin Lucas	23.04	1.45	21.19
3rd Trevor Leeding	23.05	1.40	21.25
4th Dave Dallimore	23.41	0.50	22.51
5th Neil Liston	24.07	5.30	18.37*
6th John Pedley	24.16	1.40	22.36
7th Bob Withers	24.25	2.30	21.55
8th John Lucas	24.28	2.20	22.08
Colin Toppin	24.28	3.10	21.18
10th John Poland	24.30	2.20	22.10
11th Clive Goward	24.49	2.50	21.59
12th Vern McClelland	24.59	3.40	21.19

13th	Andrew Tarry	25.02	3.30	21.32
14th	Mel Roberton	25.03	3.00	22.03
15th	Dave Nightingale	25.07	4.00	21.07
16th	Steve Barrett	25.10	3.45	21.25
17th	Colin Miller	25.23	3.40	21.43
18th	Darren Stepney	25.24	3.40	21.44
19th	Paul Stevens	25.38	4.40	20.58
20th	Jeremy Arnold	25.40	3.10	22.30
21st	Guiseppe Martello	25.48	4.00	21.48
22nd	Les Frost	25.50	3.15	22.35
23rd	Alan Stepney	25.58	4.20	21.38
24th	Jeremy Maddock	25.59	4.10	21.49
25th	John Gilbert	26.05	3.25	22.40
26th	Mike Gibbs	26.18	3.45	22.33
27th	Keith Harmer	26.28	5.40	20.48
28th	Pete Seymour	26.31	3.30	23.01
	Ken Atkins	26.31	3.30	23.01
30th	Andy Lock	26.35	2.15	24.20
31st	Ben Hockett	26.46	5.40	21.06
32nd	Graham Buckley	27.14	5.40	21.34
33rd	Sheila Lucas	29.31	6.55	22.36
34th	Reg Searle (trike)	33.25	9.10	24.15
35th	Sally Kingsland	34.47	12.00	22.47
36th	Andrew Slater	34.52	5.30	29.22

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#### EVENING TENS NUMBER 3

1st	Marvin Lucas	23.01	1.20	21.41
2nd	Mike Mansell	23.14	1.10	22.04
3rd	Martin Round	23.49	3.50	19.59*
4th	Dave Dallimore	23.52	1.00	22.52
5th	Kevin Spilman	23.54	1.30	22.24
6th	Bob Withers	24.21	2.30	21.39
7th	Steve Gumbrill	24.34	2.10	22.24
8th	Jeremy Arnold	24.38	3.20	21.18
9th	Colin Toppin	24.51	2.40	22.11
10th	John Pedley	24.52	1.50	22.52
11th	John Lucas	24.53	2.25	22.22
12th	John Poland	24.59	2.20	22.39



13th	Clive Goward	25.01	2.50	22.11
14th	Vern McClelland	25.06	3.10	21.56
15th	Don Lock	25.19	2.30	22.44
16th	Dave Nightingale	25.20	3.30	21.50
17th	Paul Middlebrough	25.21	3.30	21.51
18th	Mel Roberton	25.23	3.00	22.23
19th	Colin Miller	25.29	3.35	21.54
	Steve Barrett	25.29	3.25	22.04
	Miles Davies	25.29	4.30	20.59
22nd	Alan Stepney	25.36	4.10	21.26
23rd	Andrew Tarry	26.02	3.15	22.47
24th	Bill Procter	26.04	3.30	22.34
	Guiseppe Martello	26.04	4.00	22.04
26th	John Gilbert	26.09	3.40	22.29
27th	Pete Scarsbrook	26.10	4.45	21.25
28th	Pete Seymour	26.25	4.30	21.55
29th	Graham Buckley	26.27	5.20	21.07
30th	Mick Brown	26.28	5.00	21.28
31st	Jeremy Maddock	26.37	4.10	22.27
32nd	Pete Nightingale	26.44	5.45	21.04
33rd	Ken Atkins	26.47	3.50	22.57
34th	Chris Sweet	27.08	4.10	22.58
35th	Peter Kibbles	27.14	5.25	21.49
36th	Shane Brown	27.15	6.15	21.00
37th	Les Cohen	28.47	4.45	24.02
38th	Chris Terry	28.56	6.30	22.26
39th	Sheila Lucas	29.49	7.15	22.34
40th	Andrew Slater	32.13	11.00	21.13
41st	Sally Kingsland	33.49	12.15	21.34

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#### EVENING TENS NUMBER 4

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1st	Andy Smith	22.39	0.10	22.29
2nd	Marvin Lucas	23.05	1.15	21.50
3rd	Trevor Leeding	23.33	1.20	22.13
4th	Dave Dallimore	23.43	1.10	22.33
5th	Steve Gumbrill	23.49	2.15	21.34
6th	Colin Toppin	24.17	2.40	21.37

7th	John Pedley	24.22	1.55	22.27
8th	Bob Withers	24.23	2.25	21.58
9th	John Poland	24.31	2.25	22.06
	Don Lock	24.31	2.30	22.01
11th	Miles Davies	24.36	3.30	21.06
12th	Mel Roberton	24.41	3.00	21.41
13th	Andrew Tarry	24.51	3.15	21.36
14th	Clive Goward	24.52	2.55	21.57
15th	Vern McClelland	24.55	3.10	21.45
16th	Darren Stepney	24.57	3.30	21.27
17th	Jeremy Arnold	25.03	3.00	22.03
18th	Alan Stepney	25.13	3.50	21.23
19th	Pete Scarsbrook	25.19	4.20	20.59
20th	Dave Nightingale	25.30	3.30	22.00
21st	Jeremy Maddock	25.46	4.15	21.31
22nd	Steve Barrett	25.54	3.25	22.29
23rd	Paul Stevens	26.00	3.50	22.10
24th	Mike Gibbs	26.07	3.50	22.17
25th	Graham Buckley	26.13	4.40	21.33
26th	Keith Harmer	26.14	4.40	21.34
27th	Bill Procter	26.17	3.20	22.57
28th	Pete Nightingale	26.19	5.05	21.14
29th	Mick Brown	26.24	4.45	21.39
	Guiseppe Martello	26.24	4.00	22.24
31st	Ben Hockett	26.26	5.00	21.26
32nd	Ken Atkins	26.37	4.00	22.37
33rd	Chris Sweet	26.56	4.10	22.46
34th	Les Cohen	26.57	5.00	21.57
35th	Pete Seymour	27.02	4.30	22.32
36th	Shane Brown	27.07	5.30	21.37
37th	Chris Terry	27.24	6.40	20.44
38th	Peter Kibbles	27.45	5.25	22.20
39th	K. Colquhoun	29.43	8.00	21.43
40th	Dave Wren	30.32	6.30	23.52
41st	Mike Stanbridge	30.42	6.05	24.37
42nd	Andrew Slater	30.44	10.30	20.14*
43rd	Reg Searle (trike)	33.06	10.00	22.06
44th	Sally Kingsland	36.07	12.00	24.07

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73 Bramley Road,  
Worthing  
22nd May 1988

Ladies and Gentlemen,

Reading the last issue of the Worthing Wheel, I feel that the committee, while acting with the best of motives, has inadvertently "shot itself in the foot" over the re-design of the club racing vest. As one who pays over his £7.00 per annum (usually late) for the honour of helping the committee run the club, I feel entitled to my two pennyworth.

As a late attender at the 1987 and 1988 annual general meetings, I must assume that John Mansell has his facts right, as they have not been challenged. His case is a simple one, that at two consecutive annual general meetings the membership at large expressed a will against re-design by defeating the motion, no subsequent extra-ordinary general meeting overturned that vote, yet the committee went ahead.

In any one of three circumstances the committee's action could not have been challenged;

1. That the membership had voted for the motion.
2. That the membership had referred the matter to committee.
3. That no such motion had been put.

However, the motion was put, twice, and defeated, twice.

It is unsafe to argue that opinion was later canvassed and found to favour a change, and that this constituted a mandate. Even if quantified numerically, subjectively gathered opinion does not constitute a vote, and to treat it as one sets a dangerous precedent. Only a general meeting can overturn a general meeting decision.

The new jersey is attractive, and highly visible in traffic, but shares with its two predecessors that it does not comply with rule 1. It contains precious little dark blue, and no light blue at all.

It is mainly white, with turquoise stripes and dark blue lettering. How little dark blue need there be to comply with the rule? A full stop?

In the light of the foregoing, I can only suggest that the committee of this old and honourable club seek to redeem the situation by calling an extraordinary general meeting, and ask it to approve the new design, and to amend rule 1 to accomodate it until such time as it too becomes unfashionable.

Yours sincerely,

John Grant.

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#### **CLUB SENIOR 15 7TH JUNE**

A poor turn out seriously questions the need for this odd distance event in our calendar. When it is considered that over 60 club riders have entered for the evening tens, yet only 8 were interested in this.

The course was a new one and definitely 'sporting' . The start and finish were in the Castle Goring area on the Arundel Road and the course was west to Patching, south to Angmering, and then retrace, and then out to the east end of the Arundel bypass. After dropping down Crossbush, the riders were then faced with the climb back up , and, before the finish the Hammerpot had also to be overcome.

It was a good evening, and despite having something of a cold Trevor Leeding had no difficulty in living up to the 'favourite' tag. His time of 36.18 was more than two minutes clear of the rest; sufficiently so to clinch the handicap award as well.

#### **Full result:-**

1st.	Trevor Leeding	36.18	SC	36.18
2nd.	Bob Withers	38.28	1.00	37.28
3rd.	Colin Toppin	38.43	1.10	37.33
4th.	Clive Goward	39.22	1.40	37.42
5th.	Vern McClelland	39.36	1.50	37.46



6th.	Don Lock	39.50	1.30	38.20
7th.	Mike Stanbridge	48.09	9.30	38.39

Steve Gumbrill did not finish. Jeremy Arnold rode a private trial and recorded 39.08.

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### **THE HUNDRED MILE RUN**

The 1987 Centenary one hundred mile ride was such a success that a repeat was called for and Dave Hudson obliged with another excellently organised run on Sunday 5th June.

The idea of having three groups departing from the clubroom at 7, 8, and 9 a.m., was retained and provided slightly different speed requirements so that all were catered for and all could, hopefully arrive at the tea venue roughly at the same time - but more about that later.

Bob Withers, Vern McClelland, Keith Dodman and myself, accompanied for most of the day by Roger Smith from the Festival Road Club, comprised the 'fast' group. Roger, an old friend, actually rode down from Epsom so as to start with us! As to being the 'fast' group, it turned out a bit like the story of the tortoise and the hare - we never caught anyone. But I for one found it to be very fast at times....

The middlemarkers were led by Dave Hudson and as he had planned the route, had no need for map reference stops, and with Dave's borrowed maxim that "time is miles", were to make good speed. Contact between this group and the following one was made at the lunch stop near Tadworth and again at Newlands Corner, but the one hour gap, while possibly reduced was never to be bridged. Dave's group was made up of Jeremy Arnold, Jez Maddock, Dave Nightingale and Chris Beckingham.

The longmarkers were, if they will excuse the description, a very mixed bunch. There was mammoth mile eater Ray Douglass, who, would you believe had



ridden right round the course a few days earlier, just to make sure he knew it all right. Then there was Keith Harmer fresh from 200km and 400km randonnees and to whom 100m would be just a piece of cake. These were accompanied by Toby Harmer who had done it at the age of 11 and didn't see why he couldn't at 12, and Andrew Slater who was also up for a second helping with his Dad Mike. This group was completed by Dean Wrenn a new member who had not previously cycled more than 40 miles in a day and chose this day to try out a new pair of cycling shoes!

We were blessed with a pleasant day weatherwise. It remained dry and was sunny for most of the day with light winds that were no bother in the lanes of the route which had been worked out.

The first stage; please forgive that expression, but it's just how it seemed to me, was at least in an area that those of us who normally only get passes until lunchtime, were familiar with. We had no trouble in following the route up through Ashurst, Nuthurst and Mannings Heath to elevenses near Pease Pottage. Questions addressed to the waitress indicated that the middle group were only half an hour away and that the group led by "the old gentleman" ? were perhaps another half hour away. We were pulling them back - our coffee was fairly quick and we were soon into the next stage. Through Crawley and up into the Surrey villages of Smallfield and Outwood. It was definitely getting hillier now and yours truly was first to take a walk somewhere in the Bletchingley area. Heading west now we struck the A.23 at Hooley but fortunately were required to stay on it for no more than  $\frac{1}{2}$  mile before turning off towards Chipstead and the lunch stop at Tadworth.

Lunch was good - the pint of shandy - the large chicken salad - the apple pie and cream - - - and I could easily have stayed for another large ..... but no we had to be on our way. We had caught Dave's group but they left about half an hour before us so



away we went, with the four of them going great guns and me hanging in there gamely - I'm not joking we actually had a police speed trap unit hail us with a note of our speed. We were not stopped so I guess it must have been under 30. The route was really nice through Pebble Coombe and Headley and then down (thank goodness) Box Hill. My Dad had a saying which was that "What goes up must come down", mine is that "what goes down will surely soon go up again". We spent no more than 100 yards on the A24 and then we climbed up to Ranmore Common. At East Clandon Roger bid his farewell and made for home. He must have done his 100 by now. At Newlands Corner we again saw Dave's group and after cups of tea were away in pursuit within 20 minutes, but where was the "Old Gentleman" ?

There was clearly now an urgency in the 'fast group' was it even desperation, as they began to suspect that that "Old Gentleman" was driving his group along with the wicked grin of the one out to cheat the handicapper. Maps were referred to less frequently and with the consequence that turnings were missed and extra miles were covered. There was of course the incentive of a tea at the home of Betty and Gordon Curd at West Chilton and that was providing an added spur. The route then through Shere and Ewhurst, Ellens Green and Rudgewick was covered pretty quickly and we arrived at West Chilton before 5 O'clock..... but they were all there ..... and the "Old Gentleman" had that grin on his face and was in the best chair..... I crashed out on the floor but was revived with a marvellous tea and managed the ride home reasonably well.

Thanks Dave, and many thanks Gordon and Betty. Thanks also Bob, Vern, Keith and Roger - if only for the back wheels.

A good day out. I'll go again, but I'll go with the "Old Gentleman"..... If I may.

Don.



**IT'S RUMOURED** that the National Society for the Abolition of Cruel Sports is to look into allegations by Andrew Lock (former Club schoolboy record holder) that three riders overtook him in his recent come back 'ten' -- and "one of them was only wearing trainers"

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### **ROTHER VALLEY 25**

Team wins have not been so plentiful this season so it's nice when they do come along. In this event on the Bognor course on 29th May Andy Smith was unlucky in fact not to score a win, because a stripped sprocket clearly cost him more than his 21 seconds deficit on Central Sussex rider Bryn Reeves. Andy did have some consolation from beating Richard Shipton into third place, and from picking up the team prize thanks to a super personal best from Bob Withers. The three times were:- Andy 59.32, Richard 59.44, and Bob 1.2.30. Two other personals were recorded by Steve Gumbrill, 1.4.42, and Jeremy Arnold 1.5.11.

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### **EATING PLACES**

The C.T.C.Refreshment guide is out and should prove useful. It contains a list of over 2,500 places suitable for the cyclist, but it is a first edition and its full value will only become available if all of us notify the compilers of other places found and already known by us in our own areas. President Ray Douglass, who gets about, probably more widely than the rest of us has commented that there are many that he knows that are not listed. Why not give him a job at the end of the season. Why not list all those that you know with comments about times of opening etc, and then he could write to the C.T.C. so as to update Edition 1989.

Have you noticed, by the way, what a barren area there is around Haywards Heath ? There's not a tea place for miles, especially on a Sunday. Dave Hudson did introduce me to a large mug of very welcome tea in



the kitchen of a W.H.Smith's warehouse, where he knew someone, but that would not be an appropriate entry for the new handbook. It was nevertheless a life saver.

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### G.H.S.NATIONAL SCHOOLBOY'S 10 MILE CHAMPIONSHIP LONDON SOUTH HEAT

Our interest in this event has been building ever since Marvin Lucas won the 1987 heat at the age of 14 following with a fine 30th place in the 120 strong field in the National final . He continues to improve and what is more, we have other youngsters developing rapidly and really finding good form, at the right time. Even more important we can now put five under 16's on the road and all from the same school, In this championship they ride for their school, so it is not enough just to belong to the same club, so far as the team event is concerned. That school is The Boundstone Comprehensive at Lancing. Perhaps this year we could get a team to the final as well.

The heat was to be held on that tough East Sussex course around The Broyle and Laughton and the riders were warned not to expect fast times, but they were really wound up for an effort that could take us to Corby in Northants for the final, with a team, and maybe even a fourth rider, for Colin Toppin, not from Boundstone, could also qualify if he could make the first three. It looked possible.

On the day Nick Gilbert was ill and unable to start, and Chris Terry had other engagements. So the school team was down to three, the bare requirement, leaving no room for errors or problems. It was sunny and warm and the light wind from the north east would help over the first part of the course, but the finish could be hard.

Their efforts were superb in every case. With club members around the course urging them on they gave everything. Young Ben Hockett finished 24th with his 26.54. Darren Stepney, smarting from a mid-week beating by his Dad recorded 25.47 for an excellent 7th place. Colin Toppin did all that he could to make



that trip to the final, but it was not to be, his 25.15 left him 5th. Two riders were to record 24's and just two made 23's. Marvin's really gritty effort saw him home in first place again, just 20 seconds clear of I Nash of Wimbledon College. Marvin's 23.38 is perhaps put in true perspective when it is known that from the senior event which followed, only the winner went faster, and then only by 3 seconds.

Boundstone duly collected the team award and I trust it will get some acknowledgement at the school they deserve congratulations for fine performances.

Who wants to come to Corby on 3rd September? We must get lots of support.

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**APOLOGIES** for missing Peter Scarsbrook's name off of the list of handicappers in our last issue. It was done deliberately Peter. I thought it would give you more time to let me have all the road racing reports.

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#### **IT'S A RECORD ?**

Well we think it might be. In 1988 we have 23 of our members who have joined the British Cycling Federation and 21 of these have taken out racing licences..... so there should be some road racing reports.....

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**ADVERTISEMENT** \*\*\*\*\* **A VACANCY** \*\*\*\*\* arises at the next Annual General Meeting\*\*\*\*\* for the most important position of\*\*\*\*\* **TREASURER**\*\*\*\*\* for Roger Smallman who has held the post for about 12 years has decided that he would like a rest from the post which he has filled so admirably for that long time. We have nearly 200 members and there are among you many who could do this job for us. Please think about it and let us know soon for it is vitally important. Roger would gladly let you know what is involved. **PLEASE DON'T LEAVE IT UNTIL THE A.G.M.** your formal appointment would of course have to be confirmed at that time, but continuity and a smooth changeover is necessary.

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## **HEAVY METAL**

Veteran Ken Atkins has suggested that a veterans team might be formed under a metallic name. Many, he points out, are still racing with silver in their hair, gold in their teeth, and lead in their legs. Certainly recognise the last bit. Perhaps a good name would be Velo Club Strontium 90, has a modern ring about it, and it must be something like that which keeps them all so 'active'.

I wonder also if they may not be riding with too much aluminium in their water as well. Recent research suggests that our water supplies are not as pure as they ought to be. It is believed that they contain excessive quantities of aluminium and this is alleged to contribute to early senility!! I became even more concerned when on the radio I heard a lady maintaining that it was all nonsense but then went on to say that a cup of tea will contain three times the aluminium content of plain water, and the average person in this country drinks three cups of tea a day. Now who's right? Should I I finish this fourth pint size mug of tea?

Watch out you youngsters, you may be veterans before you know it. It's rumoured that the Veterans Time Trial Association is thinking of lowering its age base to thirty.

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## **FROM OUR RIDER IN THE EAST**

**June 23rd. Telephone**

Editor "Hallo Richard, done anything lately"

Richard Shipton."Hertfordshire Wheelers 30 on 4th June did a 1.6.42, new club record. Then on the following day I rode the Southend 25 finished with 58.13. Then there was the S.C.A. and Club 50 - you'll know about that I did a 2.5.28. On 15th June I rode the St. Neots 25 and managed 57.06, then on 18th I was pleased with fastest so far this year, 55.02 in the Unity event. In the East Sussex I just got under with 59.49 on the 19th and then last night I did a 56.20 in the Team Chiltern 25"

Editor. "Oh! Is that all"

Just sixteen days in the life of Richard Shipton. No, we do not know what he did on the other nine days. Perhaps the times were not so good. Still that 30 record is really becoming a Shipton speciality. It must be about the fourth time he's improved it. The veteran tag does not appear to have caused any noticeable slowing so far, indeed the opposite seems to be the case. Congratulations Richard.

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### **REFRESHMENTS AT W.E.C.C. CLUB EVENING '10' SERIES**

I would like to clear the air on the subject of refreshments as it has been the subject of some discussion and confusion recently.

The fee paid by riders to participate in the '10' series does not stretch to allowing a free cup of tea at the end of each race.

The recently introduced fixed charge of 10p per cup has now been dropped in favour of a voluntary donation as before.

The tea ladies act on a voluntary basis. They are not present to make large profits for the club, likewise they do not expect to be out of pocket either. The tea and sugar are bought by the club, the tea lady for the evening buys the milk and the ingredients for any cakes provided. These costs are reimbursed from money taken on the night.

We ask that you make a contribution for your cup of tea; 5p. covers the cost, anything over and above swells club funds. We ask that you also make a contribution towards cake if you have any; 10p. per portion enables the tea lady to recover her costs and again any excess goes into club funds. Chocolate bars and cans, when available, are on offer at cost price plus 1 or 2p. As prices and availability vary, please ask.

If at any time you have forgotten to bring any money with you, by all means have a drink etc. and make a contribution at a later date.



I hope that the provision of refreshments will continue to be on a friendly and sensible basis.

CAROL STANBRIDGE  
Social Secretary

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### THE RON MILLS OPEN 25

Andy Smith was initiated into the job of an event Secretary for this one, and on his own admission, agrees there's quite a lot to it. He was helped by Bob Grange - he with the computer - the only statistic that did not appear on his result sheet was how many rode with socks and how many without. The event almost made a full field, just three short with 117. It was the first open event to use the still not finished Fontwell Bypass.

Ron Mills Cycles generously sponsored the event for the umpteenth time. We thank you very much Ron.

The new bypass was to cause some unfortunate discussion at the end of the race, because despite every effort being made a small number of riders still managed to go wrong. It was also believed for a while that Richard Shipton - on the result board with the fastest time - 58.53 just 2 seconds faster than Don Awcock of Central Sussex - was one of those who had not completed the full course. Investigation though showed that he had in fact done the whole course plus about 50 yards off course from the southern of the two roundabouts, having been taken out by a coach at this point.

Richard's ride was a good one on a morning when only the first three were to get under the hour. We had stuck to the group handicap system and as well as Richard winning the "A" group we also had a personal best from Bob Withers who with 3.59 was to head group "C". The team race was close with the Lewes club beating us by half a minute. Our third counter was Steve Gumb-rill with a personal of 1.4.44.

Rest of the Worthing times were: Vern McClelland 1.5.08, Clive Goward 1.6.45, Jeremy Arnold 1.7.54, Bill Proctor 1.12.19, Jez Maddock 1.12.30, Tony



Palmer 1.12.45, Peter Seymour 1.13.37, Steve Barrett 1.15.32, and Reg Searle (trike) 1.33.42.

The main event was preceeded by a tandem race with ten pairs competing. Messrs Worsfold and Haines of the Leo Road Club were fastest, despite mechanical trouble with their time of 55.12 with our neighbours the Brighton Excelsior grabbing the two places. Dick Holkham and Chris Chapman (2nd) in 55.39 and Keith Balcombe and Martin Penfold (3rd) with 58.23. Our two tandems were to fill the next two places with Andy Smith and Christine Barnett home in 58.56 and Mike Gibbs with new partner Dave Dallimore recording 1.1.44 It will be better when they know each other better!

It was nice to see ex-member Andy Boyle down for a ride with his Weaver Valley team mate. Oh! one last note. Refreshments were actually brought out to the marshalls at Fontwell. I don't think this should be continued as we shall have too many marshalls and not enough riders.

#### **THE NATIONAL SCHOOLBOYS ROAD RACE CHAMPIONSHIP**

Organised by the British Cycling Federation Divisions, it seems something of a lottery as to just what kind of racing will be involved, and that in turn determines, it would appear, just who can qualify. There could be a closed road circuit like Brands Hatch or Eastway, it could be a round the houses type criterium, as with this year's final in Ashford, Kent, or it can even come down to 25 or so laps of a local track. This last possibility being what happened for the Sussex Division Heat on Sunday 5th June 1988.

In the race we had three riders, Colin Toppin, Darren Stepney and Marvin Lucas. In a track situation Marvin was a clear favourite, but there were plans afoot. From the start the three attacked and within a few laps were settled in to a team pursuit rhythm that was smashing to watch. They changed like a pro team and their lead stretched and stretched. They never looked like getting caught. By about 6 laps they had caught the rest of the field -



- but why stop there ? No reason at all, and off they went on their own again. It was a pity, in some respects, that it was an individual event, but it had to be and Marvin's finish was too strong for the others. Colin looked as though he had second place but eased too soon and Darren got his on the line. It was a splendid team effort.

Team Manager, John Lucas had told them that the first three qualified for the final, and indeed, that has been the case in previous years. Unfortunately, Colin, in that third place did not get through though because for 1988 it was to be a town centre criterium type final. Only the first two from each Division were given a place.

The final on Sunday 26th June saw the reverse situation unfortunately. A tight town centre criterium course, which did not suit our qualifiers. Marvin gamely worked his way towards the front of the sixty strong field, but was always unhappy. The course and some of the riding was hazardous, if not downright dangerous at times, and one wonders at the wisdom of putting under sixteens into this so early in their careers. He was to drop back as the final laps became even more hectic, and withdrew, rather unhappily a lap before the finish. Darren was off the main bunch fairly early, but then had a more settled ride which suited him and he finished with a small secondary group.

We must not complain, but the lottery, as to both heats and final as to the type of event, does seem daft. We got to the final because the track contested heat suited us, but others, who might have done well in a criterium final didn't get the chance because of the qualifying competition. This is after all a school-boys 'road race' championship, not some kind of best all rounder. A closed circuit like Brands Hatch or Eastway or even a park circuit must surely be within the reach of every Division. This would give a fairer competition and is more likely to bring out the true 'road' champion of the future.



### FIFTY/FIFTY SALE 25TH OCT.7.30 FOR 8.00.P.M.

Yes we are going to have another one, and this is going to be much bigger and better, because **EVERY MEMBER** is going to find something in their cycle shed which they no longer need and which may be of use to someone else, and then we shall have a super sale. Also this time **EVERY MEMBER** is going to come and bring plenty of money with them. At the time of going to press we have not definitely secured the services of Auctioneer Extraordinary **MR.DAVID DALLIMORE** but it is hoped that he will occupy that office as entertainingly as he did before. The date has been carefully chosen in the hope that you will not all be out training, and may indeed be looking for spares for the hack bike for the winter period. The date is **25TH OCTOBER 1988**. As before we want mainly cycling items, but other things which may sell to a cycling minded audience will be accepted. If an item is clearly of value and you want 50% of its sale price then it must be marked with your name and any reserve price. If not marked it means that the whole of the proceeds will go to the club's building fund. To assist, Don Lock will accept items at his home address at any time up to 18th October and they will be held in the club's store . No. Enough of this dictatorial attitude, but please everyone try and sort bits out when you are in the shed, throw them in a box. What you are discarding may be of use to others, even if its only cannibalised for spare parts.

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### THE TWO-UPS

Tony Palmer and Ray Douglass devised two new courses for these events which were held on the Tuesday evenings of 21st and 28th June. The idea behind this was to try and relieve the work of our outside catering ladies. With the courses both starting and finishing in the Castle Goring area on the Arundel Road, it was but a short ride from the event to a Jim and Connie 'Cuppa' in the clubroom.



The ten course went west to Patching, left to the Angmering Roundabout on the Littlehampton Road, then east to turn at the Goring Roundabout. It then retraced as far as Patching, a point just short of the Arundel Road. The course generally met with approval, but it was a fair evening for racing, the main complaint being that it was very muggy.

It was an interesting if not big entry and the pairing of the Brothers Leeding seemed likely to pose the main challenge to Marvin Lucas and Kevin Spilman. The schoolboy team of Darren Stepney and Colin Toppin also looked capable of getting among the rest of the senior entries many of which were last minute get togethers.

At the end of the ten we had a close thing, with young Marvin and 'old' Kevin having stormed round in 22.35 to grab a valuable lead of 24 seconds to take with them to the 25. Their time was 22 minutes 35 seconds, and it was, as expected the Leedings, Ian and Trevor who ran them closest with 22.59. In third spot came the schoolboys Darren and Colin, who looked a really neat team. They clocked 23.44.

Other times were: 4th. Steve Gumbrell and Jeremy Arnold, 24.06, and Bob Withers and Peter Scarsbrook also 24.06, 6th. Vern McClelland and Clive Goward 24.41 and 7th. Mel Roberton and Alan Stepney 24.50. There were two private trials - Paul West and Neil Liston 24.03 and Ben Hockett and Jez Maddock 25.50.

For the 25 on the following Tuesday 28th June, only six of the properly entered teams were to face the timekeeper. The exception was the Bob Withers and Pete Scarsbrook pairing.

The course was simple enough - Start Castle Goring - straight out on the A27 to the Tangmere roundabout and retrace to a point a couple of hundred yards short of the start point. For those familiar with racing on this road, it will be appreciated that this provided a pretty hard finishing five miles. The evening was overcast and there was a bit of wind but not much.



Ian and Trevor had the doubtful honour of going off first and they started with every intention of pulling back that small deficit, and they were seen to be going well out on the course. Misfortune though was to strike, in the form of a slow puncture, which caused a couple of stop and pump exercises which cost them dearly. The amount of time lost by the stops in such an incident is only part of it. Riders lose the aggression and determination. They were to finish with a time of 1 hour 1 minute and 45 seconds. Clive Goward with Vern McClelland maintained the starting order and were next in with 1.2.57. Then team three Colin Toppin and Darren Stepney came in with an excellent 1.1.50. Jeremy Arnold and Steve Gumbrell were also to record a "1" and their seconds, 44 took them into lead place for a short while. It was the Marvin Lucas/Kevin Spilman team that next reached the timekeeper and the time was a quite excellent 58. 09. Alan Stepney and Mel Roberton got home in 1.4.44.

The 25 was supported by a number of guest rides with teams from Lewes and Sussex Nomads, and other private trials by Worthing riders. Micky Mansell and Andy Smith recorded 58.30 and Jez Maddock and Ben Hockett a fine effort of 1.5.49, much faster than either of them have managed before. There was also a superb ride by Jason Buckley who rode with Mike Coyle of the Vel Club Etoile and despite a crash recorded 56.52. One final club ride was a solo effort from Keith Hall, a time of 1.6.56, which was a good ride.

The overall result (the aggregate of the times for the two events):-

1st. Marvin Lucas and Kevin Spilman	1.20.44
2nd. Trevor and Ian Leeding	1.24.44
3rd. Colin Toppin and Darren Stepney	1.25.34
4th. Steve Gumbrell and Jeremy Arnold	1.25.50
5th. Vern McClelland and Clive Goward	1.27.38
6th. Mel Roberton and Alan Stepney	1.29.34

Not as fast as 1986 nor as well supported as 1987 when we had eleven teams complete both parts of the event, but good competition all the same.



**IT'S RUMOURED** that Mike Gibbs went to Royal Ascot all decked up in Top Hat and Tails and called to see his Mum on the way home. She was so proud, she had never seen him looking so dandy. Linda now blackmails poor Mike by threatening to show his Mum some photos of him in his skin suit - at the end of a ten.

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### **SCHOOLBOY'S TEN MILE RECORD**

This is being made very much the property of Marvin Lucas. Andrew Lock the previous holder, told him he wouldn't do it; and he did, the same evening. He knocked 3 seconds off Andrew's time bringing it down to 23.04, and catching Andrew in the process! Then in the next evening ten he grabbed another 3seconds taking it down to 23.01. Then on a fast evening, June 23rd he really gave it some welly and pushed it down to a really excellent 22.45. Well done Marvin, keep that form through to the National final.

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### **THE MIKE GIBBS TEN**

Mike's promotion of this Saturday afternoon Open for the Club has certainly had its problems. One year it had to be cancelled because the Council decided to dig the road up the night before, and then this year a nasty road accident before the event meant a delay in the start. The helicopter in the field near the start had some of us thinking that Mike had organised television coverage.

Held on 25th June and on the Wiston to Shoreham course we had a field of 82 with a number of very useful performers entered. Although it was a pleasant summers day - just right for spectating - it was hard for the riders and times were generally slow.

Hard men were going to come to the front in these conditions and the Central Sussex produced two. A super effort by their veteran roadman Don Awcock of 22.46 was just too good for his team mate Gary Moore, 22.55, but they were the only ones under 23 minutes. Times good enough, not only for the main individual awards but to lead a team win also. We



had hopes that Micky Mansell might produce a good one but, it was not his day and his time of 23.51 left him in 5th spot. Dave Dallimore, arrived in suit and tie (was he out doing a valuation?) and sprinted round for a workmanlike 24.09. Another short "24" and we might still clinch the team - but it was not to be - our next best was Bob Withers who could only manage a 24.49. The other Worthing times were:- Jeremy Arnold 25.12, Steve Gumbrill 25.14, Vern McClelland 25.29, Andrew Tarry 25.46, Clive Goward 25.49, Bill Proctor 26.03, Ken Atkins 27.21, Ray Douglass 28.44, Dean Wrenn 29.14, Reg Searle 29.50, Mike Stanbridge 31.04.

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### SUSSEX PLACE NAMES

The fictitious letter extract in our last issue was found to be of interest to readers. Brian Cox has put in the highest claim of 27, perhaps though Brian you could explain "Seat" and "slip" ? Anyway, let's include another extract for your perusal.

"He bowled a maiden over, took one wicket, then fielded well at cover point(all his fielding and throwing at wicket was super), Then he went in to bat, hit out well and made a run, delighting the crowd, but the umpire shouted "He's out". Hovering un-certainly Gerald looked very cross, bushy moustache bristling. Fielders gathered round in triumph as he was forced to retire. Hamish also had some luck fielding, and made a few runs, then started cavorting about like Eric Morecambe (really such a funny man, so talented, he always ticles Hamish's fancy). When the crowd began to slow handclap, Hamish made faces at them, ensuring even more attention. I was ashamed of him, especially when a bystander booed and added "Is Hamish mad ?". I told him to stop hamming about and get on with the game, which at last he did. Then their team to my dismay fielded so well that they won the match and crossed our team off the fixture list for the rest of the season."

We made thirty there - what about you?



## **BRISTOL DA - Chepstow - Anglesey - Chepstow -600K**

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One of the nicest things about riding Audax events is that long after the event has finished and the aches have finally disappeared it is fun to sit down with the route sheet and the maps and retrace the ride. I must admit that this particular ride has dominated my year, I had never cycled a 600 before and frankly did not know what I was letting myself in for; although it was obviously going to be hard as the route took in the Black Mountains and Snowdonia on the outward leg and Snowdonia and the Border Counties on the return; ask anybody who has been with me on a Sunday club run and they will tell you that I am not renowned for my climbing ability.

It followed therefore, that having made the decision to ride, a certain amount of extra training had to be undertaken, and with this in mind I devised a local course that forced me to get in the miles as well as take in some of our harder climbs. During the month of May I rode approximately 700 early morning miles on a course that included either Houghton or Bury and which would take me west to Fontwell so that the return could include Crossbush, Hammerpot and the drag through Long Furlong.

The event started at Chepstow Railway Station and the sun was shining brightly, I recognised a few faces from the Brevet Cymru which I had ridden a few weeks earlier and I knew that come what may I could expect to ride in good company. I said 'au revoir' to my family (they were driving home to Findon) and with the words of Sophie ringing in my ears "Don't give up Dad will you" I set off with 30 other idiots on the first leg of the journey, 45 miles to Bronllys. Immediately the group split into smaller factions, I was passed by a trike, "Not far to go now!" he said as he went by.

I found myself riding in a group of 5, all of whom were wearing the Super Randonneur badge, and we covered the first 15 miles in just under the hour. I realised that I was cycling in a different class of



event now and no way would I be able to maintain this pace over the next 360 miles, so I deliberately allowed myself to drop back and settled into a more comfortable pace. After passing through Abergavenny we entered the Black Mountains, the climbs did not get too steep but were very long, and it was down on to the 42 ring very quickly, particularly for the long and steep climb (rising to 2000 ft) to Talgarth and the control at Bronlys. Brevets were stamped and realising the queue for breakfast at the cafe was lengthening by the minute, I purchased a bottle of Lucozade (it aids recovery!) and devoured some bonk rations (Christmas cake) from my saddle bag, and set off after only a short delay, leaving behind colleagues who had ordered full breakfasts. It was soon getting very warm and for the first time this season I was into shorts and short sleeved jersey.

The second section was very long, some 66 miles, and by now the wind from the N.E. had freshened. I passed through Builth Wells, Rhayader, Llangurig (secret control, tea and rock cakes evening ten style), joining the A44 to Aberystwyth; by this time I was down on my schedule, a mixture of the long climbs and opposing wind, but every cloud has a silver lining - the road into Aberystwyth was steep and DOWN, I checked my watch, lent over the bars and covered the next 4 miles in just 8 minutes ( 30 m.p.h. - not bad on a Claud Butler tourer!!); my schedule was restored at an average speed of 13.5 m.p.h. From here the course swung NE. straight into the wind, but the road was fairly sheltered and I covered the remaining ten miles to Tre'r-ddol control with renewed enthusiasm; 111 miles covered, only another 265 to go!! The service at the cafe was excellent, tea was served in huge mugs and the food was good too, the only problem was that the lady behind the counter insisted in speaking Welsh. Suitably refreshed I set off towards the next control at Dolgellau, 53 miles further down the road. Approaching Machynlleth I was overtaken by the organiser, Pauline Porter from Bristol, who was following the



riders in her car offering encouragement, back up facilities and, if required the chance to pack and put the bike on the roof, as yet no one had. I saw her turn right at the exit from the town and glancing quickly at my route guide I followed, the road climbed spectacularly; on and on with a gradient of about 1 in 6. I couldn't understand why no other riders were with me but I carried on undeterred. If the ascent had been spectacular the descent was out of this world, 1 in 4 in places, I just hung on to the levers! Finally arriving at a junction I stopped and on checking the map realised that I had gone off course (never trust a lady driver), but by turning left and following the B4405 I could rejoin the correct route. Passing through Tywyn I saw a small group ahead and chased furiously. When I caught them one of the riders said that they had seen me go off route and had called out, but to no avail. The effort of chasing had taken its toll and I had to drop off and cycle alone along the lumpy coastal road into the wind to Dolgellau and the third control, with 154 miles completed. I was extremely thirsty and asked a likely looking person if he knew the whereabouts of the cafe/control - "Sorry mate, I'm lost myself, bloody maze of streets this town is" - I had found the only Australian in town. I eventually found the control and reported my detour, showing Pauline the route I had taken. "Don't worry", she said, "We used that way last year but everybody grumbled it was too tough! Of course you can carry on." Relieved, I ordered a pot of tea, just what I needed, 50p. and I only managed six cups (if ever we are stuck for elevenses, Dave, I know the perfect place). There was much discussion in the cafe about the next part of the course, the section took us to Beddgelert then there was a free route to Menai. One school of thought was that road to Caernarfon and along the coast was flatter but likely to be more exposed, whereas through the Llanberis Pass was hillier but would offer more protection from the wind - both ways looked tough to me but I opted for the Pass. I arrived in Beddgelert about 9.30 p.m., it was still



daylight and visibility was excellent; I phoned home to say good night and received more encouragement, had a quick word with the support team "O.K. for food and drink, Keith, are your lights working?" and rode into the dusk and Snowdonia.

I do not have the words in me to describe the sheer beauty of this section of the ride. Yes, it was very tough, out of the saddle, climbing on a 40" gear for something like 45 minutes, which passed as seconds as the panorama constantly changed in the fading light. I shall never forget Llyn Gwynant and the mountains of Snowdonia forming huge silhouettes in the night sky.

As it became dark so the temperature dropped and the wind strengthened again and I stopped to put on my racing cape and training tights for the long descent through Llanberis. I was apprehensive about the descent worrying about the inadequacy of my lights. Eventually the road was illuminated for me by a following motorist and throwing caution to the winds I went for the descent. For the next eight miles or so I used the car's headlights to show me the way, I don't know how fast we were travelling but I was pleased when we reached Llanberis and the road levelled out. I raised my arm in thanks, the driver had long since realised what I had been doing, and as he finally overtook me, he flashed his lights and waved his hand in acknowledgement, then disappeared into the distance.

So, finally to the control at Menai, not the easiest to find and I was met about a mile out by a motorcyclist who was retracing the course to bring riders safely in; it was midnight, we had covered 206 very hard miles and the weather was getting worse. The control at Menai was in a church hall and no sooner had we arrived than we were given hot drinks and a meal, for those who wanted to there was room to sleep, but I knew that if I was to lay down nothing would make me get up and continue cycling. I had a wash, changed into clean warm clothes and at approximately 1.15 a.m. set off on the long climb from sea level to



1200 feet at Betws Y Coed.

The route was into the wind and I felt that I was going backwards, the dust was blowing up from the road and things were getting uncomfortable. Betws Y Coed seemed a long way away and progress was painfully slow; at about 4.00 a.m. I finally arrived, frozen and exhausted. In a pathetic attempt to get warm I stood in the light of a lamp-post, I could hear voices but couldn't see anybody ( I was to learn later that 5 of the Bristol lads had taken refuge in the ladies toilets and were using the hand driers to get warm). Feeling ready to pack I reasoned with myself that dawn was coming and that it would have to get warmer, so I dug in for another 15 miles. At the village of Corwen (243 miles) I decided that enough was enough, I found a length of footpath, rested my bike against the wall, braced my crash hat into the dry stone wall to save myself from falling over and allowed myself to close my eyes. "What will I tell the children" was my last conscious thought.

"Are you alright?" I heard someone call. I looked up as Paul Fenton and his friend from the Colchester D.A. cycled past, and glancing at my watch, saw that I had been asleep for just 5 minutes. I decided that if I could get on their wheel I might be able to get to the next checkpoint and reassess the situation. Dragging myself onto my bike I chased like I had never chased before, I began to get warm, the miles flew past and we soon pulled into the control at Llangollen (258 miles). I thanked Paul for quite literally bringing me back from the dead, it transpired that he was trying to get to Llangollen to pack, as he too had suffered badly in the night and was intent on catching a train from Llangollen. Over hot drinks, soup and quiche we all realised that we had suffered equally, the temperature had dropped to almost zero and the wind had been trapped, swirling like a whirlwind amidst the mountains. Two of the Bristol riders had packed.

The next part of the route along the A.5. to Oswestry was easier, the roads became wider and undulating, the



sun was shining and somehow the tiredness had disappeared. In brilliant sunshine I cycled on - nothing was going to stop me now - through Shrewsbury, where I was overtaken by the local paper boy; Leebotwood (control at 303 miles); Church Stretton (The Long Mynd); Ludlow: Leominster, where we regrouped over fruit pies and Lucozade, and over Dinmore Hill to the penultimate control (340 miles) at Wellington, home of Aussie Grey, journalist and C.T.C. contributor. At Hereford I phoned home and asked Jan to come and collect me at the finish, estimating that I would arrive at 7 p.m. and then set off via the hilly route (Audax routes never take the easy way) to Monmouth. After crossing the river I commenced the final 20 miles through the Wye Valley to Chepstow.

This route is made for cyclists; the scenery is superb, there is a heady aroma of wild garlic and herons fly overhead. The hills are challenging, Tintern Abbey stands majestically by the river, a permanent monument to the dissolution of the monasteries, and at last a fast descent in to Chepstow and that wonderful feeling of achievement. The finish was at the home of John Vince, a local C.T.C. member, where brevets were signed, medals were ordered and yet more cups of tea were drunk. We had completed a ride of 390 miles, everyone was smiling and had a different tale to tell. We arranged to do it again next year.

What next I ask myself - hopefully by the time you read this article I will have completed the Southampton D.A.300K and then I too will be qualified to wear the coveted Super Randonneur badge. After that the National 400K in July and, who knows, I might even be tempted to ride a Club 25!

Keith Harmer

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### **THE CLAPSHAW HANDICAP 25**

Sunday 3rd July was not nice, but it could not have been raining at the start, because Richard Shipton



rode and he is noted for his dislike of wet roads. It was damp by the finish though, and it was a grey miserable kind of day - like we only get in the summer.

There were just eleven riders and I do wonder if some entries are being lost due to the unfortunate mid - season changeover of time trial events secretary, which has been forced on us. Tony Palmer's work has suddenly taken him to the north of England for some months and Paul Toppin has stepped in. Paul is not able to be at all events and club evenings and having been less involved in the Club for a while is not so well known to newer members. So for the rest of the season **if you wish to ride in club time trials entries should be with Paul Toppin 8 Beaumont Road Worthing on the previous Tuesday - or earlier-. The address is only about a mile from the club room. His telephone number is Worthing 201501.** now back to the Clapshaw.

Bearing in mind that there is a handsome trophy for this event the handicapping is doubly important and to get all finishers within four minutes on net time is a pretty good effort.

Pepe Martello was the one that beat the handicapper by the biggest margin, with his actual time of 1.7.50 leaving him on 56.50 after the deduction of the 11 minutes allowance, but it was close for Colin Toppin, still a schoolboy, finished with a really good 1.5.33. which with an 8.30 handicap left him just 13 seconds adrift with a net of 57.03. In third place came Clive Goward, home in 1.5.42 but with the same allowance as Colin finished a further 9 seconds back.

Full result:

1st	Pepe Martello	1. 7.50	11.00	56.50
2nd	Colin Toppin	1. 5.33	8.30	57.03
3rd	Clive Goward	1. 5.43	8.30	57.12
4th	Steve Gumbrill	1. 5.26	7.30	57.56
5th	Les Cohen	1.12.58	15.00	57.58
6th	Jeremy Arnold	1. 5.45	7.30	58.15

7th	Ray Douglass	1.15.48	16.00	59.48
8th	Paul West	1. 8.50	9.00	59.50
9th	Richard Shipton	59.55	SC	59.55
10th	Micky Mansell	1.01.36	1.00	1.00.36
11th	Vern McClelland	1.08.55	8.00	1.00.55

The handicapper was Paul West who is not often called upon to act in this capacity. If this effort is anything to go by, it was a very fair result indeed.

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#### EVENING TENS NUMBER 5

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1st	Bob Withers	24.55	2.25	22.30
2nd	Mike Mansell	25.00	1.10	23.50
	Colin Toppin	25.00	2.30	22.30
4th	Dave Dallimore	25.03	1.15	23.48
5th	Steve Gumbrill	25.11	2.05	23.06
6th	Jeremy Arnold	25.16	3.00	22.16
7th	Clive Goward	25.31	2.55	22.36
8th	Don Lock	25.42	2.30	23.42
9th	Miles Davies	25.57	3.00	22.57
10th	Vern McClelland	26.00	3.10	22.50
11th	Andrew Tarry	26.07	3.05	23.02
12th	Alan Stepney	26.18	3.30	22.48
13th	Jeremy Burgess	26.51	6.30	20.21*
14th	Chris Sweet	26.58	4.20	22.38
15th	Jeremy Maddock	27.14	4.05	23.09
16th	Bill Procter	27.21	3.30	23.51
17th	Guiseppe Martello	27.23	4.15	23.08
18th	Dave Nightingale	27.34	3.30	24.04
19th	Gavin Buckley	27.53	4.30	23.23
20th	Keith Harmer	28.00	4.30	23.30
21st	Dean Wren	30.48	7.30	23.18
22nd	Ken Colquhoun	31.08	7.50	23.18
23rd	Andrew Slater	31.25	9.00	22.25
24th	Reg Searle (trike)	34.43	10.15	22.28

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DID YOU SEE the advert in Cycling for the Bognor '50' ? It was to be a "50mile" distance event, and there was to be a prize list of "£1.50" Wow! Who



could be the sponsor we ask ourselves, perhaps it's Age Concern putting up money for the veterans, or Famine Relief doing the catering ? But how about the Event Secretary's address; poor old Les Janman it seems is now confined to "14 Mansfield Road, Bog."

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# EVENING TENS NUMBER 6

1st	Mike Mansell	23.42	1.10	22.32
2nd	Marvin Lucas	24.03	1.15	22.48
3rd	Dave Dallimore	24.05	1.15	22.50
4th	Bob Withers	25.00	2.25	22.35
5th	Colin Toppin	25.01	2.30	22.31
	Steve Gumbrill	25.01	2.05	22.56
7th	John Poland	25.18	2.30	22.48
8th	Jeremy Arnold	25.23	3.00	22.23
9th	John Pedley	25.28	2.00	23.28
10th	Mel Roberton	25.32	3.00	22.32
11th	Darren Stepney	25.38	3.15	22.23
12th	Miles Davies	25.50	3.00	22.50
13th	Clive Goward	25.52	2.55	22.57
14th	Vern McClelland	25.53	3.10	22.43
15th	Chris Sweet	26.28	4.20	22.08
	Pete Burgess	26.28	4.30	21.58
17th	Alan Stepney	26.29	3.30	22.59
18th	Pete Seymour	26.30	4.40	21.50
19th	Mike Gibbs	26.36	3.55	22.41
20th	Bill Procter	26.40	3.30	23.10
21st	Paul Stevens	26.44	3.50	22.54
	Steve Barrett	26.44	3.30	23.14
23rd	Jeremy Maddock	27.00	4.05	22.55
24th	Graham Buckley	27.05	6.30	20.35
25th	Chris Terry	28.29	5.50	22.39
26th	Andrew Slater	30.23	8.50	21.33
27th	Ken Colquhoun	30.33	7.50	22.43
28th	Mike Stanbridge	31.44	6.20	24.24
29th	Reg Searle (trike)	33.40	10.15	23.35

## EVENING TENS NUMBER 7

1st	Marvin Lucas	23.35	1.15	22.20
2nd	Dave Dallimore	23.54	1.15	22.39
3rd	Jeremy Arnold	24.19	3.00	21.19
4th	Steve Gumbrill	24.36	2.05	22.31
5th	John Poland	24.52	2.30	22.22
6th	Miles Davies	25.00	3.00	22.00
7th	Bob Withers	25.08	2.25	22.43
8th	Colin Toppin	25.11	2.30	22.41
9th	Andrew Tarry	25.15	3.05	22.10
10th	Clive Goward	25.21	2.55	22.26
11th	Steve Barrett	25.28	3.30	21.58
12th	Alan Stepney	25.39	3.30	22.09
	Vern McClelland	25.39	3.10	22.29
14th	Darren Stepney	25.53	3.10	22.43
15th	Pete Scarsbrook	26.03	3.40	22.23
16th	Chris Sweet	26.08	4.10	21.58
17th	Guiseppe Martello	26.19	4.15	22.04
18th	Chris Terry	26.25	5.50	20.35*
	Keith Hall	26.25	3.25	22.00
	Ben Hockett	26.25	4.15	22.10
21st	Gavin Buckley	26.32	4.30	22.02
22nd	Jeremy Maddock	26.34	4.05	22.29
23rd	Bill Procter	26.35	3.40	22.55
24th	Ken Atkins	26.51	4.10	22.41
25th	Pete Seymour	27.52	4.30	23.22
26th	Paul Middlebrough	28.56	6.45	22.11
27th	Dean Wren	29.00	7.30	21.30
28th	Andrew Slater	29.59	8.30	21.29
29th	Sheila Lucas	30.51	7.30	23.21
30th	Mike Stanbridge	30.56	6.40	24.16
31st	Ken Colquhoun	31.02	7.50	23.12
32nd	Reg Searle (trike)	32.07	10.20	21.47
33rd	Sally Kingsland	35.50	12.15	23.35

**A HOWLER** spotted by Clive Goward in the Post Office staff magazine was the result of the South East heat of their 25 mile championship, where one M.Mansell finished 2nd in 1 minute 1.32 seconds - not bad!



We imagine that J.Woodburn, the winner, must have been on Concord. That's certainly ruined Micky's chances of another club handicap win though.

# EVENING TENS NUMBER 8

1st	Trevor Leeding	22.35	1.20	21.15
2nd	Marvin Lucas	22.45	1.15	21.30
3rd	John Pedley	23.28	2.00	21.58
4th	Dave Dallimore	24.04	1.20	22.44
5th	Steve Gumbrill	24.10	2.05	22.05
6th	Neil Liston	24.25	2.30	21.55
7th	Bob Withers	24.27	2.25	22.02
8th	Jeremy Arnold	24.28	2.40	21.48
9th	Colin Toppin	24.33	2.40	21.53
10th	Miles Davies	24.35	3.00	21.35
11th	John Poland	24.40	2.30	22.10
12th	Paul West	24.43	3.20	21.23
13th	Pete Burgess	24.47	4.20	20.27
14th	Andrew Tarry	24.51	3.00	21.51
15th	Mel Robertson	24.52	3.00	21.52
16th	Darren Stepney	24.57	3.10	21.47
17th	Shane Brown	25.01	5.20	19.41*
18th	Steve Barrett	25.10	3.30	21.40
19th	Ben Hockett	25.21	4.15	21.06
20th	Chris Sweet	25.24	4.00	21.24
	Alan Stepney	25.24	3.20	22.04
22nd	Vern McClelland	25.34	3.15	22.19
23rd	Pete Stevens	25.44	3.50	21.54
24th	Dave Nightingale	25.52	3.30	22.22
25th	Pete Seymour	25.53	4.40	21.13
26th	Jeremy Maddock	26.09	4.05	22.04
27th	Mike Gibbs	26.24	3.55	22.29
28th	Paul Middlebrough	26.34	6.40	19.54
	Ken Atkins	26.34	4.20	22.14
30th	John Gilbert	26.50	3.45	23.05
31st	Gavin Buckley	26.58	4.20	22.38
32nd	Pete Nightingale	27.14	4.40	22.34
33rd	Ken Colquhoun	28.35	7.50	20.45
34th	Dean Wren	28.41	7.00	21.41
35th	Andrew Slater	29.20	8.00	21.20

## WHO'S IN THE COMIC

28th April and the result of the Bognor 25 shows Andy Smith in 2nd place in 1.2.15. On the road front, we see Jason Buckley with a 3rd in a Surrey League juniors veterans and third cat. event. And also in Surrey League competition, Ian Leeding gets home 8th in the senior race.

5th May sees a good number of mentions: Richard

Shipton 3rd in the E.S.C.A. 25 in 1.3.22 and Steve Gumbrill 9th in the same Association's 10 in 25.30. Marvin Lucas picks up another juvenile prize in the Epsom 10 with 24.25, while in the Hants Road Club 25 Andy Smith gets another 2nd with 1.1.45.

in the S.C.A. 25 team championship our rather poor 5th place is noted with the names of Andy Smith, Bob Withers, Steve Gumbrill and Dave Dallimore. Finally in the road race results Jason Buckley does it again with a 6th place in the Redhill event.

19th May before any other sign of the Worthing

Excelsior and then Trevor Leeding gets into print for his 4th place effort in the Woking Road Race.

26th May and the Club's Criterium series result is included, but no Club names, Micky Mansell prevents a blank week though with his 1.15.43 in the Inter-Services Open 30,

2nd June and Jason Buckley finishes 7th in the Reading Junior road race. Mike Gibbs and Dave Dallimore finish in 22.7 (tandem) in the Sydenham 10 at Tonbridge. Also our team win in the Rother Valley 25 (see earlier report).

9th June and it's the youngsters again. This time Marvin Lucas finishing 4th in the Paddington C.C. meeting at Eastway and Jason Buckley finishing, a little disappointingly 5th in the Sussex Junior Road Race Championship.

16th June gives us some triathlon news with Kevin Spilman winning the Tanfield event at Southwater 1000m swim, 30 miles on the bike and then a 7 mile



run, all completed in 2 hours 10 minutes and 17 secs. The Hertfordshire 30m result confirms Richard Shipton's new club record. He was 5th in 1.6.42. Richard also showed 5th place in the S.C.A.50 with a time of 2.5.28. To complete the sequence Marvin Lucas also came 5th in a Southend promotion race at Eastway. 23rd June and Jason Buckley pops up in the track results with a 3rd place in a 15k event at Preston Park. In the East Sussex 25 Richard Shipton is 3rd in 59.49 and Micky Mansell is 5th in 1.1.37, - pity no third man - might have had a team win. 7th July and in the Clarencourt 50k four-up our team of Ian and Trevor Leeding, Kevin Spilman and Neil Liston get home in 9th place with a very creditable 1.19.59 for this tough course. Darren Stepney just gets a mention in the result of the National School-boys road race championship at Ashford with 49th place.

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#### **SUSSEX C.A. AND CLUB 100 MILE CHAMPIONSHIP**

Oh! what a luvverly day. The wind blew strongly and gustily from the west and the rain, nearly always present, varied from the torrential to the steady. For the dozens of helpers all around the course it was a pretty fowl morning - goodness knows what it was like for the riders, but they did remarkably well.

Ray Douglass's latest version of the G962 course was centred on Fontwell and for the first time used the Eastergate Village Hall, which was excellent with plenty of parking and generally good facilities. Several riders were doubting the accuracy of the placing of the 75mile board but it would seem to have been correct so it must have been a very hard third 25 which accounted for these thoughts.

John Woodburn again supported the event and was a clear favourite who was never seriously challenged. Mark Jones of G.S.Stella, Paul Lipscombe Central Sussex and Peter Davies Brighton Mitre were perhaps the ones to fight out the minor placings and the Association Championship, for which John W. was not of course eligible. From Worthing's point of view, we



had six entries, Clive Goward, Pepe Martello, Paul West, Vern McClelland, Pete Scarsbrook and Reg Searle. We did not expect to gain honours in either the open or the County competition, but the Club championship was also at stake.

Vern McClelland started favourite and made a steady rather than a dramatic start. This was left to Pepe, who, despite this being his first 100 had soon caught Paul 2 minutes and was roaring away towards the front of the field. Does he know how far it is was Paul's comment at around 25 miles, by which time Pepe was 4 minutes up on him. For that matter Pepe was 2 minutes up on Clive and 1 minute up on Vern. His 25 mile time of 1.8.41 was faster than he had done for 25 previously! I should mention: Pete Scarsbrook had not started. Reg Searle from the No.1. spot was moving through the field - relentlessly!

By 50 miles Vern had moved ahead and at 2.17.14 seemed to be riding strongly. Pepe, however, did not now look so comfortable although he was ahead of his previous best 50 with a time of 2.18.48. Clive was on 2.22 and Paul on 2.24. Reg was still moving through the field.

The third 25 of the event was, without exception from all classes of rider, the hardest by far, and even the remorseless pace of John Woodburn was trimmed back to a modest 1 hour 8 minutes. By now Vern despite a front wheel problem was well clear in the Club event and not too far down on a hoped for ride in the region of 4.40. At 75 miles he clocked 3.32.55, Paul West still riding strongly had moved in front of Clive with 3.44.11 to 3.44.37. Pepe was no more..... **But just wait Paul; until he does know how far it is!**

The last 25 miles were quite fast - only Mr. Woodburn beat the hour it's true, but several went as fast as they did for the first 25 and Vern with 1.7.41 went faster, to finish almost bang on that schedule, with an excellent 4.40.36. Paul was also storming along, recatching and dropping a badly blown Mark Jones. Paul reached the timekeeper in 4.53.51. A time



good enough to win the club's handicap award. Clive was unable to quite match Paul over the last part and lost a little further ground to come home in 4.54.40. Reg, never a packer, finished last or 34th in 6.15.13.

Woodburn's time in winning this year was 4.08.06, second, and winner of the Sussex championship for the second year running was Peter Davies of Brighton Mitre with a super 4.16.34 and in third spot was a very, very tired Mark Jones with 4.24.25.

Another efficient promotion for the Association by our Ray Douglass, but he is not doing it next year and at the time of going to press no one has been found to take the job on. So if it is to continue.....

How about it Reg, care to give it a go ?

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**THE MILK RACE DRAW** Many thanks to Bob Withers for selling the tickets . Sorry that we had no winners, however, we sold 182 books which means £91 to Club funds. We finished equal 25th in the top sellers. Deeside Thistle sold an incredible 625 - who dares to joke about Scots being mean! Interesting to note that 192 clubs sold 50 or more books. A remarkable score of 163 was achieved by Sussex Nomads who with just 5 or 6 members sold 163. Also can anyone tell me who the Sussex R.C. are ? They sold 135 books!

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**THE BUILDING FUND** now stands at £3350 and rising.

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**BOB WITHERS** We are sorry to lose Bob from this area due to his job taking him away west to Bristol. In his comparatively short membership Bob became a great clubman, always ready to tackle jobs large or small. He leaves at a time when the new low profile is on order and his times were reducing sharply. He promises to keep in touch and we'll continue to pester him with copies of the Worthing Wheel. Good luck Bob, keep em turning, and see you up the road sometime.

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**IN OUR NEXT ISSUE** we have a down to earth story - its about a parachute jump..... No, seriously, we have a report from Dave Hudson on The Isle of Man. Also we should be able to round up the evening tens and we might even get some road racing reports.....

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## **SUSSEX TEAM CHAMPIONSHIP 25**

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We leave our report on this to the end and go out with a whimper. 1st May was an atrocious day and the Cowfold/Poynings course was murderously hard. From our usual position as one of the favourites, we had started looking at third spot, and in fact finished in 5th. Our worst placing for several years.

Andy Smith led us home with 1.4.15, which was the third fastest individual effort. With this we had from the rest of our "A" team selection, Steve Gumbrill 1.9.10, Bob Withers 1.9.15, and Dave Dallimore 1.12.34. East Grinstead were clear winners in 4.24.25 to our 4.35.14. In between came Brighton Mitre 4.29.17, G.S.Stella 4.29.35, and Brighton Excelsior 4.31.40.

Some consolation came with a win in the "B" team section. Paul West 1.11.54, Colin Miller 1.11.44 and Jeremy Arnold 1.12.29. Other times were: John Gilbert 1.15.31, Allan Stepney 1.15.20, Les Frost 1.15.25, Dave Bacon 1.15.40 and Keith Hall (an excellent ride for a 'third' team selection) 1.11.12.

Next season it is possible that the event will be about three weeks later - maybe the weather will be better and maybe we shall be fitter.

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## **SOUTH OF ENGLAND TRACK CHAMPIONSHIPS**

Marvin Lucas will be one of the last riders on the famous old Paddington track which comes under the bulldozer in a week or two's time. He did his bit to make the last meeting exciting though for in the under 16 individual pursuit he rode through two preliminary rounds to win close contests and get to the final. In this last 2000 metres the opponent was Robert Howells from Portsmouth and he led Marvin for the first of the four laps, but then under his Dad's urging voice Marvin edged in front. The last lap was a real thriller with never more than a yard or two between them. Somewhere in that last lap Robert made an effort that Marvin could not match. It was gold to Portsmouth and Silver to Worthing, but well done Marvin.