

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

AUTUMN 1992

Vol. 25 No. 3

AUTUMN 1992=====THE WORTHING WHEEL=====
WORTHING EXCELSIOR CYCLING CLUB'S=====
QUARTERLY MAGAZINE=====

**Clubroom: Broadwater Parish Rooms: Meetings every
Tuesday evening, 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.**

**President: Roger Smallman 25 Melrose Avenue Worthing
Chairman: Mike Gibbs 18 Woodlands Avenue, Worthing.**

Telephone: Worthing 265688

Secretary: Paul Toppin 8 Beaumont Road, Worthing.

Telephone: Worthing 201501

Treasurer: Colin Toppin 17 Nutley Close, Goring.

Telephone: Worthing 240645

**Membership Sec: Karl Robertson 27 Birkdale Road,
Worthing.**

Telephone: Worthing 264136

Press Sec: John Grant, 21, Rackham Road, Worthing.

Telephone: Worthing 267196

**Road/Surrey League Rep: Vern McClelland, 31 Downland
Road, Upper Beeding. Telephone: Worthing 814351**

**Track Secretary: Andrew Lock, 99 King Edward Avenue,
Worthing.**

Telephone: Worthing 218286

**Club Events Secretary: Mel Robertson, 27 Birkdale
Road Worthing.**

Telephone: Worthing 264136

**Evening Tens Secretary: Alan Matthews, 11 Brook Lane
Ferring.**

Telephone: Worthing 242459

**Mountain Bikes Rep: Jeremy Wootton 17 Amberley Drive
Goring, Worthing.**

Telephone: Worthing 245068

**Social Secretary: Angela Toppin 8 Beaumont Road,
Worthing.**

Telephone: Worthing 201501

Coach: Nick Lelliott, 56 North Lane, East Preston

Telephone: Worthing 772741

Magazine Editor: Don Lock 7 Welland Road, Worthing.

Telephone: Worthing 262724

25 Mile Club Championship, Sunday, 31st May.

Richard Shipton was not defending this year and the event was given a more open look. There were favourites but they were not clear, and a number who would normally be looked at to fill places were threatening to take their current good form right to the top. The field was twenty strong and after some deliberation the handicapper had gone for Colin Toppin by half a minute from his brother Paul, with Jeremy Wootton and John Lucas to push for the places.

It was a good morning, and the result represents one of the fastest club championship fields for some time. As an indicator, can anyone remember a club 25 when a time of 64 minutes managed only 10th place? On top of that bear in mind that a puncture and a late start undoubtedly meant that two others would have beaten that standard, and we would then probably have had a competitor in the 1 hour 2 minutes bracket back in 10th place.

It was John Lucas who somehow lost track of time - he did explain but we couldn't make it out. His actual ride would have been 1.1.50. It was Jeremy Wootton who punctured. How much he lost varies like the angler's catch, but it must have been a repair job for him to be back on 1.6.29. The handicapper was reckoning on a 59.15 apparently!

The Toppins had been warming up with some fast rides and they saw to it that the championship was in no way devalued by the absence of the Champion. Colin proved himself a worthy successor with an excellent time of 57.52 and Paul recorded 58.37 for second place.

No one else made the break through 60 minutes but

Vern McClelland is, to use a motor-racing term, still on a charge. His form is currently running a full 2mph above anything we've seen before this season and 1.0.47 (just missing another personal best!) gave him the bronze medal.

Alan Matthews is another whose form seems to be picking up with every ride and he was the one who got the laugh on the handicapper. His 1.4.25 actual and allowance of 8.30 gave him a net time of 55.55, just too good for Alan Scarratt, yet another to record a personal best.

<u>Full Result.</u>	<u>Actual.</u>	<u>H'cap.</u>
1st Colin Toppin	57.52	57.52
2nd Paul Toppin	58.37	58.07
3rd Vern McLelland	1. 0.47	57.47
4th John Poland	1. 1.10	58.10
5th Mike Feesey	1. 2.23	57.23
6th Mel Robertson	1. 2.28	58.13
7th Ken Retallick	1. 2.49	59.19
8th Colin Miller	1. 2.51	58.51
9th Simon Letts	1. 3.01	59.01
10th Alan Scarratt	1. 3.50	56.20
11th Peter Baird	1. 4.16	58.46
12th Alan Matthews	1. 4.25	55.55
13th John Lucas (1)	1. 4.50	1.02.50
14th Jeremy Wootton (2)	1. 6.29	1.05.14
15th Alan Stepney	1. 6.45	58.30
16th Alan Langham	1. 8.11	59.41
17th Karl Robertson	1. 8.42	59.57
18th Tim Bayliss	1.14.15	1.00.45
19th Reg Searle	1.23.00	57.00

NOTES. (1) Includes 3 minutes late start.
(2) Puncture.

AWARDS.

Scratch

1. Colin Toppin
2. Paul Toppin
3. Vern McClelland
4. John Poland.

Handicap.

1. Alan Matthews
2. Alan Scarratt
Junior.
1. Karl Robertson.

Handicapper: Don Lock

Teas: Barbara Stepney

Pusher-off Ray Douglass

Timekeeper Mike Gibbs

Marshal Tony Palmer

Don.

A new breed of professional?

Leicester council are keeping staff cars off their city's streets by paying them the same rate to use their bikes - 22.8 pence per mile !!!!

As Arfur would say, "What a nice little earner" - a reasonably fit executive at 20 mph = a bonus of £ 4.56 an hour.

Shall we yet see "Specialised" bowler-hats and Adidas executive cycle clips?

Cynicus.

WHAT A LET DOWN.

"I have never punctured in a time-trial", how I regret uttering those words at the beginning of this season. I have now punctured four times, either during or just before starting a race and it is only halfway through the season (at the time of writing). To make matters worse I am now using

tubulars for racing and I am afraid that I am far too lazy to bother with trying to repair them. In my youth I would spend hours with needle and thread but I think there were more hours in the week then.

The tubulars that I am using have Kevlar puncture resistant strip in them. The Club Chairman has a theory that "super" inflation causes the inner tube to foul this strip and puncture. It can be said that I am not puncturing them from the outside in but rather from the inside out. The Club Chairman also accuses me of false economy in buying cheap tubulars. Imagine how I would feel if I was writing off expensive tubs. Are expensive tubs more puncture-resistant? Sometimes when riding a particularly wet, cold and windy time-trial I have longed for the excuse of a puncture to stop, but to no avail. However when you feel you are fit and the sun is shining, that is when you are most susceptible to the puncture bug. This bug seems to be most prevalent in the Sussex area although thankfully does not appear to be contagious, as long as you practice safe cycling.

We are constantly being told that inflation is under control - I beg to differ. I think it is all part of the big bang theory and in the end all a bit of a let down.

Alan Orman.

In the 7th May club "10", Mike Feesey wore a skin suit for the first time... "I'm going to go really fast this year, I felt I was in the nude"..... have a care Mike, remember the Emperor's New Clothes?

Escape to Scotland.

When Jean and I boarded the Inter-City 125 bound for the Scottish Highlands, we did not consider that cycling would play a part in our week's break. A hired car was more likely to be our mode of transport.

But the car failed to materialise, and when Jean's son and daughter-in-law (resident in Scotland) offered to lend us their bikes, we jumped at the chance. At least 35 years have gone by since I last cycled North of the Border.

To go back to that '125' for a moment. Although they have been in service since 1976, this was my first journey in one. We sped smoothly to Edinburgh in under four and a quarter hours, and Pitlochry (our stop) was reached in six and a half hours from King's Cross.

Our B&B was booked at Tulliemet, no more than half-a-dozen houses and a farm, about six miles away, and a taxi did this final lap. Next day we walked (yes walked) the six miles to see if the bikes offered were suitable. They were. A Peugeot mountain bike for me, and a Carlton 5-speed for Jean. We regretted the lack of cycling "gear", but made do with trousers tucked into socks, and ruck-sacks in lieu of saddle bags. A few moments spent "putting the saddles right", and we were ready for the "off".

Our ordnance map showed a number of unclassified roads, and we soon got onto one, passing under the A9, following a nice up and down route through wooded country. A few miles on we crossed the A.9, and found the Tulliemet road, - beginning with a longish hill, back to our lodgings. We were quite please with our initial effort on the

borrowed bikes.

Being rather close to the bird-watching pastime, we had heard about a pair of ospreys which had nested near the small cathedral city of Dunkeld, so that was our objective next day. Another yellow road took us most of the way to Dunkeld, then about two miles more and we were at the Loch of the Lowes, where the nest was. The ospreys enjoy a 24 hour "protection service" from the R.S.P.B., and visitors are directed to a two-tier hide, right on the water's edge. We climbed to the upper story, and joined other bird-watchers.

One of them then declared - as he set up his telescope - "I left Hampshire at five o'clock this morning". He invited us to view the birds through his 'scope, and we found it quite exciting to watch these large birds of prey. One, the female, remained standing on the nest, her partner flying off occasionally for food. Three eggs had been hatched, the chicks' heads just visible. Well, we couldn't stay there all afternoon, so it was back to the bikes. A look round Dunkeld, then back to our B&B via the road we came out on, in glorious weather.

On the Sunday we set off on the Road to the Isles, that romantic route immortalised in song :-

"Sure by Tummel and Loch Rannoch,
and Lochaber I will go....."

- of course we didn't reach any Isles, in fact we only got as far as Loch Tummel, via a nice wooded road, quite hilly. Soon we left the road to walk to the "Queen's View", a lovely panorama of loch and mountain scenery first admired by Queen Victoria, although I doubt if the café, the toilets or the souvenir shop were there when the Queen and her party passed that way in 1866!

The return run was by way of the Pass of Killiecrankie for a walk along the river Garry, which flows through a deep wooded gorge. A path led us to a point known as the "Soldier's Leap", where a trooper is said to have escaped his pursuers (the Highlanders) across the river. The battle took place in 1869. We returned for an evening meal after another enjoyable run awheel, also knowing a little more of Scottish history.

We used the bikes next day only to reach Pitlochry Station. It had long been a wish of mine to travel on the Highland Railway, over the Drummochter Pass, where the line reaches 1,484',* the highest railway summit in Britain. The single track line follows the A9 motor road to Inverness, and needless to say, passes through some wild mountain regions. We left the train at Aviemore, and for change, took a ride on another train! This was the Strathspey Railway, a short tourist line, where the sights and sounds of steam locomotives can be appreciated. It runs to and from the strangely named Boat of Garten.

Our final day saw us walking up another hilly road to reach the Edradour Distillery, claimed to be Scotland's smallest distillery. Having drunk the customary "dram", a short tour of the works followed. The water shortage was really brought home to us when our guide revealed that due to the low level of the burn which supplied the all-important spring water, production of their single malt whiskey had been cut by a number of barrels a week! With this grim news, we free-wheeled down to Pitlochry, where we later reluctantly returned the borrowed bikes.

Our total mileage over five days was less than 100, but we like to think that the "quality" of the miles, in lovely countryside, all new to us - was high! And the weather was marvellous.

We settled in our seats aboard the "125" next morning for the return to King's Cross with pleasant memories of Perthshire and Scottish hospitality.

* 452 metres.

Roger Smallman.

The Sussex C.A. and Club 50, 7th June, 1992.

With abominable, or should that be "abdominal"? cheek, riders from the Casearean C.C. in the Channel Islands popped across the intervening water and provided the winner of this event (also an open competition). It has to be admitted though that the time of M. Harris, 1.54.05, on a damp but comparatively calm morning, was a bit special - a course record into the bargain, so he deserves all congratulations.

Mark Jones of G.S. Stella produced good form yet again and seems at this time set on another Sussex Best All-rounder trophy. His 1.56.26 gave him the county championship, robbing our Paul Toppin, who, we think, surprised even himself with 1.56.59. Richard Shipton was not far back with 1.57.23 - whatan excellent competition this was, Stephen Blackmore of East Grinstead was fifth on 1.59.00.

Jeremy Wootton got under two hours for the first time with a tremendous 1.59.10 and Worthing had made it very clear where the team championship was going. In fact as we stated briefly in our last issue the three-man aggregate did constitute a new club record.

Just in case we needed a reserve, Colin Toppin stretched himself over 50 miles and clocked a personal best 2.00.22.

There is little doubt that given reasonably calm conditions, and perhaps with our normal south-westerly assisting gently on the return, this course from Angmering to Hayling Island and back on the A.27, with just the detour in Chichester to avoid traffic lights, is a very good one. Mr. Harris certainly found it to his liking.

Another without complaint was Worthing's Jan Scotchford. She says the road surfaces are so much better than up north. Again she smashed the ladies' club record. Christine Barnett had recorded 2.26.51 in 1987. To bring that down to 2.12.30 entitles us to use the word "smash" without exaggerating. It was a lovely smooth ride, and she made it look so easy.

The event included the club championship and it is certainly the fastest on record. The fastest winning time, a record team time, three riders under two hours, the ladies' record and just look at the full result, 16 starters, 16 finishers, 10 inside 2.10.00 - a fine effort by all.

result.....

Open Event.

1.	M. Harris	Caesarean C.C.	1.54.05
2.	Mark Jones	G.S. Stella	1.56.26
3.	Paul Toppin	Worthing Excelsior	1.56.59

Fastest Lady.

1.	Jan Scotchford	Worthing Excelsior	2.12.30
----	----------------	--------------------	---------

Veteran on Standard.

1.	C. Robson	Eastbourne Rovers	+27.51
2.	Don Lock	Worthing Excelsior	+27.16

Team

Worthing Excelsior C.C.	- Paul Toppin	1.56.59,
Richard Shipton	1.57.23, Jeremy Wootton	1.59.10,
Aggregate		5.53.32

Club Championship.

	<u>Actual.</u>	<u>h'cap.</u>	<u>H'cap time</u>
1. Paul Toppin	1.56.59	5.00	1.51.59
2. Richard Shipton	1.57.23	Scr.	1.57.23
3. Jeremy Wootton	1.59.10	15.00	1.44.10
4. Colin Toppin	2.00.22	6.30	1.53.52
5. Don Lock	2.05.59	8.30	1.57.29
6. Vern McClelland	2.07.38	15.00	1.52.38
7. Simon Letts	2.08.23	17.00	1.51.23
8. Mike Feesey	2.08.50	21.00	1.47.50
9. Mel Robertson	2.09.01	17.30	1.51.31
10. Matthew Funnell	2.09.30	15.50	1.53.41
11. Alan Scarratt	2.10.09	15.00	1.55.09
12. Ken Retallick	2.10.33	15.00	1.55.33
13. Jan Scotchford	2.12.30	19.00	1.53.30
14. Peter Baird	2.16.00	26.30	1.49.30
15. Alan Stepney	2.19.46	25.00	1.54.46
16. Reg Searle (T)	2.45.45	60.00	1.45.45

Don.

Ugh!

Remember the Kenneth Williams character "Rambling Sid Rumpole" and his "gander-bag"?

At a recent club event I noticed an amazing variety of objects in the sprauncy logo-beset "gander-bag" of one of our elder statesmen.

Guess who?

Three club vests, Edwardian to modern, in various stages of disrepair.

Five socks, some of them white.

A pair of decrepitating cycling shoes, circa 1953.

Three bits of fossilised orange peel.

A neatly folded toffee paper.

Half a bog-roll.

- A pair of sun-glasses with one lens missing.
- A Presta valve, sans back-nut and dust cap.
- A 15/17 gauge double-buttet spoke.
- A Dunlop No.4 tubular.*
- Xmas 1969 "Playboy", with the centre-fold missing
- and down near the bottom, a BCF 1982 World Championships souvenir massed-start hat.**

Worthing Environmental Health department are discussing incineration.

- * Hands up all those who remember Dunlop tubs!
- ** That's what they used to call those caps!

Cynicus.

Open 10 27th June, 1992.

Paul Toppin took on this promotion which attracted 72 entries to the Wiston/Shoreham course on a sunny but quite windy afternoon.

D. Pitchford, operating from Sussex at the moment but riding for his sponsored club Tunstall Wheelers was too good for the rest, and nearly a half a minute at this distance is "quite a bit" too good. His 21.40 was a very strong ride leaving B. Molloy of Tooting back in 2nd place on 22.07 and our own Richard Shipton picking up his petrol money in third place on 22.21.

Worthing were clear winners of the team award with Richard backed by Colin Toppin 4th on 22.45 and Michael Muzio - he only seems to do 22's - in 6th place on 22.54.

The rest of the Worthing times were;

Jeremy Wootton	23.15
Mike Gibbs	24.28

Mike Feesey	24.28
Colin Miller	24.34
Simon Letts	24.39
Alan Orman	24.45
John Gilbert	25.23
Peter Baird	25.28
Andy Lock	26.04
Reg Searle (trike)	31.39

ONE HUNDRED MILES.

Don.

Have you ever tried a "Hundred" in the merry month of May?

Well you won't find it so merry if you hit a stinking day.

Perhaps you've tried a "Hundred" in the flaming month of June,

But many find they get the "Bonk" because it is too soon.

Most tackle their first "Hundred" half-way through July,

And even then the final miles can nearly make you cry.

I used to think of "Hundred's" as a pleasant morning's ride,

I knew I could beat "evens" when I really tried.

But that was long ago before a lot of you were born.

And though I sometimes miss those days I really must not mourn,

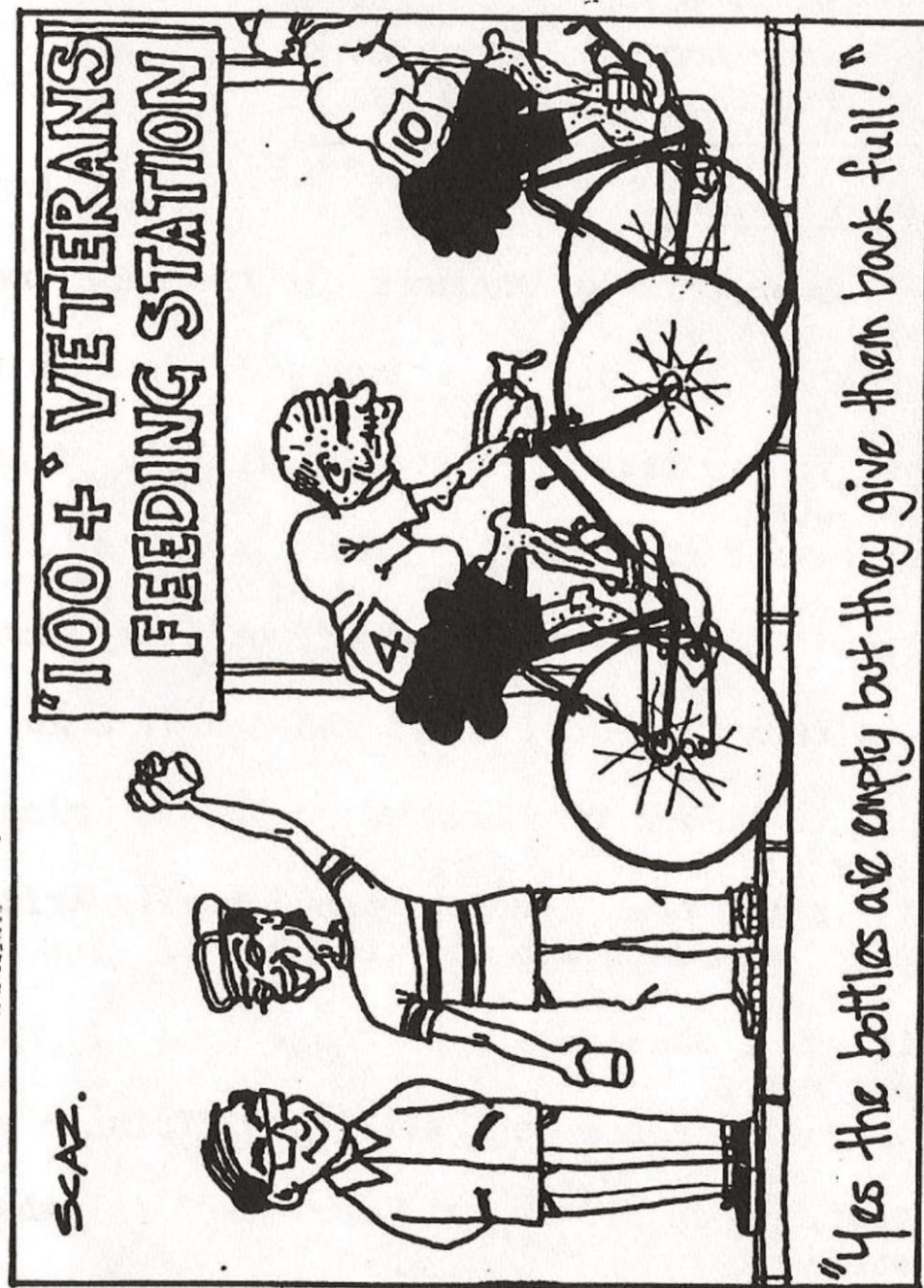
For forty-five years on I still can finish - given time,

And that, when all is said and done, is what I find sublime.

ooOoo

Old accountants never die, they just lose their balance! That's why I ride a tricycle!

Reg.



The Two-ups.

The format was, as for last year, a 15 mile followed by a '10' with the aggregate times deciding the overall winners. The courses were not, however, as in 1991, for the West Sussex Highways department, among all the other road-works decided on for this year, have chosen to spend the summer months mending the bridge at Bines Green on the Ashurst Road. The 15 course had to be changed to the Washington "ten" plus an extra five from the ten finish point, over the by-pass to Findon and back to the top of the hill - not a pleasant thought.

There was also a different look about the make-up of the teams. Richard Shipton was over from Hailsham but this year his services had been "acquired", at what cost we shall never know, by John Lucas. Where then was "Wheel-sucker Ed.", who had won it for the past two years? He says he was on holiday, but we think he may have gone off in a huff! The two Toppins would surely be together - no, Colin was riding in an "Open" on one of the evenings, so Paul was down with Jeremy Wootton. There were other interesting combinations, but these would surely provide the fastest rides.

Perhaps John Lucas felt under pressure having pushed our Ed. from the Richard Shipton back wheel, or perhaps he was just suffering a spell of poor form, but in the 15 the night apparently rang out with shouts of "wait" as the Shipton Express stretched John beyond even his considerable ability to suck a fast back wheel. Meanwhile similar problems were besetting the Toppin train as an unhappy Jeremy struggled to maintain contact. In the event it was Paul and Jeremy who made the best time with 34.30 to Richard and John's 34.44. A 14 second advantage and the longer distance was

behind them. Could they hold on in the ten, still to come?

A rare sighting of the Marvin Lucas frame - is it heavier than it used to be? - was spotted in the company of Colin Miller, and it was going well. Mike Feesey was without Alan Scarratt (down with a bug) but he was doing a very fast solo and it may have been as well for Alan that he wasn't able to make it.

The "Roberton" team of Mel and Karl begins to get a more balanced look with every outing. Karl seems to be getting bigger and faster, and Mel, well, it's not that he gets any smaller but.....

Well, at the end of the 15 we had.....

1st	Jeremy Wootton }	34.30
	Paul Toppin }	
2nd	Richard Shipton }	34.44
	John Lucas }	
3rd	Colin Miller }	36.44
	Marvin Lucas }	
4th	Karl Roberton }	36.50
	Mel Roberton }	
5th	Mike Gibbs }	38.37
	John Gilbert }	
6th	Alan Stepney }	40.17
	Alan Langham }	
	Alan Scarratt }	D.N.F.
	Mike Feesey }	35.49 (solo)
	Tom Bacon }	40.08
	Mark Constable }	

Battle recommenced a week later. A period of great concern in the Lucas household. He could not let the Shipton Express down again. Everything was turned to "Lucas aid". Everything was gone over with great detail and preparation. The

post-mortem itself took two days. The day of the ten was planned from the moment of waking - there would be no slip-ups this time.

The evening was a good one and times were going to be fast, reducing the chances of recovering from the 14 seconds deficit. Richard was very determined. It's rumoured that he had actually brought some rope with him! It was not going to be needed. John was so determined he four times forgot himself to the extent of overtaking Richard in what was a super ride of 21.19. Elsewhere on the course Paul Toppin was riding his heart out and Jeremy was nearly bringing his stomach up in the effort of hanging on. At the line there was a gap of 20 seconds. It favoured Richard and John and they had succeeded by just six seconds in one of the closest results since the events were started.

The ten result was;

<u>Team</u>		
1st	Richard Shipton } John Lucas }	21.19
2nd	Jeremy Wootton } Paul Toppin }	21.39
3rd	Colin Miller } Marvin Lucas }	22.56
4th	Karl Robertson } Mel Robertson }	23.18
5th	Mike Gibbs } John Gilbert }	23.28
6th	Alan Stepney } Alan Langham }	24.59
	Alan Scarratt } Mike Feesey }	22.47
	Tom Bacon } Mark Constable }	D.N.S.

The overall result was;

	<u>Team</u>	<u>15 mile</u>	<u>10 mile</u>	<u>Combined</u>
1st	Richard Shipton } John Lucas }	34.44	21.19	56.03
2nd	Jeremy Wootton } Paul Toppin }	34.30	21.39	56.09
3rd	Colin Miller } Marvin Lucas }	36.44	22.56	59.40
4th	Karl Roberton } Mel Roberton }	36.50	23.18	1.00.08
5th	Mike Gibbs } John Gilbert }	38.37	23.28	1.02.05
6th	Alan Stepney } Alan Langham }	40.17	24.59	1.05.16
	Alan Scarratt } Mike Feesey }	D.N.F.	22.47	D.N.F.
		35.49 (solo)		
58.36				
	Tom Bacon } Mark Constable }	40.08	D.N.S.	D.N.F.

Comment. Pity about the Alan Scarratt bug on the evening of the 15. If he could have just hung onto Mike Feesey's excellent effort they would comfortably have dropped into third place.

Don.

There's a first time for everything.

The Nick Lelliott way of getting in a bit of extra training for the National Pursuit championships at Leicester was to stick an entry in for the Southern Counties "100". Yes, our "Coachy", the one who had never done a time trial over 25 miles, puts an entry in for just about the hardest hundred in the South of England.

"How do I ride it?", he asked, and amassed a great deal of useless comment from all the hundred milers in the club. Well how do you advise a first timer, when he's broken all the rules before he enters? He had never ridden a "50". He would have to pace himself. The previous Sunday he rode over a 25 mile course four times, just to give himself confidence!

In the event he started slowly, well he was hoping not to use gears in excess of 81". But then a strange phenomenon occurred- he got caught, and by a rider given about 25 minutes more handicap than himself. Ray Douglass described the situation in a lovely understatement - "Nick was riding very strangely to start with".

Getting caught though, and seeing others getting ever closer behind him, had the effect of snapping him into action. In his words, he realised that he would have to put "the hammer down".

The "hammer down" exercise must have been heart-breaking for the rider who had caught him for two minutes, and morale-busting to say the least for the ex-Worthing man Pete Dankwardt, who at 70 miles was breathing down his neck. Nick was now racing, and no doubt benefitting from his "relaxed" start he stormed away to take minutes out of everyone, except possibly the winner, over the last quarter of the course.

He finished on 4.17.47. Not bad for a first hundred on the S.C.C.U. course. His position was fourth in a field of 49. Perhaps he should have done as Paul Toppin had told him. "Just ride at 25m.p.h." There's no doubt in my mind that he could have done just that and I would like to think that next time he tackles a "hundred" it will be to do just that and win, and not just

training for 4,000metres at Leicester.

Very well done - all the same.

Don.

Club 30 Mile Championship.

Sunday 29th June, 1992.

Revenge for the defeat by Colin, in the 25 championship a few weeks previously, was probably the motivation that stirred big brother Paul so effectively for this event. The course, basically the G.938 Angmering to Westhampnett course, with five miles added at this end, is by no means fast, and to set a plus-25mph speed was a fine performance.

His winning time of 1.11.14 was one and three-quarter minutes too good for Colin, who, it is thought, may have been feeling the effects of a hard ride the previous day.

Jeremy Wootton recorded 1.13.59 to slip into third place and John Poland on 1.15.06 was fourth.

Keith Dodman's protégé, Simon Bezants, made an excellent return after an absence - we understand he's been adding to his family - congratulations - and he walked off with the handicap prize.

A shame that Mel Robertson was D.N.S. The reason? Well, "someone had to do the pushing off and make the tea". Is it really the case that we could not find a volunteer?

Full Result.

		<u>Actual</u>	<u>h'cap.</u>	<u>H'cap</u>
		<u>Time</u>		<u>Time</u>
1st	Paul Toppin	1.11.14	Scr.	1.11.14
2nd	Colin Toppin	1.12.59	1.00	1.11.59

3rd	Jeremy Wootton	1.13.59	2.00	1.11.59
4th	John Poland	1.15.06	2.45	1.12.21
5th	Mike Feeseey	1.15.37	5.30	1.10.07
6th	Simon Letts	1.16.30	5.00	1.11.30
7th	Simon Bezants	1.17.20	7.30	1.09.50
8th	Alan Scarratt	1.17.34	6.30	1.11.04
9th	Alan Orman	1.17.49	5.00	1.12.49
10th	John Lucas	1.17.58	3.30	1.14.28
11th	Karl Robertson	1.22.35	11.00	1.11.35
12th	Alan Langham	1.23.15	10.30	1.12.45
13th	Reg Searle	1.42.32	23.00	1.19.32

Awards.

1st Paul Toppin
2nd Colin Toppin
3rd Jeremy Wootton

Handicap

1st Simon Bezants

Handicapper. Colin Miller

Pusher-off. Mel Robertson.

Teas. Mel Robertson.

Timekeeper Ray Douglass

Don.

W.E.C.C. Audax Events.

For your interest the dates of our events for '93 are as follows:-

Sunday 25th April

200 and 125K

Start times

7.30 and 9 a.m.

The routes will be the same as for this year.

The Heene Centre has again been booked for this event.

=====

SUNDAY 30th May. THE SOUTH COAST 300K

The start & finish will be from the Adur Water Activities Centre, Brighton Road, Shoreham. This

establishment has been booked for our use. It is the building on your right as you travel westwards over the Norfolk Bridge.

The route of the 300K has all been prepared and submitted to Audax U.K. the brief route details are as follows:-

Newhaven Seaford Eastbourne Pevensey Hastings Rye and across Romney Marsh to Folkestone with views of the tunnel development at Cheriton Tenterden Flimwell Frant East Grinstead Copthorne Cuckfield Small Dole and back to Shoreham.

I rode the route on the very hot Sunday 14th June, leaving 3 a.m. which is the time the event will start. I hardly saw any traffic until Folkestone and was back by 7pm. Around 13 hours actual riding time. Any one wishing for a good half day's ride this year is welcome to go round, just ask and I will let you have a route sheet.

Back at the Centre the facilities could not be better, the kitchen is first class and the whole of the 2nd floor (top) which we will have overlooks the river.

A frequent extra provided by organisers of distances over 200K is the facility of accommodation the night before. This is usually of a "simple doss on the village floor" type. However included in our booking for this building comes 3 rooms with a total of 16 bunk beds also a modern shower block.

On a comical note:- on the booking form, I signed that I understand that it is my responsibility to ensure that all group members are in sound physical health, that if participating in water activities they can swim 50 metres in light clothing and wearing an approved buoyancy aid, and that I have obtained parental consent where necessary. I do not think that many will be fit to go swimming after riding 300K!

Dave Hudson.

Too far, by far.

Jeremy Wootton entered the Sussex 12 hour knowing he was taking on a long hard day's cycle sport, and he knew he would have to get up early. What he did not bargain for was the distance to be travelled just to get to the start. According to "Cycling Weekly", in their "What's on" page, the Sussex C.A. 12 started at 6 a.m., at Washington, Tyne and Wear!

We knew organiser Ray Douglass was having difficulties with the course this year, but this is ridiculous!

Evening Ten No. 4, 28th May, 1992.

	<u>Actual.</u>	<u>h'cap.</u>
1. Paul Toppin	21.50	21.05
2. Colin Toppin	21.50	21.20
3. John Poland	22.34	21.04
4. Vern McClelland	22.55	21.05
5. Mike Feeseey	23.13	21.23
6. Mel Robertson	23.23	21.43
7. Simon Letts	23.43	21.53
8. Ken Retallick	23.44	21.54
9. Colin Miller	23.45	21.55
10. Mike Gibbs	23.58	22.08
11. John Gilbert	24.32	21.02
12. Karl Robertson	24.41	21.21
13. Alan Matthews	24.43	21.13
14. Alan Stepney	24.45	21.15
15. Alan Grantham	24.55	22.25
16. Jan Scotchford	24.55	22.25
17. Alan Langham	25.51	21.21
18. Robert Daw	26.26	22.26
19. Graham Parsons	27.17	21.37

Evening Ten No. 5, 4th June, 1992.

		<u>Actual.</u>	<u>h'cap.</u>
1.	Nick Lelliott	22.36	22.36
2.	Paul Toppin	22.52	22.12
3.	Colin Toppin	23.00	22.30
4.	Vern McClelland	22.55	22.15
5.	John Poland	24.30	23.15
6.	Mike Feesey	24.38	22.48
7.	Thomas Bacon	25.39	23.29
8.	Ken Retallick	26.13	24.23
9.	Dave Nightingale	27.12	24.37
10.	Alan Grantham	27.34	24.04
11.	Aled Leader	28.53	22.53
12.	Ellis Bacon	30.20	23.20
13.	Reg Searle	32.59	23.29

Evening Ten No. 6, 11th June, 1992.

		<u>Actual.</u>	<u>h'cap.</u>
1.	Colin Toppin	22.15	21.45
2.	Paul Toppin	22.26	21.46
3.	Michael Muzio	22.40	20.40
4.	Nick Lelliott	23.09	23.09
5.	John Poland	23.21	22.06
6.	Vern McClelland	23.53	21.53
7.	John Lucas	23.33	22.33
8.	Ken Retallick	23.36	22.46
9.	Simon Letts	23.41	21.41
10.	Don Lock	23.44	21.54
11.	Mike Feesey	23.49	21.59
12.	Alan Orman	24.15	22.25
13.	Alan Matthews	24.22	20.52
14.	Thomas Bacon	24.50	22.00
15.	Karl Robertson	25.04	21.54

16.	Andrew Lock	25.12	21.57
17.	Alan Stepney	25.21	22.51
18.	Dave Nightingale	26.07	21.22
19.	Alan Langham	26.12	21.42
20.	Aled Leader	28.32	22.32
21.	Ellis Bacon	29.10	22.10
22.	Reg Searle	31.15	21.45

Mike Gibbs } Private time trial (tandem)
Colin Miller} 22.14

The Inter-club 25.

Three figures huddled in oilskins, and passed no more than early morning greetings. Two consulted stop-watches, the third scratched a line on the road with a piece of South Downs chalk. The exposed stretch of road, aptly called "Long Furlong" - it's much nearer a mile - looked particularly uninviting. Rain lashed down from leaden skies that hung around like so much sodden cotton-wool. A three-wheeled machine appeared from the west. Reg Searle, off No.1, had arrived.. it was nearly 7a.m. - we had an event. It was the 16th August, 1992!

Mel Robertson as club events secretary had found the organisation of this one stretching his, still young, organising talents to the full. "What's an open like?" he asked. But he had done exceedingly well. I've ridden opens that have been less well catered for. Road signs were everywhere round this difficult course, signs to assist riders, signs to warn motorists, and marshalls at every point. Clapham Village Hall provided good facilities for the 53 riders entered, with parking space, toilets, a nice hall, and a good kitchen. Colin Miller had written up a smart result sheet, Dave Hudson had catering well under control.

Hants Road Club and Bognor Regis C.C. provided good numbers but could not match the overall strength of Worthing, and Rother Valley, the fourth club involved, could not provide a full team. The Clonmore Trophy requires the aggregate of six individual times. We looked clear favourites.

Fifteen failed to appear and one, surprisingly the only puncture, on a morning when roads were wet and gritty, DNF'd.

The temporary replacement course while the G938 Chichester road is out of action due to road-works is perhaps best described by the comment of a tandem rider, who described it as "a bit technical for a tandem, the front is going into one corner or roundabout while the back is still coming out of the last". From the Long Furlong start it's a mile and a bit to the A27 at Clapham - a junction with little visibility, which has to be taken slowly - especially when wet - something to be applied to all the roundabouts and corners on this particular morning. It's then left to Offington and north to Findon for the first turn.

Then it's retrace to Clapham and now left down through Angmering Village to the A259 and left to the Goring roundabout by the Sixth Form College for turn number two. Finally it's back west on the A259, right through to the roundabout at Wick at the Eastern end of the Littlehampton by-pass (Turn No.3) and back to the Roundstone Garage roundabout and left towards Angmering Village to finish by the school. About 18 corners or roundabouts to be negotiated, - nearly one every mile - hardly assists concentration or rhythm.

The event, so far as Worthing was concerned, also

included the handicap competitions for the Clapshaw and Sherwin trophies, the first being for the overall handicap winner and the second for the best junior, again on handicap. Colin Toppin, thinking that his 55 minute mark wouldn't give him much scope in these competitions, rode only to assist the club in the inter-club competition.

Michael Muzio's entry was the one that caused the handicapper most problems. "22"s for "10"s, but only a 1.10.00 for 25 miles. He was allowed four minutes - Oh! but never again, for he steamed round the course to clock an excellent 1.1.02, which pushed Colin Toppin to second fastest. Colin, not liking the wet at all, managed 1.1.32. Bognor in the form of Chris Shepherd grabbed third place with 1.2.12 and Jeremy Wootton clocked in fourth with 1.2.16. Our fourth counter was Mike Feesy with 1.4.05. Simon Bezants made the team with 1.4.38, and our final counter was Alan Orman on 1.5.33.

We aggregated 6 hours 19 minutes and 6 seconds to Bognor's 6.33.23 and Hants Road Club, a long way back on 7.3.39

The full result of the Worthing handicap competitions was.

	<u>Actual</u>	<u>H'cap</u>	<u>H'cap time</u>
1st Mike Muzio.	1. 1.02	4.00	57.02
2nd Simon Bezants	1. 4.38	6.30	58.08
3rd Mike Feesey	1. 4.05	5.15	58.50
4th Jeremy Wootton	1. 2.16	3.00	59.16
5th Peter Baird	1. 6.56	7.00	59.56
*6th Karl Robertson	1.11.16	11.15	1.00.01
7th Chris Bacon	1. 7.14	7.00	1.00.14
8th Tim Bayliss	1.15.18	15.00	1,00.18
9th Reg Searle	1.25.39	25.00	1.00.39

10th Alan Orman	1. 5.33	4.30	1.01.03
11th Neil Attaway	1.12.07	10.30	1.01.37
12th Jeff Russell	1.11.30	8.30	1.03.00
13th Colin Miller	1. 6.56	3.30	1.03.26
14th Ken Retallick	1. 8.10	3.00	1.05.10

* as best junior Karl wins the Sherwin Trophy.

The handicapper was Don Lock, timekeepers were Roger Smallman and Keith Harmer who re-joined especially for the privilege - Thanks Keith!

There were twelve marshalls.

Well done Mel, we could introduce you to an open next year perhaps and maybe promote the Sussex 12 hour by 1994?

New Members.

At the August meeting of the committee we welcomed James Hanby, a junior from Rustington, William (will that be Bill?) Mason of Goring, Chris Bacon from Tarring and Jeff Russell from Findon.

We hope you will all take a full part in our activities and as you get to know what goes on see how you can contribute.

Jeff, whom I remember taking the silver medal in the Clapshaw a year or so back, has rejoined us after a couple of years' absence and quickly got in a few 10's and the inter-club 25.

Chris is new to bike racing but is strong and keen. A short "24" round the ten course on his first outing shows how useful he can be, and get this, he likes the sound of the longer distances!

Don.

Evening Ten No. 7, 18th June, 1992.

		<u>Actual.</u>	<u>h'cap.</u>
1.	Nick Lelliott	21.51	21.51
2.	Colin Toppin	22.16	21.46
3.	Michael Muzio	22.33	21.33
4.	Paul Toppin	22.34	21.54
5.	Jeremy Wootton	23.11	22.26
6.	Vern McClelland	23.39	21.59
7.	John Poland	23.41	22.26
8.	Ken Retallick	23.53	22.03
9.	Mike Feesey	23.58	22.08
10.	Alan Orman	24.26	22.26
11.	John Lucas	24.29	23.14
12.	Mike Gibbs	24.39	22.29
13.	Colin Miller	24.43	22.43
14.	John Gilbert	25.14	21.54
15.	Thomas Bacon	25.25	22.35
16.	Andrew Lock	25.36	22.21
17.	Alan Stepney	25.50	22.20
18.	Alan Matthews	25.53	22.53
19.	Alan Grantham	26.46	23.16
20.	Alan Langham	26.56	22.26
21.	Dave Nightingale	28.11	23.41
22.	Alan Leader	28.55	21.55
23.	Ellis Bacon	29.29	22.14
24.	Reg Searle	31.54	22.24

Evening Ten No. 8, 9th July, 1992.

		<u>Actual.</u>	<u>h'cap.</u>
1.	Nick Lelliott	21.29	21.29
2.	Paul Toppin	22.08	21.28
3.	Michael Muzio	22.33	21.23
4.	Colin Toppin	22.42	22.12
5.	John Poland	22.54	21.39
6.	Simon Letts	23.44	21.44
7.	Alan Scarratt	24.04	21.54

8.	Mike Feeseey	24.04	22.14
9.	Alan Orman	24.12	22.22
10.	Thomas Bacon	24.35	21.46
11.	Mike Gibbs	24.50	22.50
12.	Alan Matthews	25.15	21.45
13.	Alan Langham	25.56	21.26
14.	Alan Stepney	26.01	21.31
15.	Graham Parsons	26.42	21.02
16.	James Machin	26.48	22.48
17.	John Lucas	27.26	26.26
18.	Robert Daw	27.53	23.23
19.	Alan Leader	29.21	23.21
20.	Ellis Bacon	29.58	22.58
21.	Reg Searle	30.46	21.16

Evening Ten No. 9, 16th July, 1992.

		<u>Actual.</u>	<u>h'cap.</u>
1.	Nick Lelliott	21.11	21.11
2.	Paul Toppin	22.21	21.41
3.	Michael Muzio	22.29	21.29
4.	Colin Toppin	22.36	22.06
5.	John Poland	23.10	21.55
6.	Mike Feeseey	23.32	21.38
7.	Jeremy Wootton	23.44	22.59
8.	Alan Scarratt	23.47	21.32
9.	Colin Miller	24.00	22.00
10.	Don Lock	24.09	22.19
11.	Vern McClelland	24.14	22.34
12.	Jan Scotchford	24.48	21.18
13.	Mike Gibbs	25.12	23.02
14.	Alan Matthews	25.37	22.07
15.	Alan Stepney	25.43	21.13
16.	James Machin	26.14	21.44
17.	Ellis Bacon	28.23	20.23
18.	Alan Leader	28.36	21.36
19.	Reg Searle	31.51	21.41

Evening Ten No. 10, 9th July, 1992.

	<u>Actual.</u>	<u>h'cap.</u>
1. Nick Lelliott	20.55	20.55
2. Michael Muzio	21.47	20.47
3. Paul Toppin	21.49	21.09
4. Colin Toppin	22.16	21.46
5. John Poland	22.26	21.11
6. Vern McClelland	23.26	21.46
7. Mike Gibbs	23.42	21.36
8. Simon Letts	23.45	21.45
9. John Lucas	23.50	22.20
10. Andrew Lock	24.28	21.13
11. Alan Matthews	24.49	21.19
12. Alan Langham	24.51	20.21
13. James Machin	25.07	20.37
14. Alan Stepney	25.18	21.48
15. Karl Robertson	25.34	22.24
16. Graham Parsons	26.19	21.04
17. Ellis Bacon	27.21	19.21
18. Reg Searle	30.02	20.52

Evening Ten No. 11, 30th July, 1992.

	<u>Actual.</u>	<u>h'cap.</u>
1. Nick Lelliott	20.54	20.54
2. Michael Muzio	21.40	20.40
3. Paul Toppin	21.54	21.24
4. Colin Toppin	22.00	21.30
5. John Poland	22.40	21.25
6. Don Lock	22.57	20.57
7. Mike Feeseey	23.23	21.33
8. Simon Letts	23.27	21.27
9. Vern McClelland	23.41	21.51
10. Ken Retallick	23.48	21.58
11. Mike Gibbs	24.00	21.45
12. Alan Scarratt	24.08	21.53
13. Colin Miller	24.20	22.20
14. John Gilbert	24.21	21.01

15.	Andrew Lock	24.25	20.55
16.	James Machin	24.50	20.20
17.	Thomas Bacon	24.57	22.07
18.	Karl Roberton	24.59	21.49
19.	Alan Langham	25.20	21.00
20.	Jan Scotchford	25.27	21.57
21.	Dave Nightingale	25.34	23.04
22.	Graham Parsons	25.47	20.32
23.	Alan Stepney	27.20	22.50
24.	Ellis Bacon	27.27	19.47
25.	Reg Searle	29.20	20.10

Evening Ten No. 12, 6th August, 1992.

	<u>Actual.</u>	<u>h'cap.</u>
1. Colin Toppin	22.03	21.33
2. Michael Muzio	22.13	21.13
3. John Poland	22.59	21.44
4. Mike Feesey	23.14	21.24
5. Ken Retallick	23.26	21.36
6. Simon Letts	23.29	21.29
7. Don Lock	23.33	21.33
8. Vern McClelland	23.59	21.49
9. Alan Orman	23.40	21.30
10. Colin Miller	24.05	22.05
11. James Machin	24.42	20.13
12. Andrew Lock	24.46	21.16
13. Karl Roberton	24.53	21.43
14. Mark Hawkes	25.15	23.00
15. Dave Nightingale	26.07	21.37
16. Graham Parsons	26.18	21.03
17. Alan Leader	28.27	21.27
18. Reg Searle	30.43	21.33

IF a participant is unknown, his programme identity will frequently be A.N. OTHER.

This is clear, but what is meant by A. OR MAN ?

The Sussex C.A. 100 mile Championship
(incorporating the W.E.C.C. Club Championship).
Sunday 5th July, 1992.

The quality of this event improves each year. Mike Hayler of the Brighton Mitre who promotes for the Sussex Association works so hard to get every aspect right. Despite the problems constantly thrown up by road works, and this year has probably been the worst ever, it was again superbly organised. He is rewarded by a field which slowly grows in both size and quality, and this when longer distance events seem generally to be lacking in popularity.

The conditions for the 1992 version were, for an onlooker, O.K. Bit damp, not too hot, not too windy - or was it? Riders generally were agreed that it was a tough morning and aspirations were quickly being readjusted.

Worthings' performance was rather disappointing, for Richard Shipton, quite capable of pushing for a top three place, was a non-starter, and Alan Scarratt, who had ridden so well in his early-season debut, in the Hounslow event, was another who failed to report to the time-keeper. Our Ed. started, but reckons he was finding it hard after only 20 miles and continued to the Shoreham turn where he retired with only 53 miles covered.

On the plus side Paul Toppin, who should by now be riding more regularly at the longer distances, was plugging away strongly, if not with the kind of speed he had hoped for. Jeremy Wootton was struggling to find the kind of ride he had produced in 1991 and was gradually losing that battle, although maintaining a reasonable place in the field.

In his first 100 Alan Matthews was looking decidedly more cheerful than the others. His aims were probably more realistic, and appropriate to a tough morning. He was feeling confident about finishing - aim number one, and he was looking good to beat five hours by a respectable margin - aim number two. Peter Baird had headed Alan by two minutes at half-way, but was to drop back.

Starting from number six on the start-sheet, we had "J.S. Simmons, Worthing Excelsior C.C." Who was this rider? Perhaps it should have been Brighton Excelsior, but no: he had just joined us and this was his very first outing. Not a club run or an evening ten - why bother with those when you can get your teeth into something much meatier. He rode the first two twenty-fives in 1.21.35 and 1.22.06, put in a quick one, as did everybody else between 50 and 75 miles, of 1.14.37, and finished with a 1.23.42 for a splendid 5.22.00 total, which from such a background is quite remarkable. He was quite unperturbed at the finish and did not seem to think it unusual to have ventured into cycle sport with a "hundred"! Welcome James Simmons, we hope we shall see more of you in other events.

Meanwhile at the rear of the field Reg Searle was collecting up all the rest of the feeding bottles, sponges and road signs. His trike is so well adapted for this, and, having paid his entry fee like everyone else he was granted a finish time of 6.27.41.

The fast men on this one were four in number and they had always been clear of the rest. Favourite Mark Jones of G.S. Stella was surprisingly trailing by about 1 minute at 25 miles to Steve Blackmore of East Grinstead. At 50 miles he had

dropped another minute with Blackmore recording 2.4.46 to Jones on 2.6.21, but the other two were closing. Neil Duke from the Farnborough and Camberly Club (Yes, this was also an open competition) was right there with 2.7.27 and Keith Shaw from Willesden was only seconds away on 2.7.41

The result sheet shows that at all levels the third 25 was the fastest and these four tore away from the rest at this point. Duke recorded 1.0.43 for this section, Blackmore, slipping a bit - 1.1.54, Jones 1.1.47 and Shaw 1.1.19. Blackmore still led, but his lead had been cut.

The final 25 was slower, due no doubt to tired legs as much as the wind direction, but it was here that the race was won and lost. Duke recorded 1.4.11, Jones 1.5.36, Shaw 1.5.18 and Blackmore 1.6.28

A keenly fought contest with an outcome never clear 'til the result was posted.

Overall Result.

1st N. Duke	4.12.21
2nd and S.C.A. Champion S. Blackmore	4.13.08
3rd Mark Jones	4.13.44

Worthing Times.

Club Champion Paul Toppin (7th)	4.25.49
Jeremy Wootton (15th)	4.40.47
Alan Matthews (26th)	4.50.10
Peter Baird (30th)	4.53.43
James Simmons (36th)	5.22.00
Reg Searle (38th)	6.27.41

And probably what gave Alan Matthews most delight was that he counted as our third man in yet another Sussex team win for Worthing Excelsior.

Back Views.

On the front cover of the CTC magazine "Cycle Touring and Campaigning" for Aug/Sept 1992 we note the unmistakeable rear elevations of Worthing Excelsior men Richard Klemperer and John Maxim. They are pictured just below the snowline on the inexorable climb to the Picacho de Veleta (11,145 feet) in the heart of Southern Spain's Sierra Nevada mountains.

They are both wearing the green jackets of, we believe, the West Sussex CTC and the tour was we think in 1989. A report inside has further photographs and the Maxim rear view is again discernible "riding to the roof of Europe".

Not to be outdone, well not completely, page 3 man Ray Douglass hits the front page of the CTC District Association News for the same month. Ray successfully negotiated the Veterans' Triennial 100 mile ride on the 14th June and his style is immediately noted in the photo of a group of four riding round Bosham Harbour, fortunately at low tide. Does his all-singing all-dancing handlebar computer include tide tables, we wonder? Anyway he's clearly keeping his head above water in this one. Comment we liked was from President Roger Smallman, who said he would "recognise that rear view anywhere"!

So come on you racing men, when are you going to get your pictures in "Cycling Weekly"? - front views are preferred!

Don.

The Sussex Cyclists' Association Open 12-hour,
(incorporating the Worthing Excelsior
Club Championship).

It takes three to make a club event - that's in the rules. This year in the '12' we had three entered. Reg Searle, as ever on his faithful trike, Jeremy Wootton making his second outing at the half-day event, and Alan Scarratt, on his debut.

Ray Douglass once again promoted this on behalf of the SCA, in his usual immaculate style. They must be wondering what to do in 1993, for Ray, after 10 years in the job, has decided that can no longer continue. He has however said that he would still organise all the marshalls, in itself a mighty task! Any Excelsior member who would like to have a go at the promotion (with Ray's help, we're sure), please come forward quickly, or this event could well disappear from the calendar.

In recent years Ray has displayed a total lack of control over the weather conditions. Despite his own many rides at 12 and 24 hours he has failed badly to understand the needs of long distance riders. They do not want 12 hours of rain with gale force winds and flooded roads, as has been provided so often in the last few years.

This year he seems, at last, to have realised this. There was no rain and the wind, well it could have been toned down a bit, but it wasn't too bad. Generally it was overcast and not too hot.

Alan and Jeremy were driving on nicely over the first hundred, Jeremy through in 4.42, clearly leading by about 14 minutes, but then he had done this before, while Alan was, maybe, being that

little bit more prudent and feeling his way more carefully. Reg was not to be rushed over the early miles and was detoured before the 'hundred' mark.

Alan suffered a puncture, which served, it seemed, to stir him rather than slow him - at 150 miles he was riding very strongly. At 190 he was full of voice and looking very determined.

Alan was now moving ahead and seemed to be heading for his first club championship and trophy.

Peaches were handed up at West Grinstead - the remarks to our Ed. were; Jeremy "I'm knackered", Alan "I punctured" and Reg "Oh! is that a peach, thank you very much" - ever the gentleman!

In the event overall Mark Jones (G.S. Stella), the Association's General Secretary, was going very well. He was riding very strongly still as the circuit was approached at around 200 miles. The Matthew Rabbetts event record seemed to be within his grasp. Another Association official, president George Taylor of Eastbourne, was also riding with great style and looked as if he could be approaching his own personal record of 253. Riding in the open event but not eligible for the Sussex Championship was S. Kennedy of the Bec C.C., a novice at 12 hours but a very fine hundred mile rider. He was pushing big gears, but seemingly to good effect. He had been an unlucky puncture victim early on. These three were clear of the rest.

With the enforced use of a smaller circuit centred on Dial Post riders were coming past the Village Hall at regular intervals and receiving generous applause. That couple of hundred yards was probably the fastest on the circuit, with all those

people watching.

As their time ran out they seemed to go faster rather than slower as any little bit of energy left was flung into a desperate effort to cover more yards, perhaps even to knock up yet another mile.

Back in the hall "Radio Excelsior" was bringing in the provisional mileages. Marshalls and helpers came in from various parts of the course. Shattered riders sat quietly hoping and waiting for the pain to go away..... "never again".

Mark Jones was a clear winner with an excellent mileage of 256.565 miles, 5 miles ahead of the second man. This was George Taylor with 251.013, and Kennedy was to finish 3rd on 250.829. B. Powney of Kingston Phoenix with 236.924 had a couple of miles in hand on Alan Scarratt who is to be congratulated on a super first '12' of 234.735 for 5th place in the open and third in the Sussex Championship. Jeremy was to finish in 8th spot with a distance of 229, a few miles down on his best but still a good effort. Reg, who complains he doesn't get to see all the course, was probably everyone's best bet for a certain finisher and he did not disappoint, recording 172 miles.

As Reg has 50% more wheels to take round should he not be allowed a 50% increase in mileage to compensate? This would give him 258, just enough to pip young Jones! No, perhaps not though, for Tony Gould of Crawley also dragged a barrow round for 206 miles and on that basis he would have broken competition record with 309 miles.

Now we can start working out the club senior best all-rounder.

Don.

Bognor Regis C.C. '50'.
Sunday 19th July, 1992.

The weather threatened as we loaded the car, then down it came! Not a down-pour, but that fine-to-medium stuff that gets in everywhere, so much wetter than the ordinary kind.

By 07.30 we'd thrown Daphne and a radio in Les Janman's car on the Britten's Lane green. The catering van was already pumping out gorgeous "eat me" odours - bacon, burgers and onions, but time-keeper Ken Blowe and I firmly turned our backs on these delights and headed off to Maudlin.

Despite the vile conditions, there were surprisingly few (five) non-starters out of a field of fifty-four. Equally surprising, no DNF's, although some of the cast didn't finish with a great deal of conviction.

Five Excelsiors rode, Colin, Alan and Matthew to yet another team prize, again showing the club's great breadth of talent.

Result.

1.	Ben Edwards	Clarence Wh.	1.54.46
2.	John Woodburn	Manchester Wh.	2.01.52

Fastest veteran on standard.

1.	John Woodburn	Manchester Wh.	+31.23
2.	Fred Shepherd	Bognor Regis C.C.	+25.34

Fastest Team

Worthing Excelsior C.C.; Colin Toppin 2.07.20,
Alan Scarratt 2.12.46, Matthew Funnel 2.13.06

Other Excelsior times.

Reg Searle	2.42.59
Simon Bezants	2.13.45

Bognor have a very technical result board: it has a little single-pitch roof which shelters the scribe and first row of spectators, and shoots the lot down the necks of the second row. On the edge of the soggy throng I noticed Mr. Woodburn inadvertently giving away one of his training secrets as he got stuck into a burger - with the lot, relish and all!

John Grant.

Evening Tens - Overall Result.

<u>Scratch.</u>	1st Colin Toppin	14 points.
	2nd Paul Toppin	15 points.
	3rd John Poland	34 points.
<u>Handicap.</u>	1st Reg Searle	30 points.
	2nd Ellis Bacon	23 points.
	3rd Michael Muzio	21 points.

The scratch result is based on the aggregate of eight best scratch placings. In the handicap competition, points are awarded to the first six riders each week, six for first down to one for sixth: final placings are determined by total points scored.

Anyone for Russian Roulette?

If I were to undergo one of those word-association tests, you know, the ones that psychiatrists use to find out if you are crazy, or not, and if the test were to use the days of the week, it would probably go like this;

Word
Monday

Response
Tired

Tuesday	Pyramid
Wednesday	Newspaper
Thursday	<u>EVENING TEN</u>
Friday	Cable-car
Saturday	Sofa

See, only sane one day in seven! How do you score?

Imagine Thursdays without the evening "10", it's like, well, - well, it's like the sea-shore without gulls, or pork without apple sauce, with all the appeal of a candle-lit dinner for three. Bike riders away from a bike will spend a Thursday just the same: but they will not be Thursdays that they remember.

For me, it is generally around 3.30p.m. that those first tingles of summertime 10 anticipation begin.

Check out the legs.....

About then the expectancy of any workaday thrills has almost evaporated and the rehearsals for the real purpose of Thursday can begin.

Check out the lungs.....

I love the evening 10, not any 10, our 10.. no pressure, no prizes! Riding only for the exhilaration, I know every crack in the road. every manhole cover, and I bet you do too. I have not consciously tried to remember them but I know them in the same way I can recall the words of Cliff Richards' "Living Doll", because I heard them so many times.

Check out the bike.....

The 10 makes such good sense, no messy entries, no tiresome travelling, low entry fees.

Our club committee has for some time been concerning itself with our safety while riding our favourite event.

It seems, to me, it is not so much a bike race as a kind of Russian Roulette that we are indulging in, on those balmy Thursday evenings, for behind the wheel of every shiny bashed-out piece of tin lurks a driver and he's probably mad 7 days a week.

Check out the eyes.....

Fortunately even Russian Roulette has rules..

Check out the ears.....

Not many rules, but to survive they must be obeyed.

Check out the sixth sense.

Do not deny yourself the smell of sweet hay, the thrill of streaming through a pocket of gnats with your shades on. Do not lose the feeling of cool air in country hollows, never lose sight of the minute man up ahead, but do for goodness' sake be careful on the 10, dear club-mate.

Coachy.

The Boardman Interview.

Immediately after beating Bryan Steel to take the National Pursuit title at Leicester's Saffron Lane Sports Stadium, Chris Boardman was talking to "Cycling Magazine". He then calmly gave a recorded interview to Radio Leicester. Boardman's main concern was with his next appointment, for in an effort to bring its readers the most comprehensive reporting possible, the "Worthing Wheel" had

despatched one of its news-louts to "wheedle" the Champion out, and to discover - Just who is the Real, Christopher, Miles, Boardman?

One indication of a track rider's experience and self-esteem seems to be the amount of space that he takes up for himself in the track centre. Pausing momentarily while crossing the metal bridge that spans the track, each competitor, inwardly knowing his own worth, selects his position and then sets up his camp, large or small, according to his status. It is a kind of self-imposed class distinction.

The first-timers and the lowly, tend to squat on the edges of chairs, clutching their few possessions in a bag at their feet in case they should be hurriedly evicted by an élite club with a burgeoning camp near-by.

This year a combined squad of Worthing Excel. and V.C. Etoile (I promise I wasn't nice to them) managed successfully to hold four chairs and a small area of gangway, where we displayed our rollers and spare wheels. Occasionally we spread out our legs, to make it feel more like home, or was it just bravado? Here, we each hung out our fly-paper of fortune to see what would stick.

While some track racing went on round the perimeter, Team Haverhill erected a sunshade umbrella, but G.S. Strada enlarged to accommodate 6 sets of rollers and with Boardman they consolidated their position by ringing their camp with galvanized steel barriers, probably to protect the extremely attractive Sally Dawes from the rest of us.

"Can I interview you for the Worthing Wheel?" I said. "Come and see me after the final", he replied.

I wanted him to ask me what the Worthing Wheel was, and was it any good and who I was and where is Worthing? But he did not. I wish I'd told him anyway.

"I'll come to your camp", I said, relieved at not having to kick aside the reluctant Etoile to make room in our hovel. Gee! we didn't even have a sunshade umbrella!

Boardman dismissed Steel in a peremptory way and the power of his riding as he passed by was palpable. Another medal, bouquet and victory cap. The crowds were not as warm as they might have been, no hoarse voices or bruised hands. A hint of fallibility might have moved them, but Boardman shows no sign of that.

As I approached the G.S. Strada/M&M Conservatories stronghold, he was whirring away on the rollers, "warming down".

I'd like a Victorian reproduction sun-room with leaded lights and double French doors please", I said, "Oh, and that interview when you're ready.

"I may be able to help there", said Boardman.

I lurched forward into the "interview".

"I read something once in which you said that in your schoolboy days everything was a race - what did you mean exactly?", I said in a confrontational tone. He paused.. "Well, as I can't remember the quote, I can't really answer the question", he answered.

"Oh", I said.

Boardman is not physically imposing, neither is he

pre-occupied with his body, with massage or other vanities. If he takes off his vest to change one can see that he is just on the tubby side of thin. He does not have an athlete's body. I think he has a good brain instead. He believes in positive thinking.

"As I go on I believe less in natural ability and more in specialisation, preparation, determination and belief in yourself", he said.

He speaks confidently in a kind of rounded top-bracket, upper-crust Scouse.

"My father was a cyclist, short-listed for the Tokyo Olympics, did not go, and had me instead, which was fortunate", he said with a smile.

I had decided to play things his way, so I laughed, rather extravagantly.

"I started cycling with the North Wirral Velo, then went to Manchester Wheelers". There was something in the way he said "cycling" that gave the occupation some status. I liked that.

"Why did everyone think so much of the late Eddie Soens", I asked.

"He was a great motivator, he started me believing in myself", he said.

Belief, I thought, is that what it is all about?

"I'm not a perfectionist", he said, "I could have done better at the Olympics, I could have gone faster - I drive everyone mad saying so".

Sally Dawes finished warming up, and with two long pieces of cotton wool, soaked in camphor, dangling

from her nostrils, prepared for her pursuit final. Anyone less attractive would have looked like a pantomime walrus.

"Over-training" said Boardman" is an easy road to go down. Sometimes it's harder not to go out training".

"Who do you admire on the domestic scene", I asked.

"Gary Coltman", he said. As Gary Coltman himself was standing only a few yards away I thought this was a pleasing co-incidence.

I looked across the track to where the women's pursuit had brought the Etoile to their feet.

"What do you do to relax", I asked. "I take the kids swimming and watch telly", he said, "but really I don't need to relax, life is so full of cycling, with social events as well as races. I think, being married, I have an advantage over the single blokes. I have to provide, to do the best I can for my family. In Barcelona during the Pursuit I saw some disabled kids and I thought, "all the time I have my health, what problems do I have?" It helped take the pressure off".

Attractive Sally Dawes won the Ladies' Pursuit, she glided past on her lap of honour.

"That's what it's all about" said one of the Etoile, and sank down in his seat.

It was nice to see Paul West again. He always was good value, but since he left Worthing, with every new hand-shake you seem to get 5% more "Westy". I, at least, believed him when he said he was moving North only to join the B.C.F. staff, but have you seen the size of the fish-and-chip portions up there?

I had to rush off so I said I would see him later, but I never did, which was a shame.

Colin Sturgess was there, what a difference a year can make! Last year's star of the championships

has hairy legs and no longer rides. With stories of wasted years and a failed career, was that what it was all about?

I think Christopher, Miles, Boardman will probably do better!

Nick Lelliott.

Chairman's Corner.

As Autumn rears its head, and those still striving for personal bests hope for an Indian summer, thoughts turn to the social scene. On November the 21st, the club is holding its Annual Dinner-Dance and Prize Presentation at the Windsor House Hotel. As those of you who have been previously will know, the food is excellent and the surroundings very pleasant.

The guest this year is Dave Pitt of the Charlotteville C.C. Dave is a real cyclist riding for fun, as well as being a prolific record breaker on trike and tandem trike. At the last count he held some 17 national records (R.R.A.) and at one time held competition record on a trike at 10, 25, 50 and 100 miles. This year has been quiet by his standards, but he has still managed a 56 minute 25 on a mountain bike!

So please make every attempt to join us - it's a real social gathering and should be one of the club's highlights. Angela Toppin is organising this year's event and will be pleased to give you information - take your money, make sure you sit next to who you want, etc.

Let's support this year's dinner dance and make Angela's efforts worthwhile.

Mike Gibbs.