

# THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB**

SUMMER 1990

VOL 23 No 2

*FRONT COVER*

***Juvenile Worthing Excelsiors ready to lead the way in a  
Goodwood gallop***



**SUMMER 1990=====THE WORTHING WHEEL  
WORTHING EXCELSIOR CYCLING CLUB'S =====  
QUARTERLY MAGAZINE =====**

Clubroom: Broadwater Parish Rooms: meetings every  
Tuesday 7.30 to 10.30. Canteen until 10.00.

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

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Job vacancies: We need a Social Secretary still and  
now (read inside) we are going to need a Membership  
Secretary and a Club Coach. Experience is not essential  
for the first two but the Coach, mainly for our  
youngsters, needs racing and training knowledge.

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## RACE REPORT

### Round 1 Mountain Bike Club Championships -Mawgram Park, Swansea.

4.15am, Sunday 8th April, saw Peter Philpot, James and Mathew Sutton and Jeremy Wootten loaded into the "Kona" van, kindly loaned by Second Level Sport Ltd, for a 4 hour drive to Mawgram Par on the outskirts of Swansea. Arriving at the park, James, Mathew and Peter quickly started preparing for their race. In the case of James, racing in Juvenile Class, this comprised of one lap of the 3½ mile circuit and for Mathew and Peter, four laps. Meanwhile I went for a quick inspection of the course. The start/finish area rapidly bottlenecked into a short, sharp twisty climb with a narrow descent on an interesting adverse camber. It then tracked level along the side of a stream until rising again gradually to where the course turned a hairpin bend and disappeared out into the depths of the park. The course then followed an undulating track for about half a mile before turning right, sharply, and starting the "climb". This comprised of a narrow rutted track, climbing steeply. In the race it proved more practical to run the first section and after the bend, where it levelled slightly and the surface more rideable, the rest could be ridden. A welcome feeding station was placed strategically at the top of the climb and from here there began a mile long descent, firstly over a grassy track, where speeds of over 35 mph were recorded and then the grass turned to large stones to form a treacherous surface. At the bottom of the descent there was another sharp turn with a short climb, followed by a fast descent with sweeping bends leading back round the side of the Mansion House Country Park to the start/finish area. For the juveniles it was to be one lap, for the juniors four laps, the intermediate six and the experts, eight.

Returning to the team van, we found Sammy ? from



Shoreham who had camped overnight. The juniors and juveniles were to race together. There was a Le Mans style start, which ended in total confusion, with well over a hundred riders all trying to get away at exactly the same time.

Sammy managed to get a good start before the bottle neck.

On the first lap Peter was a victim of the descent. He punctured on the treacherous stones, which then caused the rim to snap and he spent the rest of the race being tendered by St John's Ambulance with superficial cuts and bruises.

At the start/finish area I eagerly awaited the first riders through.

Jake Elliot led Carl Sturgeon. These two favourites were clear of the rest of the field and not long after, amidst a small pack of riders, Sammy appeared to be riding confidently and strongly. Then, as if out of nowhere, young James appeared, not riding but running, or should I say sprinting like Linford Christie with his bike. The chain had dropped off the front chain ring and wrapped round the rear derailleur. To the cheers of the crowd James finished third. His mechanical problems had certainly robbed him of second place. He had run the last hill.

As the remainder of the junior race unfolded a familiar pattern formed with Jake Elliot and Carl Sturgeon setting the pace, followed not far behind by a chasing bunch including young Sammy.

It soon became apparent that this course was going to test everyone with the long climbs. After four laps the race finished. Sammy had finished a very well placed fourth and Mathew fifteenth.

Next it was the off for the experts and intermediates who were racing together. It was a massed start of around sixty or seventy riders.

Sprinting frantically for the bottle neck, I felt well placed and confident, only to receive a nasty surprise as someone rode into me bringing me down with two other riders. When the limbs were dis-entangled from the frames and I straightened my handlebars, I was dismayed to discover that the rest of the field had disappeared from view and I was last. I also found that my front derailleur was not working and the back wheel buckled but still rideable.

There is one advantage in starting a race last. At least you know nobody else is going to pass you.

I quickly settled into a rhythm and spent the rest of the raceriding on the rivet. I was overjoyed after six laps to find I finished tenth in the intermediate category of which there were about forty starters.

In the expert, predictably, Tim Gould won with interestingly Adrian Timmis second, who was riding his first mountain bike race though is an experienced road racer. In third place was Fred Salmon. The other part of the Peugeot Express team, Dave Baker, retired after a puncture.

All in all, a successful day out.

I would like to thank J.P.Saville from Second Level Sport, the importers of Kona Mountain Bikes, for providing the team transport.

Jeremy Wootten.

#### **FOUR UNDER**

The Mills Cycle Centre 25, our annual Open event on the Chichester Road was very successful once again. Sunday May 6th saw Andy Smith's double helping promotion go off without a hitch. Double helping, because, of course, we now precede the main race with a tandem event.

The weather was superb. One or two found it 'heavy'



but they were the ones who didn't have the form to take advantage of a warm sunny day with only the mere rustle of a breeze from the north easterly quarter, which made the return just a little harder than the outward leg.

There were thirteen tandems with five Worthing riders involved but runaway winners were Glen Longland and Neil Stroud of the Antelope who covered the course in 52.32. The Gibbs, Mike, and Dallimore, Dave, pairing scraped home in 59.26 just ahead of the course patrol vehicle manned by Andy Smith and Christine Elson who managed a creditable 1.00.15, while checking on marshalls etc! Shane Brown was the other W.E.C.C. rider. He was paired up with G Ostler of the V.C. Stella and they recorded a pretty rapid 56.58, just beaten for third place.

The main event attracted 110 riders and the early leader was Kevvin Harding of Central Sussex whose 58.11 was going to head the result for some time. We had again adopted a group handicap system and with this rider being in group 'C', i.e. not previously beating 1.3.04, this was special. It was known that he was a young roadman of note and had been riding very well in early season two ups.

Worthing's first counter of note was Steve Gumbrill with 1.2.19 but at No.31 we had an in form, low profile, disc wheel edition of Marvin Lucas and he stormed home for his first ever under the hour ride, clocking 59.32. He was over the moon, and why not.

There was a good ride from new member and come-back rider, Peter Hawes, very happy with 1.3.40, and John Poland at last begins to show some of his real potential in returning a personal best of 1.4.50.

John though, had witnessed the passing of one, Colin Toppin, who had started three minutes behind, and was going like an express train. Colin also was to duck under the sixty minute barrier for the first time and

like Marvin was overjoyed. His time was 59.45.

Jane Avery had been wound up by Mike Mansell to beat the club ladies record. A very short '9' was required and she was so close, getting home in an excellent 1.9.22.

Pete Burgess was a man in form and we were wondering how near he could get to the hour when he shot through the headquarters area. He then turned and drifted slowly back to remark quite quietly that according to his watch he appeared to have done 59.06. His watch agreed precisely with that held by the official up the road and Pete seemed satisfied with that. Three first timers under the hour and all on our own local course and in our own open event - really good. Well done all three.

Could we have a chance of the team award ? Richard Shipton was still to come and he had apparently ripped out a new personal best '10' the day before doing a "21". Well, the team was not to be ours, but Richard did not disappoint. He finished with a super 57.35. Central Sussex though, darn em! had Don Awcock on 57.55 and Tony Goodsell on 57.07 so with the Kevin Harding ride they were just too good.

Barry Edwards of the Archer Road Club returned a scintillating 55.23 to win handsomely. Didn't he notice the hills in and out of Arundel ??

The full list of W.E.C.C. times:-

Richard Shipton	57.35	Darren Stepney	1.05.14
Pete Burgess	59.06	Don Lock	1.05.58
Marvin Lucas	59.32	Alan Stepney	1.07.09
Colin Toppin	59.45	John Gilbert	1.07.42
Steve Gumbrill	1.02.19	Graham Kell	1.07.50
Mike Mansell	1.03.07	Vern McClelland	1.07.53
Peter Hawes	1.03.40	Ken Retallick	1.08.15
Pepe Martello	1.04.30	Tony Palmer	1.08.50
John Lucas	1.04.33	Jane Avery	1.09.22
John Poland	1.04.50	Paul West	1.11.14



Mike Poland

1.14.50 Reg Searle

1.21.08

Twenty two W.E.C.C. riders entered, started and finished. Many thanks to all the marshalls, timekeepers results service, writers of the result board, pusher off and to the ladies who organised the refreshments.

It was nice to see Andy Boyle (ex W.E.C.C.) now with Weaver Valley, who stayed with the Lucas family. His wife spent her morning helping with the teas.

Finally thanks to our sponsors, not only Bernard Mills of the Mills Cycle Centre but also to the Worthing Computer Centre who again gave us generous financial assistance.

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### THE SPRING ROAD RACES

Such was the support for our April 7th promotion on the Washington circuit that organiser Paul West had to quickly arrange two separate races to avoid a lot of disappointment for entrants.

It was a sunny day but cool and there was a strong wind which was to play havoc in event number 1, but strangely had less effect and failed to break up, nearly so much, the second race.

It was good to see so many Excelsior riders in the programme, bearing witness to the tremendous upsurge in popularity within the Club for road racing, which has, in the past, always tended to take a very secondary position behind the traditional time trialling.

In the first race for third category senior riders only; both were incidentally, over 9 laps and 40 miles approximately, we had Simon Letts, Vern McClelland, Mike Miller, Pete Woodhams, and Pepe Martello.

Racing was energetic with considerable agitation at the front which was soon shedding riders from the rear of the bunch. There's only the one hill, from Rock crossroads up past the Sandpit to the finish, but each lap the strong men strained, and for others the elastic broke. By six laps the field resembled a two, or was it a three uptime trial. Paul Middleborough (ex W.E.C.C.) came back from Swindon with two fastmen in Colin Wyatt and Colin Gardner, and while Paul was enjoying himself? at the rear, the two Colins were out front with only Andy Verrall of Velo Club Elan for company. The principal places were to be between these and either Andy Verrall was just too good in the sprint, or the Swindon lads lacked the ability to block him out, but they had to settle for 2nd and third places, and timed, officially at six seconds distance.

Vern McClelland rode the last couple of laps like it was an evening tenand finished eleventh at 1min. 5 secs. Mike Miller, Pepe Martello and Simon Letts all finished but at one lap down on the winner.

Event number 2 was mainly juniors but with a handful of third cats. for a full 40 strong field. Worthing included Shane Brown, Marvin Lucas, Roger Smith, Darren Stepney, Wung To, Colin Toppin, James Walmsley, and from the third cat.ranks, Miles Davies.

The race matched the speed of the first event but the pack stayed much more together. It was disappointing to see Marvin Lucas out early on. It looks more and more as if his forte is time trialling. Miles Davies also had trouble and whether it was physical or mechanical he seemed never to be able to get with the action.

Prominent at the front was Central Sussex rider Kevin Harding and Crawley's powerful (is that big frame really a junior?) Stuart Elms. Colin Toppin was an ever present in the first half dozenand looked purposeful, while Roger Smith hovered in the



middle of the bunch and seemed to be riding easily.

It was over the last four laps that there was a noticeable thinning out at the head of affairs with a leading group coming down in numbers, so that each lap we counted the heads and noted the missing. With two laps to go Elms put in a powerful burst on the finish hill to open a gap of 20 seconds or so. With no one willing, or, perhaps, able to bridge the gap he was able, using his tremendous time trialling ability to hold the advantage over the final 9 miles. Colin Toppin, maybe more than others, did his best from the front of the chasers and probably paid for his efforts in the final miles. Glyn Ostler of V.C. Stella got home second with tactics contributing to a deficit of 40 seconds on the winner. Phil Bowley, G.S.Europa was third - this from a group of four who had detached themselves forward from the main group. Colin Toppin won the sprint for a deserved 6th place. Roger Smith was an excellent 10th. Darren Stepney 17th, Shane Brown 18th, Miles Davies 25th, and James Walmsley 26th.

Well done Paul West for an excellent promotion and thanks to the helpers who waved flags, poured tea, made cakes, looked at watches or checked bikes or...

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ANDY SMITH'S off course racing exploits are becoming legend. He's done it on his own, he's done it with Christine Elson on a tandem, he's done it with our Ed. in a two-up, and now he's done it with the Brighton Excelsior in a four-up. Riding with them in Essex they actually managed 12½ miles off course! Perhaps that will put a stop to them borrowing our fast men.

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THE FIFTEENS      The Club Junior 15 mile championship was held on a Sunday morning (April 29th) departing from the usual weekday evening event. It was run off



at the same time as a senior race and over the Ashurst circuit, with start and finish near the western end of Hole Street Ashington. It was hoped that this change would give the event more prestige and encourage more riders. It is probably fair to say that it almost succeeded, for there were six fine junior rides and two others who could have contributed to the competition were not allowed to start because they did not have properly completed entry forms with consents signed by their parents and witnessed. This was a shame, but such is the responsibility these days upon clubs and even officials personally that these rules just have to be rigidly adhered to. No one was more upset than Tony Palmer the Events Secretary, and we do trust that the position will be understood and accepted, although it is understood that the riders concerned were very disappointed on the morning.

There could still have been a much larger field but many other of our younger riders were busy racing elsewhere and performing in different types of racing and with considerable merit, so we can only encourage them in that. The seniors were it seems attracted to ride in their separate event with nineteen starters and finishers. Looking at the two result sheets after the event we find it most promising to note, that had the six juniors been in the senior race, they would have occupied the following places: 2nd, equal 3rd, 5th, 6th, 12th and 13th. In other words all would have finished in the top half of the field.

It was a warm and sunny morning with not much wind - ideal for timekeepers - riders though found it hard on most sections of the course, or so they said. Their times do not indicate that it could have been too bad.

Marvin Lucas was scratchman and just, but only just, managed to confirm the handicappers assessment,



winning the junior trophy once again with a time of 36 minutes 54 seconds. Colin Toppin determined however, to prove the handicapper wrong, "Me a minute slower than Marvin ! " rode well and had cut that assessment of difference to a factual and very narrow 8 seconds by the finish line. Darren Stepney with 39.28 inched out Roger Smith for third place.

Andy Smith won the senior race and while it may have looked like a walk over on the start sheet. The continued emergence of Pete Burgess as one of our fastest riders was to push him to a fastish 36.28. Pete was home in 37.02 for second spot. Sim on Letts got his name on to a club award for the first time being the quickest of a host of riders in the forty minute bracket on 40.04. He was third overall and just grabbed the handicap ahead of Sheila Lucas.

It was a bit of a poor do from Sheila really for she took all of 46.12 to cover the course and was in charge of the tea urn. If you can't get back quicker than that Sheila we shall give the job to Andy Smith in future!

Pepe Martello, Jeremy Wootton and Peter Hawes went well and it was good to see smooth pedaller Mike Mansell riding. He seemed quite happy and untroubled after his 40.32.

#### Full results: Juniors

1st.	Marvin Lucas	36.54	sc	36.54
2nd.	Collin Toppin	37.02	1.00	36.02
3rd.	Darren Stepney	39.28	2.00	37.28
4th.	Roger Smith	39.55	1.00	38.55
5th.	Andrew Slater	40.39	2.00	38.39
6th.	James Walmsley	40.58	3.00	37.58

#### Seniors

1st.	Andy Smith	36.28	sc	36.28
2nd.	Pete Burgess	37.02	1.00	36.02
3rd.	Simon Letts	40.04	4.30	35.34

4th	John Lucas	40.06	3.00	37.06
5th	Pepe Martello	40.14	4.00	36.14
6th	Jeremy Wootton	40.18	2.30	37.48
7th	Peter Hawes	40.31	4.30	36.01
8th	Mike Mansell	40.32	1.00	39.32
9th	John Poland	40.34	1.30	38.04
10th	Alan Stepney	41.16	3.00	38.16
11th	Alan Scarrett	42.18	6.00	36.18
12th	John Gilbert	42.20	4.30	37.50
13th	Tony Palmer	43.29	5.30	37.59
14th	Dave Bacon	43.30	4.30	39.00
15th	Paul West	44.10	4.00	40.10
16th	Jane Avery	44.17	8.00	36.17
17th	Sheila Lucas	46.12	10.30	35.42
18th	Mike Poland	48.39	10.00	38.39
19th	Reg Searle	51.34	12.30	39.04

Officials: Timekeepers Don Lock and Mike Slater.  
 Handicapper: Paul West. Oh! and thanks for the tea  
 Sheila, it was great, but we think a lot of the  
 credit goes to Mike Slater. You should have seen the  
 way he bunged those tea bags in while you were out  
 there enjoying yourself.

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DID YOU HEAR ABOUT PAUL TOPPIN spotted outside  
 'ROBERTS' smart cycle shop in Bromley changing a nappy.  
 No, of course it wasn't his, but it could be the  
 first of many mentions in the Worthing Wheel for  
 young Simon. It gives a whole new meaning to "taking  
 a packet" doesn't it!

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#### CLUB 25 MILE CHAMPIONSHIP (A disc of a difference)

Sunday May 13th

Andy Smith, a veteran of just four days - yes, he's  
 40 now as well, might claim, with some justification,  
 that a disc wheel is worth 12 seconds, for that is  
 the margin by which he won a stern contest with



Richard Shipton, for the 1990 championship. Richard was undoubtedly favourite, after a string of very fast 10 and 25 mile times. Richard would be well equipped so far as his bike was concerned. Andy therefore saved his first low profile outing of the year for this event. Richard had not gone for a disc wheel yet, so maybe..... think, think, ....and Andy borrows one especially for the occasion. A gamble perhaps because he was only able to fit it in at the start.

It was a much harder morning than the previous week's open on the same course and riders were generally two or three minutes slower in a northerly wind which made both halves of the course a struggle. It was also much colder which does not encourage the blood to circulate and the legs to spin so easily. With these two veterans heading most entrant's anticipation of the result it was going to be interesting to see what the three who burst under the 60 minute barrier the previous week could do. Pete Burgess, Marvin Lucas and Colin Toppin were all riding again.

Pete it seems found it very hard and went back over  $4\frac{1}{2}$  minutes to record 1.3.40. Marvin, after a 'high' seemed to have sunk to a 'low' and packed just before the finish when probably also en-route to a 1.3 - something. Of these three Colin was to achieve by far the best ride and was to gain the bronze medal with a fighting 1.1.47.

The top two though showed their class and made it clear that veterans have still to be knocked off the top of the time trials honours list in the W.E.C.C. Andy recorded a quite superb 59.33 and if Richard thinks that the disc wheel was responsible for the deficit (he recorded 59.45) then our bet is that one is probably now on order.

Other rides that are worthy of particular note are Steve Gumbrill's 1.2.45. This was less than half a



minute down on his ride of the previous Sunday and would seem to indicate that he has the strength but is looking for more speed - aren't we all! Also people were noting the ride of "P.Morey" with a time of 1.5.02 in 6th place. Who is he ? Well he joined us at the end of April and this was his first ever time trial. Congratulations Patrick, we need that sort of talent - an excellent ride which won him the handicap prize by over 3½ minutes.

#### Full result

1st	Andy Smith	59.33	0.30	59.03
2nd	Richard Shipton	59.45	sc	59.45
3rd	Colin Toppin	1.01.47	2.15	59.32
4th	Steve Gumbrill	1.02.45	4.15	58.30
5th	Pete Burgess	1.03.40	1.45	1.01.55
6th	Patrick Morey	1.05.02	10.00	55.02
7th	Peter Hawes	1.05.44	4.30	1.01.14
8th	Simon Letts	1.06.16	6.15	1.00.01
9th	Ken Retallick	1.06.45	8.15	58.30
10th	Darren Stepney	1.06.46	7.45	59.01
11th	Don Lock	1.07.02	5.15	1.01.47
12th	Pepe Martello	1.01.19	5.30	1.01.49
13th	Alan Stepney	1.07.55	7.15	1.00.40
14th	Alan Orman	1.09.34	9.00	1.00.34
15th	John Gilbert	1.09.50	8.45	1.01.05
16th	Tony Palmer	1.12.02	8.00	1.04.02
17th	Bill Procter	1.13.35	10.00	1.03.35
18th	Mike Poland	1.15.56	15.30	1.00.26
19th	Sheila Lucas	1.18.16	16.00	1.02.16

Sheila was the only member of the Family 'Lucas' to finish. Marvin feeling 'Low' and John returning to the start after riding only as far as Arundel. It is understandable that he could concentrate on nothing except the blown car engine, which occurred on the way to the start. Postscript to the car problem - turns out to have been a D.I.Y. problem - car thermostats can apparently be put in upside down. Oh dear!



## A SURREY LEAGUE EVENT IN MAY

Event - 3rd Cats at Hartney Witney. W.E.C.C. men - Vern McClelland, Mike Miller - Miles Davies. - 50 odd miles. (5 laps).

Sunday morning 7.00 a.m. - pick up Vern - drive via Petworth - Midhurst and Alton to Hartney Witney. Don't have a clue where H.Q. is only village name - find signpost with village name on it - drive at least distance indicated - no sign of village - ask paper boy - he's confused - tractor stops - driver has taken pity - tells us where rest of cyclists are - we find H.Q.

Have decided race plan will be to hang in there with the object of finishing at least in the bunch!

Get bikes ready - check we are on the start sheet - that's O.K. - present bike for bike check - checker moves bars - protests about undue force fall on deaf ears - tighten stem up with allen key and tube with loads of wellie - wonder whats safer bars which just might move or stem bolt which may explode! - collect number and hand in licence - sit with others in pungent smell of embrocation - much rubbing in of oils etc - decide to try to make the most difficult decision of the day - what to wear! - racing vest plus arm warmers or tee shirt +jersey +racing vest or combination of all these - decide on tee shirt etc Go for quick warm up - happy with clothes - return to H.Q. where lead car is lining up -get in pole position just behind car (I have been shot off on neutralised section once!) - decide need a pee - nip back to H.Q. on foot - walking like penguin trying not to get stones in cleats - return in time for end of commissaires chat - hear bit about crossing white line will be disqualified - black rider - well known character in Surrey & Kent league races - has banter with officials - commissaire thanks him for bringing a bit of colour to the proceedings and were off!



Reach end of neutralised zone - dont know course so decide to sit in front 3rd - Vern says Martyn Roach ex B.A.R. on front and speed goes up to 30 ish - bunch strings out - reach uphill section with sharp left hand turn at top of hill - attack goes on downhill but bunch soon rejoins - long drag ahead - Roach puts down some hammer - gaps open and line strings out - descend into Hartney Witney and turn left onto A30 - field sweeps through village - blimey a set of lights (on green) will be fun if there on red next lap! (pedestrian crossing) - out of village on A30 up long drag quite steep at top - bear left into a lane still climbing and cross finish line - note taken! continue on lane and turn left downhill to start 2nd lap.

Reach first climb again and attack goes - some useful men at front - pace has been high up to now - if this continues wont be any breaks - reach second drag and feel good - attack goes and I join it - soon brought back as we sweep through village (and lights) again - More attacks go on hill on A30 - but no one wants any riders to escape - find myself at the back of the bunch - fight back up into first third - Miles has a dig but no joy - Roach on front again and pace rises - all W.E.C.C. men hanging in O.K. - through Hartney Witney again and onto start of 3rd lap - On the hill I'm feeling good so I attack and turn sharp left hander on front with bunch strung out and three others quite close - open up 200 yard gap on start of downhill - not feeling quite so good now! start working with three companions - trying like mad to stay away - doing my turn but legs going - breathing hard - reach second climb and bunch is back on - several riders surge past and hammer is down - fight for a place in the line - drop onto a wheel - don't let a gap open! really on the rivet now - suffering and hanging in - hammer still down - reach top of drag and pace eases - start to recover - sit in for rest of lap.



Start 4th lap - on second drag Miles attacks - am near the front so move up to sit on front - three or four go with Miles. I try to keep pace steady in hope that Miles and group can consolidate - but bunch not having any - whole field together as we go through Hartney Witney again. More attacks go on the hill on A30 - line strings out - am on the rivet again but a bit stronger - am a bit too near the back of the bunch - don't let a gap open! keep effort on! - more riders attack up in front - gaps open up in the line ahead - have to go round several riders - must get up to the front group! - riding on the rivet again otherwise its bye-bye. Hang on just! Start to recover on the downhill section - decide that unless someone is exceptionally strong will be a bunch finish - decide to sit in for last lap. Miles going O.K. - so is Vern. Bunch now about 35 strong - we've lost 25 odd. Start the last lap - Vern at the front as we reach top of hill and left hander but is swallowed up as we reach descent - more attacks on second drag but all pulled back - reach A30 and turn left - through village for last time - pace steady everyone getting ready for finish -commissaire tooting as riders bunch up - back of bunch swells into second part of carraigeway - decide am in wrong position - should be on outside at the front - can't really get there - reach start of uphill finish - speed goes up - everyone out of the saddle meleé starts - realise am too far back to do anything - haven't got the strength anyway - front men really going for it - start to pass a few heaving and straining - Miles going well up front - Vern is behind - hang in but legs and lungs going - must be 15 - 20 in front at least- 100 yards up - wonder why I'm trying but keep going - pass three or four who are dying - but 50 yards from the line I have virtually blown - 2 come by just on the line - feel absolutely knackered and a bit sick!

Potter back to H.Q - Miles didn't get up to leaders - Vern finished just behind - got shut in on the inside. Conclude it was a fast race - well over 25m.p.h.



Start post mortem - wish I'd got over to the outside  
- saved a bit more for the finish. Miles felt quite  
strong at the end but wasn't in right position either  
- Vern quite pleased he'd hung on and did a bit.  
Found out wh'd won - youngster from V.C. Stella Glyn  
Ostler - he was real chuffed in nicest possible way  
- gave congratulations and encouragement. Continued  
post race analysis - Ph.D "hindsight in race tactics"?  
- concluded (again) road racing skills very demanding  
- strength - speed - race tactics - knowing opposition  
- positioning - good gallop at end - luck - highly  
varied skills and judgement - all felt we had  
achieved some part towards seasons plans. Vern and I  
had finished the full race in the group - last year  
we struggled to finish at all - Miles happy with  
build up though he would have liked a few points to  
add to his tally for a 2nd category licence.

Had customary tea and cakes - collected licences -  
loaded bikes on rack - said goodbyes - drove home a  
bit weary - looking forward to next event!!!

Mike Miller

#### A QUESTION OF BALANCE PERHAPS

In a recent Bognor Regis evening ten Worthing's Steve  
Gumbrill lost a crank and had to ride some four miles  
with just the one leg. Would you believe that when he  
got home he had to get his turbo trainer out and do  
four miles on the other one! Well you don't know he  
might have gone through life with one leg stronger  
- or weaker - than the other!

#### PAUL WEST

By the time this Mag "hits the street" we will have  
lost Paul West to the British Cycling Federation.  
Yes, our Paul - club coach - and his wife Carole -  
membership secretary - will be looking at houses in  
the Kettering area of Northants, as Paul has taken  
up an appointment as the Federation's Racing  
Secretary and will be working at their Kettering H.Q.



It may be that we shall see them at weekends for a while until properties are bought and sold, but their official duties with the Worthing Excelsior will be at an end and they will be greatly missed. Paul's work with the club's youngsters over the past twelve months has been tremendous and the success which many of them are now enjoying is in no small way a result of the hard work that Paul has put into his coaching duties and the help and encouragement that he has given them.

As a committee man Paul has worked ceaselessly on our behalf on all matters B.C.F., and has willingly taken on all kinds of other jobs. Carole, for her part, on the basis, perhaps, of if you can't beat them - join them - for she has taken nothing from the sport - has done a good job for us as membership secretary and has always been a willing helper with catering., All this and put up with Paul as well!

Paul has been a member of the club for 17 years, joining when he was 13. Man and boy - from the days of baggy shorts (will Dave Hudson please now tear up that photograph). He has tackled every aspect of the sport with enthusiasm, but without the kind of success that so many find necessary to keep going. His big moment - a win at Eastway in 1986 or was it 1985 ? was captured with a great colour photo which was made into a Worthing Excelsior folder - ans by the way Paul we've still got about 2000 of these if you are looking for something appropriate to paper the walls of your new office with!

We wish you both every success in home and job and trust that you will keep in touch. Many thanks for all that you have done.

Don

MERIT AWARDS APRIL It is fitting, although they knew nothing of the plans of Paul and Carole West at the time, that at their May meeting the Club's general committee awarded club merit medals to Paul and



Carole for their great work on behalf of the club. Paul for all his work with the youngsters, to which he has devoted a great deal of his time, and to Carole for her work as membership secretary and for the support which she has given to Paul. There was also a third award and this went to one of Paul's 'youngsters' Alan Edwards. The nomination was from Paul for Alan's "grafting" - not quite getting the success of others, nevertheless he works tirelessly at enthusiastically at his racing and epitomises the spirit of the Worthing Excelsior youth battalion.

Well done...

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#### SUSSEX B.C.F. DIVISIONAL ROAD CHAMPIONSHIPS AT HOVE PARK SUNDAY 6TH MAY

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The juvenile and the junior championships were held in Hove Park and Worthing Excelsior was not only well represented but from all their early season efforts there was every hope that they could do well. We were not to be disappointed.

The juvenile race was for 20 minutes plus three laps and three factors contributed to a very hard race. Firstly there was the inclusion of riders of high quality but not eligible for the championships. Secondly there was the very hot conditions, and thirdly this park circuit with its tight corners and undulations was a tough one.

Andrew Slater was involved in an initial break along with some Wembley riders but they were brought back. Coach Paul West had warned them not to do too much work especially if non counting riders were involved, there's no point in wearing yourself out to beat someone who doesn't matter and then to lose out to another Sussex rider. Chris McNamara and brother Simon were going strongly and not forgetting that this was an individual championship, were among those



working hard to pull back this and any other attacks.

It was perhaps spoilt as a spectacle for the latter stages became very tactical. Worthing's riders felt they had the beating of all other division riders and the outsiders were allowed to go. Their confidence was not misplaced and in the sprint that mattered Andrew Slater made first spot his own and the McNamaras collected 2nd and 3rd in the order Simon (2) Chris (3).

The junior race was faster longer and more aggressive and Roger Smith did extremely well to gain the silver medal.

Something of a 'fun' race to complete the afternoon's programme was handicapped and Brian Sutherland and Andy Martello rode excellently.

It was a good and enjoyable afternoon at the younger end of our sport which is the end that matters and Worthing Excelsior did very nicely

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#### WHO'S IN THE COMIC

On 29th March we spot the results of the Poole 'Juvenile Series' of road races. This being run under English Schools Cycling Association it's the school name that shows. We recognise S and C McNamara of Worthing High 2nd and 3rd in the over 15's. Also A. Martello 2nd in the under 14's. Then another race for over 15's shows C. McNamara 2nd and A. Slater 3rd. Brian Sutherland gets a 4th in the under 15's and A. Martello collects a first in a 2nd under 14's race. Road racing again on April 5th with Miles Davies getting 10th in the Brighton Mitre Surrey League promotion. The club's name appears in 'Whats On' with a note of our 200 and 100 km audax events. On 12th April there's the result of our two road races with Colin Toppin 6th in the 3rd's and juniors event. On 19th April Andrew Slater gets 2nd in a juvenile



track omnium at Portsmouth. On 26th April in the round up of Sussex cycling Nick Lelliott's early season Sussex C.A. 25m win receives further comment. The result of the Crest C.C. road races shows our youngsters in action again with Alan Edwards getting third just ahead of Andrew Martello. Also at Poole Park Chris McNamara gets a third place riding for his Worthing High School in the under 15's event. The time triallists fought back on 3rd May - Richard Shipton was 4th in the Sydenham Wheelers 10 with 22.39 and in the tandem event Mike Gibbs and Dave Dallimore were 7th but 3 seconds slower than the flying Richard. Pete Burgess got a couple of mentions for his rides in the East Sussex promotions. He was equal 2nd in the 10 with 24.08 and 10th in the 25 with 1.3.57. Richard Shipton finished 4th in this one with 1.2.46. It was good to see one of our ladies getting a mention as well with Jane Avery clocking 29.43 for 10th place in the S.W. London Ladies 10m near Dorking. The Comic of 10th May gave the results of the Inter Schools competition at Poole Park, and while no Worthing names appear it is noted that Worthing High School won the team event!!! At 10 miles Shane Brown is 9th with a good 23.16 in the Hants R.C. event. In road racing Andrew Slater shows 3rd in a juveniles race at Eastway and at the other end of the age scale Mike Miller is 6th in a veterans race. We do well again on 17th May with two of the Goodwood Gallops results appearing. In one we have Nick Lelliott 8th in the senior race and Andrew Slater winning the juveniles. In this we also have Simon McNamara 4th, Chris McNamara 5th, Alan Edwards 6th and Andy Martello 8th. In the second report Nick moves up to 4th in the seniors and Andrew repeats his win in the juveniles. Also getting a mention here are Simon McNamara, Tom Miller, Nick Martello, winning the under 12's and John Gardiner second to Nick. Two of our 'big boys' Mike Gibbs and Dave Dallimore rode the Gibbs long wheel base machine to 8th place in the Wandsworth



tandem 10 in 23.54. Moving on to 24th May we pick up good results from Brighton track with Colin Toppin winning the 6 and 12 lap scratch races. Andrew Slater doubles up with wins in the juveniles 2 lap scratch and 2 lap handicap, while a 1 lap event for juveniles is snatched up by Andrew Martello. In another Preston Park report we note Andrew Slater again winning twice and also a win this time for Chris McNamara. The Club's second place in the Sussex Team Championship 25 is reported and we are shown as the winning team in the Hainault 25 in Essex but those who rode say it wasn't so. Marvin Lucas though most certainly recorded 1.1.28 and deserved better than 2nd spot, for no one can understand how the winner Steve Marchant of the South Eastern Road Club was ever eligible to ride what was a limit event for riders not previously beating 1.1.00. Nick Lelliott's progress in the Goodwood circuit races continues and in the issue of 31st May we see him at last in first place and in the juveniles it's Simon McNamara home first with Andrew Slater 2nd, Chris McNamara 4th and Alan Edwards 7th. Sussex track league results confirm another good meeting for W.E.C.C. with Andrew Slater winning the juvenile 2 lap, and the points race. Nick Lelliott puts in an appearance to win the senior Devil and Andrew Slater does the same in the juvenile version. In the Greater London Youth track championships at Herne Hill Andrew Slater is shown to have picked up a second and a third and Colin (they call him Chris) Toppin wins an under 18 event. On the T.T. scene Marvin Lucas wins the fastest junior prize in the Rother Valley 25 with 1.1.45 and Andy Smith paired with Brighton Excelsior's Richard Holcombe go very well in the tandem event to finish 2nd in 53.00. Into June and on the 7th Andrew Slater shows 4th at Eastway at the Paddington meeting and then in the Saturday Rumble on the same circuit he improves to a 3rd with Simon McNamara in 6th. Next it's the City of Westminster youth track championships where Colin Toppin gets second in the sprint and wins the lap



time trial and in the under 15's Andrew Slater gets a second and a third.

That's getting on for two pages just to cover about ten copies of the 'Comic' and our junior riders have been very largely responsible which is great. The fact that we no longer just look through the time trial results shows too how all spheres of the sport are being covered.

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### WHAT A TWIDDLE

In these days when many are causing their knees irreparable damage by trying to thump big gears round, the medium gear "10" gave me food for thought. I dug my trusty cardboard all-weather abacus out, and used the formula

$$\text{RPM} = \frac{D \times 63360}{3.1428 \times G \times T} \quad (\text{where } D=\text{distance, } G=\text{gear (")} \\ \text{and } T=\text{time})$$

to see what sort of pedalling rates the "10" times represented. The first four places look like this -

	time	RPM	RPS
1. Nick Lelliott	24.34	114.00	1.91
2. Colin Toppin	25.11	111.19	1.85
3. Roger Smith	26.52	104.22	1.74
4. Alan Edwards	27.01	103.64	1.73

Four others exceeded 100 RPM - Shane Brown (102.57) Chris McNamara (102.56) Simon McNamara (102.08) and Andrew Tarry (100.47).

Trackies can pedal a bit too - going for the line at 40 mph-plus, a modern sprinter is turning his 92" at 140+ RPM, but even that pales into mediocrity beside the 3.33 RPS (200 RPM) regularly recorded by the famous American sprinter Zimmerman - imagine that - nearly 40 mph on a 66" fixed!

Mind you, Zimmerman did use 6" cranks, and had to keep concentration for only 200 yards or so -our "10" hereos had to maintain concentration for 10 miles,



more than 3,000 revolutions.

It makes an eloquent case for winter training on low fixed gears, doesn't it - or am I merely showing my age?

John Grant

WELCOME NEW MEMBERS New members voted in at the May Committee meeting were Patrick Morey aged 25 from Thurlow Road in Worthing. He is already establishing himself as a very useful time triallist. John Gardiner is half his age - he's from Henty Road Worthing and has already made the 'Comic' that must be a record. Also we now have Ellis Bacon (13) brother of Tom and son of Mike already members, and finally another family strengthening it's grip on the Excelsior - we now have another Stepney, with Paul aged 14 joining brother Darren and Dad, Alan. Hope you all have a long and happy membership.

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APOLOGIES I will keep calling Roger Smith, Richard Smith. I'm sorry, it's ROGER - ROGER- ROGER from now Also I miss-spell - Yes, I know I do - you've noticed - but in this case it's Bryan Sutherland's christian name. O.K. - so to remember it will be why - why- Y. Oh! and by the way I didn't know until I got to page 22!!!!

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#### CYCLO - CROSS 1990 - 91

On October 7th the Club is promoting a cyclo-cross and mountain bike meeting at Lancing Manor Leisure Centre.

We hope to make this a successful racing and fun day for both competitors and people involved in the running of the events.

A good interesting course has been found at the Centre and the event is being supported by Adur Leisure Dept. At this time we are trying to find a sponsor to make the event one of the best in the region.

Four races will be run between 11.30 and 2.45.

RACE 1. Approx. 25 minutes for juveniles.

RACE 2 A handicap race for 'Novice' Mountain Bikers  
Approx 35 - 40 minutes.

This race is intended for riders who are not regular competitors at good club level in cross, mountain bike, road races or time trials. Riders from 14 - 60, ladies and gents can ride, with a handicap according to ability and age. This will be achieved (We hope) by a self assessment system. The exact definition of a 'novice' has yet to be determined!

RACE 3 Approx 5 minutes for the under 12's. This will be on a very short course. It is a compulsory event in all cross promotions!

RACE 4 The main race - approx. 1 hour. This is for Pros, seniors, juniors and veterans. Riders will be accepted with cross or mountain bikes. We hope to have some extra prizes for mountain bikes.

To run a series of races like these takes quite a bit of work and all helpers will be very much appreciated. Colin Toppin has agreed to be Clerk of the course.

This is a major job involving laying out the course with steel posts and tape around approximately 1 mile of tracks, banks, woods etc., and taking it down afterwards. Colin will need quite a team of navvies, so if you fancy a bit of labouring then your help will be gratefully received.

Mike Slater has agreed to be Chief Recorder. (much against his better judgement!) so he will want assistance from a few intelligent helpers.

At this time we are not too sure whether we will be able to do our own catering, but hopefully we will and help will be needed here as well.

Please come along and support us and have an enjoyable day.

Mike Miller.



## CYCLO-CROSS 1990-91 EQUIPMENT

Although it's some months before the cross season starts, people have approached me regarding equipment. Certainly in the case of the younger riders sometimes it takes a while to accumulate this, so an early start is a good idea.

Firstly those who are interested in riding CROSS races for the first time, should not in my opinion rush out and buy loads of new equipment. Secondly, please, younger riders, use Cyclo-cross as a fun means of keeping fit up to Christmas with a plan for a lay off from racing, but not riding and training, from then to the start of the next season. If after one season you want to be a star, well that's a different matter, fun first!

To enjoy cross events some specialised equipment is essential. Of this practically all of it can be used successfully for other forms of cycling.

Frame: Any frame will do provided it has good to reasonable clearance for the equivalent of touring type tyres. A close clearance racing frame is very unlikely to be any use in anything but very dry conditions.

Wheels: Any type of wheel is O.K., although sprint rims normally are stronger than 700's.

Tyres: It is not practical to ride cross races without special cross tyres or tubulars. Other types just do not give sufficient traction or grip in slippery conditions. These are the only items which are specific to cross and unfortunately are necessary in all but the driest conditions. Special cross treads are available in 700 and tubulars.

Gears: Any type of gear system is O.K. but I would not recommend a single front chainwheel unless this is a special unit with integral chainguard. A double chainwheel is quite suitable and normal 52 - 42 range is O.K.

The rear derailleur must be capable of taking a 26



or 28 sprocket, so the total range has to be considered. Not all gears will handle a block of 28 to say 18 if both rings are used. Otherwise just use the inner ring with a 28 to 15 block.

Brakes: Cantilever brakes are definitely the best for cross as they give very good braking with maximum mud clearance. Other types of brakes can be used, but if you fancy a good touring bike in the event of you not liking cross, brazing on the bosses is not a major job although it will spoil the paintwork obviously.

Pedals: Along with the tyres, pedals and toe clips are in the essential class of semi-specialised equipment. Look pedals are out definitely. There is nothing more frustrating when riding a cross race than not being able to get your feet into the clips. The best combination of pedals and clips I have found is Lyotard Aluminium platform pedals (they are also very cheap) with a pair of mountain bike plastic type clips. First flick every time.

Bars - Saddle etc.: Conventional equipment is fine.

Shoes: Do not attempt to ride cross races in conventional cycling shoes with the solid non flex sole especially if this is plastic, they are lethal! Specialised cross shoes are available which have a flexible sole with a sharks tooth style sole and studs behind the cleat position. Some of these shoes also have spikes which can be fitted. Again these shoes are quite warm and could be used for touring later.

If you cannot afford these shoes then trainers with a smoothish sole can be used. Another alternative is football boots with the front studs removed and a cleat added. The only way to see how they would perform is to test them for flick and entry into the clips and slip factor when running up a steep bank.

Order of priority: Obviously for some riders it will not be possible to have all this equipment so in my



opinion the following is the essential priority.

1. Tyres
2. 26 - 28 sprocket block
3. Pedals (platform unless existing ones are very good for flick in)
4. Shoes
5. Cantilever brakes.

Although you may think lightweight equipment as used on racing machines is not strong enough (especially if compared with mountain bike equipment) for rough stuff riding, lack of strength is seldom a problem. The biggest enemy is in fact grit and mud clogging up mechanisms or badly adjusted items like gears going into wheels under the strain which can be put on them.

As regards the techniques I hope to arrange for a specialised Cyclo-cross coach to visit the club to explain the rudiments of the sport, prior to the start of the season.

Mike Miller

MARATHON RUNNERS: Congratulations to Dave Nightingale and to Jeremy Wootten who both completed the recent Worthing Centenary event. For Dave it was familiar ground having done it all before and his 'veteranship' was home in 3 hours 16 minutes 52 seconds, in 107th place. Jeremy was breaking new ground but did well to complete the course in 4 hours 14 minutes 02 seconds finishing 338th. It is also known that Jeremy raised quite a considerable sum for charity. Well done to you both. It is noticed, incidentally, that both seemed to have no difficulty in turning out very respectable ten mile times by the following Thursday.

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A WIDE LOAD INDEED! After the Dorset Coast Randonnee George Wall was riding home when a large Mr. Plod stepped into the road with hand held high. Now we all know what that means, but George! Well he passed round this unwarranted obstruction to his free passage upon



Her Majesty's highway, and only after a rather stern, Hey! You! did he deem it appropriate to pull into the kerb. "Did you not see me?" demanded the constable, Oh.Yes!" says George, "But I need a bit more time than that, now if it was a Cafe suddenly spied I can stop very quickly, but policemen take a little longer.' It seems the wide load that was approaching wasn't George after all.....

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#### AUDAX WEALD &DOWNLAND EVENTS SUNDAY 8TH APRIL

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Complaint from Editor - some times I get no report this time there's three, but then there are different views to all these things.

NUMBER ONE (Author Dave Hudson - Organiser)

The above events had been well organised by Brian Cox for the past 5 years attracting good support but he had asked to have a rest so during the year he enquired if I could give the organising a try, I must have been shattered from a touring run (bash) and couldn't speak so it was taken as a yes.

The event headquarters this year were the Heene Community Centre in Heene Road, which was very central and which provided good car parking and most importantly had an excellent kitchen, very well equipped and modern. Keith and Jan Harmer had very kindly offered to all the catering at the hall. Keith is no stranger to Audax events, from a short 200K right through to 600K events, so his knowledge of what Randonneurs enjoy eating most was of great value. We had access to the hall from 7.a.m.and soon the smell of bacon, toast and other goodies was tickling the nostrils of chief car park attendant Cliff Hawkins just outside the kitchen window.

Although it was a sunny morning it was in fact very cold and throughout the day the wind was keen. However, it stayed dry save for a short shower in the Surrey hills for those on the 200K ride. Business was



quite brisk in the hall with the 200K riders arriving first for their departure at 8.a.m. With Brevet cards issued to the 28 well fed riders they were away. Tony Palmer was busy in the car park doing bike checks to ensure machines were in good condition. These are not compulsory . He took delight in checking Ray Douglas's (15,000 mile per year) machine but could find only one minor fault, a missing rear mud flap. The tandem of Harry and Mary Smith had him baffled for a while when he couldn't move it, it had a parking brake which he hadn't spotted. The short distance riders went off in massed start style - a group of 60 with our President tucked in. Both groups 'enjoyed' the same route for the first 30k which took them along the seafront to Shoreham, across the old toll bridge and up the Coombes Lane to Steyning, Ashurst, Partridge Green and Littleworth before reaching the control at Danefold near Cowfold. I arrived there (by van) just before a large group from the 100k descended on the Poland family who were there in force, Mike John and Amanda were busy stamping cards and serving hot drinks and cakes. Ray Douglass was supporting them well - he had just placed a first order of three cakes. From here the 100k were to have the lanes to themselves through Maplehurst, Copsale and Southwater. On through Barns Green and they past within sight of the cottage the home of the late cartoonist, Frank Patterson. A short stretch of A29 and they were in the lanes again. At Bucks Green Mike Gibbs was undertaking a secret control. As well as stamping cards he had a supply of cold drinks and biscuits. My apologies to Charles Brazier for the absence of custard creams! The populaire riders continued through Loxwood and into Wisborough Green where several members (in shifts) ensured the riders were well refreshed, Paul and Carole West, Don and Maureen Lock and Bernie and Gill Bethell. 72k had been covered by now and a mere 33k remained. Adversane and West Chiltington (Oh. what a nasty drag) Hampers Lane -over the old Bostal and back to the Heene Centre



The 100k riders were returning from 2.15 onwards and Keith kindly stamped their cards until I returned. I departed from the Danefold control to see how the 200k riders were doing and called in to see John and Daphne Grant manning the tea urn opposite Outwood Windmill. The refreshments were unexpected by many riders but they were most welcome and they stoked up well for the hills ahead. South of Reigate now to Betchworth from whence began the attack on Pebblecombe - several reported wheel spin - and one sat down. Along the top of Box Hill down to Burford Bridge and up again to Ranmore Common where Graham Peddie (the warden of Tanners Hatch Y.H.A.) jumped out of the hedge for a secret control. Eventually after much twiddly of the big sprockies Newlands Corner was reached. My work colleague Geoff Hunt was manning the control with his wife, Pam, dispensing more welcome drinks and biscuits. The riders at this time seemed on the quiet side! It was an easier ride from here but along busier roads through Shalford to Godalming, the route crossing the river Wey by the narrow bridge at Peasmarsh. There was a road closure here but no problem, bikes were shouldered and the obstruction easily cleared. Through Milford and along to Elstead before attacking the north face of Hindhead. Harry and Judy Coleman were manning the control in the car park of the Hillcrest Cafe. 150k had by now been covered and a welcome late lunch was taken by most. Down to Haselmere and in country roads via Plaistow Ifold and Loxwood to Wisborough Green for tea and cakes and the final stage back to Worthing as for the 100k.

I arrived at the hall around 3.p.m. and took up my position to stamp the returning cards. Keith and Jan were kept busy in the kitchen for many hours. Riders returning from the 200k were pleased with the hot soup, beans on toast, gateaux and other goodies which did wonders to revive them.

For most the ride ended at the hall, but Vern McClelland rode back to Upper Beeding for a days total



of 146 miles and Edwin Jones of Bognor rode home to notch up a modest 161.

My thanks to everyone who assisted with the success. The event in 1991 will again be based at the Heene Centre and will be on Sunday 21st April.

All Excelsior members who rode were successful and are listed below. I hope next year we will have more of you tackling the 200k ride which is only 125 miles and is still one of the shortest events on the Audax calendar, if you really get keen there are several 300, 400 and 600k events. In case you think I may have missed out I did ride both courses on two Saturdays in January and survived.

Qualifiers (W.E.C.C.) at 100k : Jane Avery, Charles Brazier, Christine Elson, Brian Cox, Ray Douglass, Peter Hawes, Mark Hawks, John, Sheila and Marvin Lucas, Alan Matthews, Mike Mansell, Tony Palmer, Bryan Sutherland, Alan and Darren Stepney, Roger Smallman, Paul Toppin, George Wall, John Wiseman, John Maxim, Andy Smith. At 200k : Peter Burgess, Vern McClelland, Richard Shipton, Richard Klemperer. NUMBER 2 (President Roger Smallman - 100K)

Every mile of Dave Hudson's proposed 100K Randonnee for 1990 was very familiar to me, so I put in an entry. I noted also that the ride would begin and end in Worthing.

These Audax events are for very dedicated long distance cyclists and the 100k rides are no more than a loosener-up for the bigger events.

My immediate need was to get in trim for Sunday 8.4.90 (actually 105k or 65 miles) I was suitably encouraged by Jean ("you'll never make it!").

The awaited day soon dawned, so off to the starting point. With much aforethought Dave had hired the Heene Centre. But what is this I am confronted by Tony Palmer disguised as a machine examiner. "I must check your bikes" Said he. Was this just a Hudson extra or was it an Audax ruling? I knew not, but an M.O.T. certificate was issued so all was well.



Inside the hall cyclists in their multi-coloured outfits were receiving Brevet cards from Dave. 9 a.m. is approaching so we all go outside. "Time to go" is called and we are away down Heene Road, turning left along the seafront, leading into an uncomfortable N.N.wind.

Just beyond the Half Brick P.H. our octegenarian member Freddy Clayton and his wife Elsie have turned out to wave us on our way.

Shoreham is left behind and somewhere through the Coombs I had a feeling that I, too, had been left behind! However, I join forces with one of the C.T.C. ladies, (This is being investigated! Ed.) and we ride in company from then on. Just north of Littleworth we sight control No.1.manned by the Poland family. On northward through attractive lanes en route to the next control. But wait! the familiar figure of Chairman Mike directs us to stop. Of course! - it is the secret control. So cards are stamped again and drinks consumed. We have been feeling some help from the wind - welcome too, after 25 miles against it. Soon the duck pond in Loxwood comes into view. Left turn here, then right at the next duck pond and so to Wisborough Green. Good stop this - cards stamped - refreshments - and even the opportunity for a wash and brush up. Carole and Paul West are in charge, Carol coping valiantly with a recalcitrant gas burner on a very windy afternoon.

We say "cheerio" and push into the wind again. Over the Adur at New Bridge, right past the "Limeburners" and then approaching West Chiltington my legs fail me and I am reduced to my very lowest gear - I walk the 1 in 6 Woods Hill! My companion waits patiently at the top. Thanks, Lorraine. (Christian name terms after only 50 miles - you're a fast worker Roger!). On through Washington and over the Downs, we click into a higher **gear and** hurry down the A24. We are in to the finish soon after 4 p.m. Refreshments from Keith and Jan Harmer are most welcome.

With Daves flair for organising this was bound to be



successful, and so it was. I look forward to next April.

NUMBER 3 : Vern McClelland (200K)

My legs were still aching from the previous day's road race as I dragged myself to the Heene Centre. A good crowd were assembled, among them Richard Shipton Peter Burgess and Richard Klemperer. Richard informed me that I was responsible for the navigation (he might have thought twice about that If he had known the trouble I had finding the Heene Centre!).

Dave Hudson flagged the group away and it was straight into a head wind. There was a definite reluctance to go to the front.

The ride along Coombes Lane was fairly sheltered and by Steyning a group of seven of us found ourselves off the front, three for the Excelsior, Richard Shipton, Peter Burgess and myself with Malcolm Cross of Eastbourne, Geoff Baker, Lewes, Robert Aldridge, Fareham and a C.T.C. rider on a fixed wheel! A steady ride brought us to the first control at Danefold. Through Cowfold and on through lanes to Warninglid and the first climb. A right turn by Slaugham Pond and we were down to six as the fixed wheel was proving to be hard work on the climbs. Through Staplefield and on to the long climb up to the Water Tower on the Handcross to Turners Hill road, with Richard and Peter forcing the pace. From Turners Hill the roads were fairly flat and sheltered towards Outwood. Signs on the climb to Outwood announced halfway, but this was for some runners. We had only done 40 miles. We continued to the control by the windmill. Here we enjoyed some needed refreshment before setting off for the next control at Newlands Corner, which promised to be the hilliest section of the route.

A good descent from the control and then the day's first puncture, as my rear one went down just before crossing the M23. A large thorn was the culprit. The second puncture came along the Flanchford road and



just as it started to rain, however, it did not persist and we were soon on to the climb of Pebble Combe. Dave's route sheet urged us to take our time and savour the view. O.K. until the 1 in 6 bit reared up. A left turn and along the Box Hill road passing Dauphine Sport but no time to stop and admire all the exotic bike equipment on display. Now it was across the A24 and another hard climb up to Ranmore Church - Richard and Pete are again forcing the pace. There's a secret control at the top, and then we're off to Newlands Corner where the organiser Dave was overseeing another control. With the longest section over the next leg to Hindhead began with a cold descent and a threat of more rain, but fortunately nothing much came of it. We moved through Godalming and past C.T.C. headquarters, and the sun shone upon us as a good pace was maintained to Milford and Elstead. More climbing took us up into Hindhead. After checking in we retired to the cafe for a late lunch. Richard downing Pasty and chips which, to everyone's relief slowed him up for a while on the restart.

It was a hard ride towards Loxwood as we turned into the wind. The Wisborough Green control provided tea and cakes enough to see us back to Worthing, now just five in number with Robert Aldridge dropping off the back around Adversane. The wind was now favourable and we were home, through West Chilton and Washington by 5.25, 9 hours and 25 minutes. Dave greeted us and some more food and drink finished an enjoyable but hard day's riding. Well nearly I then had 8 miles back home and into the wind!

Vern McClelland

#### THE GOODWOOD GALLOPS

When I asked to be supplied with some notes of these Tuesday evening meetings on the motor circuit at Goodwood I had no idea how brilliantly our riders were going to perform. At juvenile level where we



have had no less than eight riders, we have totally dominated the racing. A glance back at 'Who's in the Comic' will show all the winning and major placings. But they have all ridden so strongly, and with sound tactical ability which has belied their comparative inexperience, and despite the club domination the racing has remained extremely competitive.

Andrew Slater has collected in the first seven of the meetings three wins and has never finished outside of the top five. Simon McNamara has scored two first places and over those same seven weeks has a worst placing of seventh. His brother Chris has been Mr. Consistency himself. All seven of his rides have given him placings between third and sixth. Alan Edwards has missed out on just one. This was event number two when he suffered a broken free wheel, but otherwise he has managed two second placings and four others in the top ten. Andrew Martello has been another ever present and only once did he fail to finish in the first ten. His best place was a third in event No.7. Bryan Sutherland did not ride the first meeting but in the others he's been in there fighting and only once did he slip outside of that first ten.

I worked out a points table and on the basis of ten points for first, down to one point for tenth, the score at the moment is:

Andrew Slater (61), Simon McNamara (52), Chris McNamara (44), Alan Edwards (36), Andrew Martello (24), Bryan Sutherland (7).

Nicky Martello and Tom Miller have ridden well in the age related events for the real minnows. These are usually just 12 year olds. They also have been among the top places - not to be outdone by their older club mates. One of our newest members John Gardiner has also been giving it a go at this level.

At senior level, at the last count, we have had nine



riding in the main races and handicaps. Strictly this includes, veterans, like Mike Miller, and juniors - under 18's - like James Walmsley, Peter Woodhams, Roger Smith, and Marvin Lucas. Paul West, Shane Brown, Mike Mansell and Nick Lelliott have been our seniors.

Nick has won one and has invariable been in the thick of the action, having no regard for the experience and ability of such as Paul Rogers and others and usually getting home in the top half dozen, and having helped to make it pretty hard for everyone along the way. Shane Brown has been successful in picking up a few primes and points and has several times finished in the top ten. Big Pete Woodhams explodes off the front to collect a couple of primes but then explodes himself so presumably it's the breathing, pacing himself, or just a question of stamina, to be developed.

It has been said many times, and it has undoubtedly been true, that Worthing Excelsior is principally a time trials orientated club. This may still be true, but the balance is changing, for well over 20 of our members have ridden road races this season. With the numbers riding the track and with others finding their enjoyment on mountain bikes, touring and Audax riding, and Mike Miller, for one, will be disappointed if there's not 20 or more riding cyclo-cross this coming winter, we can certainly claim to be catering for all spheres of the sport, and successfully.

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#### EVENING TENS. NUMBER 1 10TH MAY

1 F BURGESS	00:23:06	00:00:00	00:23:06
2 C TOPPIN	00:23:33	00:00:30	00:23:03
3 M LUCAS	00:23:55	00:00:20	00:23:35
4 P WOODHAM	00:24:08	00:00:40	00:23:28
5 J POLAND	00:24:22	00:02:40	00:21:42
6 A EDWARDES	00:24:28	00:03:50	00:20:38
7 S MCNAMARA	00:24:29	00:02:40	00:21:49
8 R SMITH	00:24:35		00:24:35
9 C MCNAMARA	00:24:41	00:02:30	00:22:11



10	A TARRY	00:24:41		00:24:41
11	J WOOTTON	00:24:48	00:01:40	00:23:08
12	P TOPPIN	00:24:49	00:02:00	00:22:49
13	P MOOREY	00:24:53	00:03:30	00:21:23
14	J LUCAS	00:24:56	00:01:50	00:23:06
15	D STEPNEY	00:24:58		00:24:58
16	D LOCK	00:24:59	00:01:40	00:23:19
17	P HAWES	00:25:06	00:02:00	00:23:06
18	A SLATER	00:25:14	00:02:40	00:22:34
19	S BARRETT	00:25:21	00:01:00	00:24:21
20	J SAVILLE	00:25:22	00:02:00	00:23:22
21	M MANSELL	00:25:23	00:01:00	00:24:23
22	K RETALLICK	00:25:24	00:01:40	00:23:44
23	M HAWKES	00:25:30	00:03:30	00:22:00
24	P SEYMOUR	00:25:36	00:03:00	00:22:36
25	J WALMESLEY	00:25:38	00:02:40	00:22:58
26	A STEPNEY	00:25:42	00:01:50	00:23:52
27	J GILBERT	00:25:42	00:03:50	00:21:52
28	A ORMAN	00:25:43	00:03:50	00:21:53
29	A MARTELLO	00:26:06	00:03:50	00:22:16
30	D NIGHTINGAL	00:26:19		00:26:19
31	M GIBBS	00:26:27	00:03:50	00:22:37
32	B SUTHERLAND	00:26:38	00:04:20	00:22:18
33	A LOCK	00:27:04	00:03:00	00:24:04
34	T BACON	00:27:12	00:03:40	00:23:32
35	P WEST	00:27:18	00:04:00	00:23:18
36	P STEPNEY	00:27:25	00:03:40	00:23:45
37	J SUTTON	00:27:45	00:05:30	00:22:15
38	J AVERY MS	00:28:06	00:05:30	00:22:36
39	G WALL	00:28:55		00:28:55
40	M POLAND	00:29:07	00:06:00	00:23:07
41	S LUCAS MRS	00:29:40	00:06:00	00:23:40
42	T MILLER	00:30:24		00:30:24
43	R SEARLE	00:32:22	00:08:00	00:24:22

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# EVENING TENS NUMBER 2 17TH MAY

1	C TOPPIN	00:22:22	00:00:20	00:22:02
2	P BURGESS	00:22:30	00:00:00	00:22:30
3	M LUCAS	00:22:33	00:00:40	00:21:53
4	J WOOTTON	00:23:35	00:01:50	00:21:45
5	P WOODHAM	00:23:38	00:01:00	00:22:38
6	A TARRY	00:24:00	00:01:30	00:22:30
7	A EDWARDS	00:24:00	00:01:20	00:22:40
8	P MOOREY	00:24:07	00:01:40	00:22:27
9	J POLAND	00:24:07	00:01:10	00:22:57
10	C MCNAMARA	00:24:07	00:01:30	00:22:37
11	S MCNAMARA	00:24:08	00:01:20	00:22:48
12	R SMITH	00:24:09		00:24:09
13	P HAWES	00:24:22	00:02:00	00:22:22
14	M MANSELL	00:24:22	00:02:10	00:22:12
15	M MILLER	00:24:23		00:24:23



16	D	STEPNEY	00:24:30	00:01:50	00:22:40
17	S	BARRETT	00:24:33	00:02:10	00:22:23
18	K	RETALLICK	00:24:34	00:01:40	00:22:54
19	J	LUCAS	00:24:35	00:01:50	00:22:45
20	J	WALMESLEY	00:24:46	00:02:30	00:22:16
21	A	STEPNEY	00:24:46	00:02:30	00:22:16
22	D	LOCK	00:24:46	00:01:50	00:22:56
23	S	LETTS	00:24:52	00:01:50	00:23:02
24	M	HAWKES	00:25:01	00:02:20	00:22:41
25	G	KELL	00:25:17	00:03:00	00:22:17
26	A	MARTELLO	00:25:18	00:03:00	00:22:18
27	P	SEYMOUR	00:25:32	00:02:30	00:23:02
28	J	GILBERT	00:25:41	00:02:30	00:23:11
29	M	GIBBS	00:25:41	00:03:20	00:22:21
30	A	LOCK	00:26:10	00:04:50	00:21:20
31	K	ATKINS	00:26:19	00:04:30	00:21:49
32	P	STEPNEY	00:26:19	00:04:10	00:22:09
33	T	BACON	00:26:22	00:04:00	00:22:22
34	W	TO	00:26:24	00:03:50	00:22:34
35	A	ROLAND	00:26:41		00:26:41
36	P	WEST	00:26:48	00:04:10	00:22:38
37	K	ROBERTON	00:27:21	00:05:00	00:22:21
38	M	POLAND	00:28:32	00:06:00	00:22:32
39	S	LUCAS MRS	00:28:43	00:06:30	00:22:13
40	R	FOSTER	00:28:43	00:04:30	00:24:13

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# EVENING TENS NUMBER 3 24TH MAY

1	M	LUCAS	00:21:55	00:00:10	00:21:45
2	C	TOPPIN	00:22:29	00:00:00	00:22:29
3	P	BURGESS	00:22:33	00:00:10	00:22:23
4	P	WOODHAMS	00:23:18	00:01:00	00:22:18
5	J	POLAND	00:23:23	00:01:50	00:21:33
6	P	MOOREY	00:23:23	00:01:50	00:21:33
7	A	TARRY	00:23:41	00:01:40	00:22:01
8	A	EDWARDS	00:24:05	00:01:40	00:22:25
9	R	SMITH	00:24:09		00:24:09
10	D	LOCK	00:24:20	00:02:30	00:21:50
11	P	TOPPIN	00:24:24	00:01:40	00:22:44
12	D	STEPNEY	00:24:25		00:24:25
13	S	MCMAMARA	00:24:26	00:01:50	00:22:36
14	J	WOOTTON	00:24:29	00:01:20	00:23:09
15	S	BARRETT	00:24:31	00:02:00	00:22:31
16	A	SLATER	00:24:32	00:00:30	00:24:02
17	C	MCMAMARA	00:24:33	00:01:50	00:22:43
18	J	WALMESLEY	00:24:37	00:02:30	00:22:07
19	M	HAWKES	00:24:41	00:02:30	00:22:11
20	A	STEPNEY	00:24:45	00:02:30	00:22:15
21	J	LUCAS	00:24:50	00:02:10	00:22:40
22	P	HAWES	00:24:53	00:02:00	00:22:53



23	A MARTELLO	00:24:58	00:03:00	00:21:58
24	A ORMAN	00:25:02	00:02:30	00:22:32
25	S LETTS	00:25:12	00:02:30	00:22:42
26	M GIBBS	00:25:13	00:03:20	00:21:53
27	T BACON	00:25:14	00:04:00	00:21:14
28	J GILBERT	00:25:23	00:03:10	00:22:13
29	P SEYMOUR	00:25:24	00:03:00	00:22:24
30	G KELL	00:25:36	00:02:40	00:22:56
31	D NIGHTINGALE	00:25:39	00:03:10	00:22:29
32	B SUTHERLAND	00:25:49	00:03:30	00:22:19
33	A LOCK	00:25:58	00:03:50	00:22:08
34	K ATKINS	00:26:00		00:26:00
35	P STEPNEY	00:26:04	00:04:00	00:22:04
36	W TO	00:26:07	00:04:00	00:22:07
37	P WEST	00:26:13	00:04:30	00:21:43
38	C COLLIER	00:26:31	00:02:50	00:23:41
39	A ROLAND	00:26:50	00:04:20	00:22:30
40	S LUCAS MRS	00:28:03	00:06:20	00:21:43
41	J SUTTON	00:28:06	00:04:30	00:23:36
42	M POLAND	00:28:23	00:05:00	00:23:23
43	R SEARLE	00:30:23	00:09:10	00:21:13
44	T MILLER	00:30:52		00:30:52

#### EVENING TENS NUMBER 4 31ST MAY

1	C TOPPIN	00:21:59	00:00:30	00:21:29
2	M LUCAS	00:23:10		00:23:10
3	P MOOREY	00:23:13	00:01:20	00:21:53
4	A TARRY	00:23:17	00:01:40	00:21:37
5	J POLAND	00:23:26	00:01:20	00:22:06
6	P TOPPIN	00:23:26	00:02:20	00:21:06
7	J WOOTTON	00:23:29	00:02:30	00:20:59
8	P WOODHAMS	00:23:36	00:01:20	00:22:16
9	S MCNAMARA	00:23:43	00:02:30	00:21:13
10	C MCNAMARA	00:23:45	00:02:30	00:21:15
11	J LUCAS	00:23:58	00:02:50	00:21:08
12	K RETALLICK	00:24:15	00:02:10	00:22:05
13	A EDWARDS	00:24:21	00:02:10	00:22:11
14	J WALMESLEY	00:24:25	00:02:40	00:21:45
15	D STEPNEY	00:24:27	00:02:30	00:21:57
16	M SUTTON	00:24:29		00:24:29
17	A MARTELLO	00:24:31	00:03:00	00:21:31
18	A ORMAN	00:24:33	00:03:00	00:21:33
19	S LETTS	00:24:34	00:03:10	00:21:24
20	S BARRETT	00:24:40	00:02:30	00:22:10
21	D NIGHTINGALE	00:24:44	00:03:40	00:21:04
22	M GIBBS	00:24:50	00:03:10	00:21:40
23	A STEPNEY	00:24:52	00:02:50	00:22:02
24	T BACON	00:25:01	00:03:10	00:21:51
25	P SEYMOUR	00:25:01	00:03:20	00:21:41
26	A LOCK	00:25:10	00:04:00	00:21:10
27	G KELL	00:25:13	00:03:40	00:21:33



28 J GILBERT	00:25:14	00:03:20	00:21:54
29 K ATKINS	00:25:44		00:25:44
30 P STEPNEY	00:25:51	00:04:00	00:21:51
31 P WEST	00:25:54	00:04:10	00:21:44
32 C COLLIER	00:26:11	00:04:30	00:21:41
33 A ROLAND	00:26:49	00:04:50	00:21:59
34 W TO	00:27:02	00:04:10	00:22:52
35 A MATTHEWS	00:27:24	00:04:00	00:23:24
36 S LUCAS MRS	00:27:59	00:06:00	00:21:59
37 M POLAND	00:28:29	00:06:20	00:22:09
38 G WALL	00:28:43	00:05:50	00:22:53
39 J SUTTON	00:28:48	00:06:10	00:22:38
40 R SEARLE	00:30:30	00:08:20	00:22:10

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### CLUB 2-UP EVENING 10 AND 25 - JUNE 12TH AND 19TH

The 10 was on the course from Castle Goring to Patching - south to Angmering and along the A259 to the Goring (Titnore Lane) roundabout, then retrace to just short of the A27 at Patching. The wind was strong from the north making for a hard finish.

The 25 was Castle Goring to Tangmere roundabout on the A27 and back. It was warmer and calmer than the previous Tuesday and the light wind assisted on the return leg.

Ten pairs had entered and there were two factors which added to the event. Firstly the field had a slightly more 'open' look to it than has perhaps been the case in previous years, and secondly, all who rode part one also completed part two.

With the Goodwood Gallops on Tuesdays now, it might be an idea to go back to a two week break in the evening tens series and have these races on Thursdays so that a still bigger and better entry may be achieved. Also several feel that the ten course on the A259 at that time of day in the summer is more dangerous with a lot of traffic. The Washington course would provide an available and well tried alternative.

It is difficult to say who the favourites were; possibly most thought the junior pairing of Colin Toppin and Marvin Lucas would win, having too much



speed for Peter Burgess and the fast returning form of Paul Toppin, and while Andy Smith had won with other riders, this year our Ed. was to be his partner. They had ridden well together quite a lot and done some good times but they were definitely under pressure in this one.

In the 10 the initial statements were made; Colin and Marvin whirled their disc wheels through Angmering to the tune of a 21.52 and that must be as fast as that course has ever been ridden before. It was a super effort. Andy Smith had, apparently indicated, that he was worried about the juniors over the shorter event and he rode with great determination to keep any deficit to a minimum. They cross the line in 22.04.

Was that close enough. It was another fine effort and it took Don some time to recover. Paul Toppin and Pete Burgess also got into the '22' bracket, despite some hold up, they were home in 22.56. These then looked like the main protagonists for part two.

The start of the 25 was fast despite the light south westerly and a turn time for Andy Smith and Don Lock of about 28.45 (the turn is about 25½m) saw them ahead, certainly on the night, and possibly, overall. Colin was proving the stronger on the night, and Marvin was struggling. Pete Burgess was going well and Paul Toppin was doing the fighting. As to Andy Smith he was returning like a train and Don refrained from putting his nose out, instead he glued it to Andy's back wheel.

The full results show the rest of the story and farther down the field there were some excellent rides, both in the ten and the twenty five. Darren Stepney and James Walmsley's two rides were particularly good and young Paul Stepney and Tom Bacon did excellently for their juvenile status. Undoubtedly though it was Sheila Lucas and Keith Harmer who enjoyed it most. Sheila's "I was able to help him quite a bit" and "I felt quite strong on the hills" indicated a good pairing.



Full result:

1st.	Andy Smith Don Lock	22.04	56.39	1.18.41
2nd.	Colin Toppin Marvin Lucas	21.52	57.33	1.19.25
3rd.	Pete Burgess Paul Toppin	22.56	59.04	1.22.00
4th.	John Lucas Ken Retallick	24.13	61.16	1.25.29
5th.	Darren Stepney James Walmsley	24.16	62.24	1.26.40
6th.	Mike Gibbs Alan Orman	24.23	63.40	1.28.03
7th.	Alan Stepney John Gilbert	24.36	64.43	1.29.19
8th.	Paul Stepney Tom Bacon	25.50	67.13	1.33.03
9th.	Tony Palmer Alan Matthews	26.20	68.25	1.34.45
10th.	Keith Harmer Sheila Lucas	26.48	72.50	1.39.38

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CLUB 30 SUNDAY 24TH JUNE

No defending champion, Mel Robertson's job is different now and he gets little opportunity to train, and no previous champion in Richard Shipton. No entries from Andy Smith, Nick Lelliott or Steve Gumbrell. It was going to be a non-event; not a bit of it.

On a hard morning Colin Toppin proved his strength is developing over ever increasing distances and won a keen dual with Pete Burgess and older brother Paul, now very much on the comeback



trail. John Poland also did an excellent ride for his fourth place which gave him a most convincing win in the handicap section.

Full result:

1st.	Colin Toppin	1.13.45	3.00.	1.10.45
2nd.	Pete Burgess	1.14.47	2.30	1.12.17
3rd.	Paul Toppin	1.15.40.	3.15.	1.12.25
4th.	John Poland	1.16.32.	7.45.	1.08.47
5th.	Peter Hawes	1.19.19.	6.00.	1.13.19
6th.	John Lucas	1.19.51.	7.00.	1.12.51
7th.	Simon Letts	1.20.41.	8.00.	1.12.41
8th.	Richard Klemperer	1.26.23	9.30.	1.16.53
9th.	Alan Matthews	1.27.33.	8.30.	1.18.03
10th.	Tony Palmer	1.27.50	9.30.	1.18.20
11th.	Mike Poland	1.32.12.	12.00.	1.20.12
12th.	Sheila Lucas	1.34.22.	16.00	1.18.22
13th.	Reg Searle (trike)	1.41.56.	22.00.	1.19.56

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#### SUSSEX C.A.FIFTY - 10TH JUNE

A poor old do this one as far as W.E.C.C. were concerned. Andy Smith did what for him was just an average sort of ride to come home 4th in 2.6.15 and over 8 minutes down on a flying Paul Lipscombe from Central Sussex who was a run away winner in 1.58.11. Pete Burgess, who we were hoping would show some good form over the longer distances (all that riding he does should give him the stamina) disappointed by packing after half way. Possible third counter Don Lock, going reasonably well was unlucky to have a tub roll and then to puncture all within the Chichester area and was left to walk at around 38 miles. Ken Retallick got home in 2.17.59 and other Worthing finishers were: Alan Stepney 2.21.33, Bill Procter 2.27.58, Reg Searle 3.00.55 on his trike. The club's fifty mile champion then for 1990 is Andy Smith and the winner of the club handicap prize was Alan Stepney.



## OPEN AND G.H.S.TENS 30TH JUNE

Well we were lucky with the weather, even if the riders did find it hard, for we just squeezed in between a very wet Saturday morning and an equally wet Saturday night and Sunday morning. So sunny but very windy provided a tough challenge for the under 16's in the London South District heat of the National Schoolboys ten mile championship, but it should stand them in good stead when they come to ride the final on what is understood to be a nice fast course near Kidderminster on 1st September. Worthing Excelsior's great record is continued, for we have already had three previous heat winners with Nick Lelliott, Andrew Lock, and Marvin Lucas and we have had a team go through to the final when Boundstone riders Marvin Lucas, Darren Stepney and Ben Hockett had qualified in 1988. Could we provide another winner well yes, in that Andrew Slater was entered for his school, as per the rules, and had his club down as W.E.C.C. but by the day he was probably a member of V.C.ST.Raphael. Andrew's ride was one of character on a tough day, he held off all challenges to finish in 24.50. A fine effort and we hope he can really pull something special out of the bag on September 1st. But Worthing are still in the final for this year it is the Worthing High School youngsters who smashed the opposition to win the team. The McNamaras, Simon and Chris rode well and were lead home by a second place from Alan Edwards. We found ten of the thirty entries - times:- Andrew Slater 24.50, Alan Edwards 25.02, Simon McNamara 25.29, Chris McNamara 26.08, Paul Stepney 26.54, Andrew Martello 27.05, Tom Bacon 27.13, Bryan Sutherland 28.17, Karl Robertson 30.21, Tom Miller 33.57.

The open provided young veteran Paul Lipscombe of Central Sussex to show again his tremendous form of this season. He won in 22.46 with only his young protege Kevin Harding also able to beat 23'. Kevin recorded 21.59. It was the real old man, John Woodburn



who was third in 23.13. Worthing rides were:-Paul Toppin 23.45, Marvin Lucas 23.55, Colin Toppin 24.00, Mike Mansell 24.26, Dave Dallimore 25.00, John Gilbert 26.05, Simon Letts 26.07, Alan Stepney 26.15, Bill Procter 27.18, Ken Atkins 27.58, Jan Avery 27.59, Tony Palmer 28.06, Alan Matthews 28.36, Sheila Lucas 29.58, Mike Poland 31.14. Marvin's ride was good enough for second junior award and Jan Avery was the fastest of the ladies.

Mike Gibbs suffered an unfortunate accident at the Bramber roundabout and had to go off to hospital for attention and observation. We are pleased to report that within days he was back racing again.

#### A CRISIS ?

Andrew Slater, a promising juvenile rider - one of several which have been in the W.E.C.C. for a couple of seasons now - has left us to become a member of the V.C.St.Raphael/Wates Contractors. A sponsored club described to me as "a racing team, not a club".

Andrew himself asked me what I thought of the move, and I answered, immediately, that I was disappointed. Reflection, does not alter the answer that I would now give, but my thoughts need clarifying. I feel disappointment that Andrew should want to leave us, but also disappointment, if a fact, that the W.E.C.C. is not providing all that the youngsters are looking for.

He was invited by the V.C.St.Raphael, some might say "poached" because he has some talent. It is without question a fact, that those showing less promise are of no interest to the sponsors. The Worthing Excelsior and all the other real "clubs" of this world can carry on providing the introduction to the sport for youngsters and then as the best fruits ripen so the likes of Mr. Wates steps in. If that sounds like sour "grapes" to stick to the fruit analogy, so be it.



Now I hear the warning that others may follow unless we do something about it. Unless we get a coach, even a 'team manager' has been mentioned ! It clearly has been most unfortunate for us that Paul West, who was combining these jobs so successfully, has left us to work with the B.C.F in Northants, and at a time when we have such a good nucleus of young riders - the envy of every club in the area. Is there someone in the Club or do we know of anyone outside, who could carry on for us where Paul left off? Because I don't want to see any other riders handing in their W.E.C.C. colours.

There are of course, other considerations for these youngsters, and I hope that they, and those advising them, will give them full thought before they do what Andrew has done. You are giving up the fun of cycling as a sport for the dedication of road and track racing as part of a business. If you have never obtained any enjoyment from club runs, club nights, training bashes with all your mates etc. then perhaps the decision will be O.K. for you, but if you are going to miss the companionship maybe you should think twice.

Of course, if there develops a trend of thought that you can join one of these racing teams - get a few freebies, like a kit hand out and have your entries filled in for you by your 'Team Manager' etc ----- but at the same time you can in all but name be a member of a real club and enjoy all the less tangible but nevertheless very real assets that such association provides, then, maybe, we should take a long and hard look at our rules and subscriptions for second claim members!

Don.

AND SOMETHING LIGHTER TO END ON: Two irishmen on a tandem at last reached the top of a steep hill! "My that was a stiff climb, Mike" said the first, breathing very heavily. "Indeed to goodness yes it was that" said the other. "And if I hadn't kept the brake on we should surely have gone backwards."