

THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

SUMMER 1994

Vol. 27 No. 2

SUMMER 1994=====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 contributors, and not necessarily of the club or its committee.

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Il Presidente?!

As I fed Don's "speech from the throne" into the mighty Wurlitzer, I agreed - he's got some pretty hard acts to follow.

In the earliest days of the club there was no President. There wasn't even a Chairman - well, there was, but only with a little "c", because it wasn't a formal appointment. Each time the committee met, it elected one of its number to run the meeting: it could be any one of those present, but more often than not Jack Young was chosen.

No, like most Victorian clubs, we regarded our Captain as the most important officer: he controlled the club-runs, and usually led them. The first man to hold this office was Mr. Briggs Junior, who co-owned the West Street Cycle Works with his father. Briggs was the man who insisted on the word "Excelsior" in the club title. Look for him in the founders' picture on the cover of this magazine - he's fifth from the left.

Next in importance came Club Secretary, Mr. A. (Alf?) Hower, who like all our secretaries over the years, was a major constituent of the "glue" that holds the club together. Then came Vice-Captain Jeffree, who carried as his badge of office the club bugle (cost 7/6d = 37½P) to issue the Captain's riding commands. Many Victorian clubs were a nuisance as they bugled and taradiddled their noisy way through quiet villages, but I get the impression our forebears were too dignified and considerate for that.

Sorry, I'm off on a waffling tangent again - do poke me in the ear when I do that!! This is about the club presidency!

By the 1890's we had an unrivalled reputation for organisation, and had very much "arrived" as part of the town's sporting hierarchy. At the 1892 A.G.M., Captain A.B.S. Fraser, a retired army officer with a successful second career in dairy farming, accepted election as President of the Excelsior. Captain Fraser was prominent in the town's politics and social life, and his acceptance of the new post of President was significant.

Of course, as wealthy presidents did, he immediately put his hand in his pocket and donated a road-race cup worth three guineas. That doesn't sound much - only £3.15 in 1994 funny money, but in 1892 it was a milkman's pay for three sixty-hour weeks of hard slog!

Within a fortnight of Captain Fraser's appointment, three other worthies, General Raikes, J. Haywood and D. Thirwell, had accepted vice-presidencies, jointly offering a cup worth two guineas restricted to solid-tyred competition.

Captain Fraser served until well into the new century. In March 1905 Councillor J.H. Warne accepted the post. He was already prominent in both the Sussex Automobile and in the Automobile Club of Great Britain and Ireland, (later the R.A.C.). His Warne's Hotel, near Splash Point, was the latter's Southern headquarters.

Warne, physically a big and well-fed man, usually attended club functions in his open tourer, but attend them he did. While most modern Excelsiors are also utility motorists, the "you ruddy cyclists are a nuisance" attitude had not evolved: "Motists" and cyclists were friends!

Even so, it will surprise you to learn that the

club organised Worthing's very first motoring event. This was the Motor Carnival of Easter Monday, 1905 - cars and bikes decked out in flowers, would you believe?.

Next in fame was Alf Chipper, remembered by (much) older members for his active service for many years, but there is a link with the distant past. Have a look at the pictures of the mighty (60-70 souls) get-togethers of Edwardian times: in many there sits a small boy of but four or five summers - Master "Dougie" Argent, racing man of the 20's, and in his turn, President of this great club.....

Yes Don, these are hard acts to follow, but no-one doubts that you will cope. Just one little matter - a road-race cup.... if you could perhaps see your way clear.... allowing for 100 years of inflation, plus V.A.T., and a shilling for me for suggesting it, a cheque of £ 500-£600 might just about fit the bill.....

All the Best!!

John Grant.

Two-up Placing.

There was a very creditable third place for Jeremy Wootton and Paul Toppin in the South Eastern Road Club's 26.5mile two-up event on Easter Sunday. Using the Cranleigh - Ockley circuit, known also as the "shock" circuit the ride was certainly 'sporting', and their 1.7.20 was within four minutes of the winning duo of Steve Dennis and Tim Ellis from East Grinstead. Paul, still trying to get into his season, and by no means at his best, reckons a fit Jeremy had to do 70% of the work.

Club Ten Mile Time Trial.
Saturday, 26th March, 1994.

Just my luck, I volunteer to do the teas and we get the best afternoon of a rather wild start to the season. The wind drops and the sun beams down benevolently warm from an almost cloudless sky.

We moved out to the Wiston course - can't recall now whether this was always intended, or a late alteration because of road works, but never mind, it was nice out there at the back of the Downs, with a lovely view to the North and East, and closer at hand to the South, with Wiston House and Pond nestling in the Northern folds of the South Downs. (Coo, that's real poetry.....JDG)

We had nineteen club riders entered and we must have had almost as many from other clubs turn out for a "private" or guest trial. So a good atmosphere and plenty of work for the tea boy!

Now as to the racers there were only two who took the downhill start by the scruff of the neck and really gave it some "welly". Not surprising they finished first and second. Downhill is a gift - you can't just cruise it, you have to hammer it! All right for me to talk I know - I was just watching, but it was so obvious.

The handicapping of a ten should be the easiest, but with a number of new riders and early season lack of form, I could do not better than bracket their net times between 20.40 and 24.38. I suppose that as their actual times fell between 22.46 and 32.43 I had succeeded in narrowing the gap from ten to four minutes.

What wind there was came from a South-Westerly direction and made little appreciable difference

to the outward or return directions as the course bends so much on a roughly North West-South East direction.

Mike Muzio produced a fine effort to record 22.46 putting just over half a minute into last year's ten mile expert Paul Toppin, who was having his first outing of the season and expressed himself reasonably pleased with 23.18. These two were well clear of John Poland who clocked 24.49 to lead in a bunch of 25's, of whom Peter Baird on 25.12 was probably the happiest. First-year member Martin Puttock with 26.25 was the one who succeeded most in making a mess of my handicapping - he will not get an allowance of 5.45 again!

<u>Place.</u>	<u>Name.</u>	<u>Actual Time.</u>	<u>H'cap Time.</u>
1.	Mike Muzio	22.46	22.31
2.	Paul Toppin (Scr)	23.18	23.18
3.	John Poland	24.49	23.59
4.	Ken Retallick	25.08	23.18
5.	Peter Baird	25.12	22.07
6.	John Gilbert	25.35	22.30
7.	Alan Langham	25.53	22.18
8.	Karl Robertson	26.07	22.52
9.	Paul Allen	26.14	21.14
10.	Martin Puttock	26.25	20.40
11.	Alan Stepney	26.34	23.44
12.	Robert Downham	26.58	22.08
13.	Lesley Barrett	27.12	21.12
14.	Andrew Parkinson	27.25	23.20
15.	David Priest	28.46	24.06
16.	Mike Poland	30.13	24.33
17.	Mike Stanbridge	31.33	21.43
18.	Reg Searle	32.43	24.38

Don.

Training Food?

My Gran made smashing cherry slices. "Cor, give Mum the recipe Gran". It went something like this; flour, butter, eggs, sugar, cherries - never knew the quantities.

My Mum made them for years, and they were my favourite "bonk" rations for any long ride - guaranteed to get you home.

Now I see a gentleman calling himself Mr. Kipling makes something of the same name. So far as I'm aware he never sought permission from my Mum or my Gran, but he uses different ingredients; Hydrogenated Vegetable Fat, Cochineal, Pasteurised Egg white, Glucose Syrup, Soya Flour, Lactose, Milk Protein, Flavouring, Gelling Agent, Pectin, Preservative, Potassium Sorbate, Tartaric Acid, Lutein, Acidity Regulator, Sodium Citrate and Citric Acid - Oh yes! - here we are, and Cherries.

My Gran's never needed "Preservative", they were always eaten too quick, and yet these with a preservative have a "best before" date indicating they'll be no good if you don't eat 'em quick, and with those "ingredients" I wouldn't be so sure about getting you home either - well not without quite a few stops anyway!

Don.

Disc Appeal!

This month the "Wheel" features an article from another new contributor, Graham Parsons. This lively piece presents a sound argument for old fashioned clips and straps, or for screwing your "Look" cleats to your bare feet!

Please let's have more of the same Graham, but can I ask a favour? Could you possibly let us have your next article on a 3½" floppy disc as well as the hard copy? We write this magazine on Word-Star 6, which can read files produced on most commercial word processors, so a "floppy copy" should save me a lot of keyboard work.

This is a general plea. If you produce an article on a P.C., or, if your secretary does it for you, a disc copy would be welcome.

All discs will be returned.

Thanks.....

John Grant.

Sussex Cycling Association.

Team Championship "25" Sunday, May 8th, 1994.

As a club we have as good a record as any other in this event, but it badly needs updating as we have had only "secondary competition" success in the recent past. We last took the major honours in 1987.

It has been around since 1921 with just the 1940-45 war years causing a gap. Immediately after the war in 1946 we had our first success, but then waited 15 years until 1961 which saw the start of a run of four consecutive triumphs.

Central Sussex then became our chief opposition. They won in 1965, we got it back in '66, lost it to them in '67 and '68 but then scored again with three in a row in 1969, '70 and '71. There was a down-turn in fortunes then and we were pushed back while Central and Brighton Mitre shared the honours. Another golden period followed from 1978 when in six years we won five times. Since then though, 1987 apart, we have had little to show for

our efforts.

It has always been the club's policy to enter not only as strong a team as possible but also to enter as many riders as it could, and the club, for this one event, pays the entry fee. The main competition is for teams of six with the aggregate time of the fastest four to count. A large shield, the "Lee Memorial Shield", goes to the winners to be held for one year, while the runners-up hold the Henty Cup.

Just one individual award is made and that is of the Stevenson Trophy to the fastest rider. A secondary competition for teams of four (three fastest to count) is run in conjunction and clubs can enter as many 'B' teams as they like, or individuals, up to the maximum permitted field of 150.

The course traditionally has been set between Cowfold and Shoreham, and despite various enforced deviations from time to time due to permanent changes in both roads and rules, and to temporary road works problems, remains on this route. The 1994 version starting just east of Cowfold and coming South to Shoreham and returning to a point about half a mile short of Cowfold, but with a short leg to Bramber Castle roundabout and back at the Southern end. It is undoubtedly a challenging course which puts most riders back a couple or more minutes from their usual "25" form. The road surface has been "rural" unfortunately for some years especially around Henfield but stretches

have been re-surfaced and this, generally, is not a problem. However the 1994 edition copped some current re-surfacing between Henfield and Small Dole, and for three quarters of a mile where the surface had been burnt off, riders were given a

brief taste of Paris-Roubaix.

We were not optimistic of our chances this year as our racing strength does not compare with the form and numbers available to East Grinstead and Lewes, who were regarded as favourites, or indeed of the Brighton Excelsior, so it looked like no better than fourth - until we saw the start-sheet. East Grinstead were without Elms, Dennis and Houston, Brighton Excelsior were missing Chris Lord, Mick Murray, Andy Smith, but Lewes appeared to be at full power and the G.S. Stella had a formidable entry with Mike Marchant, Mark Jones and the Talley brothers. A new assessment put us third, but possibly second, it all now depended on the riders on the day.

Our team selection had not been too difficult: Jeremy Wootton, Paul and Colin Toppin and Mike Muzio were obvious choices, but who would back them? It was two from Chris Bacon, John Poland, Andrew Lock and our Ed. On current form Chris and Don were chosen. This left a "B" team of Andrew, John, Gavin Baylis and Allan Langham.

After a wet Saturday, and a less than promising forecast the morning dawned calm and dry, but cold, especially for the early starters, and significantly all our six "A!" selection were in the first 61 of a total field of 105, whereas the first of the Stella "A" team was No. 43. One advantage though was that we soon had our times on the board and we knew what the others had to beat. Chris at No. 7 had recorded 1.4.29, an excellent ride. Don from No. 10 could manage only 1.6.06. The first of the expected counters was Paul Toppin and he managed 1.2.30 which was good but not exactly sparkling after his "59" the week before. Things improved when in-form Jeremy clocked a "fastest on the board so far" 1.0.46. Other items

were tending to be encouraging as well, Peter Roberts of Lewes had trouble and did not finish. Mike Marchant had punctured, slowing him to 1.2.33!, and with 90 riders home Jeremy was still top of the board. Colin Toppin had returned in 1.3.40 - we had hoped for better, and a very out of form Mike Muzio had recorded a below-par 1.6.17.

It was the S.C.A. president, Mark Jones, who upset our hopes. No. 100 on the sheet, he tore in with 1.00.07, to push Jeremy off the top and to seal his club's first win of the championship with a superb aggregate of 4.8.45. Further disappointment followed when the Lewes team recorded 4.11.24 to take the runners-up trophy by one second. East Grinstead, without their stars, were nowhere. Brighton Excelsior messed it up completely for even without some riders they could have won if they had put their "B" riders in the "A" team! As it was they didn't finish a full team, a shame, for Andy Payne and Bob Lenarth both did "ones". Bognor were the team so nearly overlooked. Led by the Shepherd brothers they recorded 4.13.39 to finish fourth.

So a close third in the team and Jeremy's excellent ride were all we could claim: in the "B" event we finished fourth.

Worthing times; Jeremy Wootton 1.0.46, Paul Toppin 1.2.30, Colin Toppin 1.3.40, Chris Bacon 1.4.29, Andrew Lock 1.5.56, Don Lock 1.6.06, Mike Muzio 1.6.17, Gavin Baylis (a good ride for this first-year member in only his second 25) 1.7.22, John Poland 1.8.50, Karl Robertson 1.10.38, Allan Langham 1.11.42.

We entered 11, and 11 rode and finished. The previous week in our open 25, despite having many

members involved in marshalling and other jobs we managed 20 riders, and it would be nice in future to see everyone turn out for this "team" championship. Remember it's a free ride and one per season "for the club" is not asking too much, surely?

Don.

From Grant's Modern English Dictionary.
"Handicapping. Verb t. To grapple (unsuccessfully) with the science of handicapping".

John.

CYCLE JUMBO SALE
TUESDAY, 25TH OCTOBER 1994
IN THE CLUBROOM
SALE STARTS AT 8.00 P.M.
VIEWING FROM 7.30P.M.

All proceeds to club funds. Please collect together all your surplus cycling bits - accessories, tools, clothing, books, maps, even complete bikes. The idea is that you bring them to the club between 7 and 7.30 on the evening, or if you can not make the event then get them to Don Lock or Dave Hudson within the preceding week. If the item is donated then it need not be labelled but if you want something for it, put your name on it and you share 50/50 with the club.

If you have a minimum sale price put that on as well, but be generous. We don't want a lot of stuff left over.

We shall try to mention it again in our next issue but start putting items aside now - fill up a box - clear out the shed and let's have a good turnout for the mutual benefit of you and your club's funds.

New Members.

Does anyone on the committee remember when we put Karl Robertson on commission? It'll cost us a packet if we did - he's enlisted six new members this month alone!

Anyway, let's give a warm Excelsior welcome to;

David Jenkins
Westlands Cottage,
Burnthouse Lane,
Cowfold.

Adrian Roberts,
1, Torridge Close,
Durrington,
Worthing.

Carole Wheldon,
4, Castle Court,
Castle Road,
Worthing.

Anthony Cartmell,
35, Ham Road,
Worthing.

Adrian Brown,
38 King's Barn Lane,
Steyning.

Kim Pendlebury,
21, Standen Court,
Downscroft,
Upper Beeding.

Tim Proctor,
27, Standen Court,
Downscroft,
Upper Beeding.

Don.

Norwood Paragon - Frank Southall "50". Sunday, 29th May, 1994.

This has become one of our regular radio jobs over recent years, so up at six, and off to Crawley.

Cold at first, it turned into a beautiful day, cooking us at the finish, but the wind made it hard on a course which was more of a circuit than

an old-fashioned out-and-home.

We didn't wait long for our first sub two-hour ride - Kennedy of the Bec with 1.59.09. A mixed bag of sixes, tens and twenties, followed by Pegg of Charlotteville taking second with 1.59.45, only to be nudged out by Pete Danckwardt, riding for the promoting club - 1.59.29.

Barely two minutes later, in came Steve Elms of East Grinstead - 1.51.34, and two minutes after him, Marchant of G.S. Stella, riding off No. 95, nudging the rest of the world down a peg with a second-place ride of 1.58.26.

The timekeepers had to contend with the usual irritations of people riding through the finish (dummy times) and the "guess-who-I-am" crumpled number brigade, but all the real action came in that six minute burst.

Our lot did all right too....

Chris Bacon	2.06.43 (personal best)
Peter Baird	2.17.35
Paul Allen	2.20.45
Jan Scotchford	2.22.45
Reg Searle	3.03.20 (trike)

John Grant.

I forgot my shoes!

The day started bright enough for the Open 25 at Yapton, then the alarm went - Oh no!, it was 5 a.m. already and I felt as though I hadn't slept at all, having woken on the hour every hour through the night being mindful of my previous failings, i.e. that I had slept through the start and finish, for that matter, of the Club 15. I

was determined not to miss this one, hence the broken sleep pattern.

By 5.45 a.m. I was hammering down the A.27 aiming for Yapton, sleepy but contented that I had the foresight to load the car the night before with all the usual paraphernalia that goes with time trialling - lights, mudguards, panniers, etc.

Arriving in good time, I swung into the car park to be greeted by the usual highly charged and euphoric atmosphere created by these heady occasions, actually I thought someone had died! It was so quiet, figures moved eerily about as if controlled by the mission - to propel a machine around a circuit at break-neck speed at the crack of dawn. Hardly a normal activity - we are supposed to be civilised!

At last I spotted a humanoid, well nearly. It was none other than a "Gilbert", John to his mates but he lets me call him "Sir". Well, razor-witted as ever, his opening gambit was "you're not going to actually ride today?" Reeling from this onslaught, I made for the event headquarters.

The reality of the day was now apparent, and followed by a mega panic that blew my socks off! I'd forgotten my cycling shoes! My mind raced, it was the liveliest I had been all day, could I ride in my deck shoes? Nope, I don't think so.

A man possessed, I dashed from the building to the car park. The figures were still milling about, I put my dilemma to them - it was futile - their glazed eyes told me they were elsewhere. The Gilbert suggested a late start. A late start? - hang on, this would mean blasting all the way back to Shoreham to pick up my shoes - no chance!

But that's what I did. My wife, having listened "ever-so" intently to my tales of woe, thought I was a complete fruitcake, my son was fortunately still fast asleep, otherwise it would have been a quick round of "play Indians, Dad?"

Anyway, there and back with time ever the enemy, I threw my gear on, pumped up the tyres, and pedalled like a maniac to the start. Some warm-up, my body was awash with lactic acid and as for my heart-rate, well, I was past caring at that stage! The important thing was that I had made it to the start. Calmed by the cheery face of Ray Douglass (timekeeper) and the firm grip of Allan Orman (pusher-off), I was prepared to meet my doom. I was to start "last" man, No. 85 - the kiss of death - penance enough for forgetting my shoes, but more was to follow - a 56-minute time penalty. My times were hardly "earth shattering" even with a following wind so these additional minutes would not only ensure that I start last but also finish last with a time of 2 hours 10 minutes.

I overheard a "wit" (No, not the Gilbertoid) mention that it would be a good time for a 50! He has now been removed from the Christmas card list!

As to the ride - I will put that down to experience. Apart from the pre-start fiasco, I had to contend with loosening tri-bars (damned Sellotape), an increasing headwind along the A27, and frenzied "car-booters" attempting suicide at Fontwell. My time hinted that I had stopped to make few purchases - the fact is that the last pair of cycling shoes had been sold!

Is there a moral lesson to this story? - not really, just don't forget your shoes!

P.S. - All names used in the above are fictitious, with their parts played by humanoids.

P.P.S. In future can all club members please ensure that they carry adequate supplies of size 8 cycling shoes (I'm not fussy about the colour) - one left and one right, preferably.

Graham Parsons

The Open 25.

The open "25" held on May 1st proved to be a successful promotion for the club, due mainly to the multitude of club members and friends of the club who always turn out to help with the marshalling, catering and many other duties that are required.

Entries received for the event were 84, five more than in the previous year and entries for the tandem event were only six again.

The course we had originally intended to use at the R.T.T.C. event committal date in October '93 was that starting at Copsale on the A24 proceeding to Crawley and returning, but this would have clashed with a previously-established event promoted by the Tooting B.C. This would mean returning to the unpopular G939 with its multiple roundabouts and turns. Additionally road works on the A27 at Patching were planned to start in April and could seriously have affected the event.

The committee had an idea of a new course put to them by that occasional racing man, Dave Hudson. After submitting details to the R.T.T.C. a new course was formed, the P951, starting South of

Yapton and working its way up to the A27 at Fontwell, left to Chichester, turn and retrace on A27 through Fontwell to turn at the Arundel by-pass roundabout and retrace on the 'A27 to turn left near the Avisford Park Hotel to finish near to Yapton level crossing. The race headquarters would be at Yapton Village Hall.

The morning started fine with a hint of an Easterly breeze and bright sunshine that remained throughout the morning. At 6.00 a.m. the tandems started, a disappointing four out of six reporting to the start line. The 6.30 a.m. start for the solos saw No 1 Andy Lock establish a course record, for a short while anyway, before those on the faster marks finished.

The event was adequately marshalled, which was essential on this course being used for the first time R.T.T.C. observers were present in the Chichester area, their comments being most favourable regarding the marshalling. Promotions like these rely heavily on those who are prepared to give up their time for marshalling, many of whom have not raced at all or who have not raced for some time often seem to turn out time after time so that others may ride. To these, competitors must be grateful.

The tandem event was won by Andy Smith and Richard Holkham, Brighton Excelsior C.C., in the fine time of 54 minutes 53 seconds. No club members featured in the tandem event.

The solo event was won by Peter Roberts, Lewes Wanders, more than a minute clear of Andrew Murray, Team Wanabee, in 58.09.

The event was covered in the "Evening Argus" by

Brian Hutton and it was rewarding to see headlined "Excelsior Success". This can only help to further publicise the club's activities. And a written report in "Cycling Weekly" was good to read rather than just a list of finishers.

W.E.C.C. Riders' times.

Jeremy Wootton	59.27	4th fastest}
Paul Toppin	59.45	}
Colin Toppin	1. 1.24	}
Chris Bacon	1. 4.02	
Don Lock	1. 4.24	
Andy Lock	1. 5.20	
Mike Feeseey	1. 5.23	
John Gilbert	1. 6.10	
John Saville	1. 6.43	
Gavin Baylis	1. 6.55	
Neil Attaway	1. 7.05	
Paul Allen	1. 7.40	
Karl Robertson	1. 8.42	
Jan Scotchford	1. 8.43	Fastest lady.
Martin Puttock	1.10.29	
Colin Miller	1.10.42	
Robert Downham	1.12.13	
Peter Cox	1.16.27	
Graham Parsons	2.10.50	Includes 56 minutes late start (see "I lost my shoes" elsewhere in this issue).

O.B.E.'s Oscars, and other mentions in despatches;

The promotion for the club, as I have written earlier, was a success, but please riders extend your thanks to those listed below, who helped you with your ride.

Timekeepers: Ray Douglass.
Mike Kilby. Lewes Wanderers C.C.
Pusher-off: Allan Orman

<i>Marshalls:</i>	Reg Searle	A259/B2233
	Mike Poland	Barnham Bridge
	John Lucas }	Eastergate RAB
	Sheila Lucas}	" "
	George Wall	Fontwell West
		RAB
	Dave Hudson	Portfield
	Richard Cooley	RAB
	Alan Langham	
	Ken Atkins	Fontwell
	Colin Ryder	West RAB
	John Mansell	Arundel
	Allan Matthews	by-pass
	Vern McClelland	RAB
Mike Gibbs	A27/B2132	

Radio Communications:

	John and Daphne Grant
<i>Result Board</i>	Roger Smallman
<i>Catering</i>	Angela Toppin
	Nick Lelliott
<i>Start/Finish Sheets - Typing and layout</i>	Allan Orman

Our grateful thanks are also to be extended to those who supported the event, namely;

	County Insurance Brokers
	Thomas Eggar, Verrall Bowles
	(solicitors)
	A & B Taxis.
<i>and</i>	Members of the Worthing Excelsior
	Cycling Club

Tony Palmer.

Editor's Note

One person whose efforts for the club in connection with this promotion have not been mentioned does deserve better, we feel. He has been the promoter, the one who pulls everything

There's a first time for everything
Even an Audax!

After an evening of torrential rain I was relieved to find the morning bright, even if a Southerly breeze would mean a hard return from Hindhead.

This was my first Audax and I approached it with apprehension. What was I in for!! Mr. Hudson had tried to convince me of the pleasure to be had. But then we all know Dave!!

I was soon grateful to Tony Palmer (our navigator) when I reached the sea-front at Worthing. Where was the Heene Centre? (Yes, I knew it was in Heene Road).

Dave greeted me and guided me to my paperwork, (suspicious, you might think). I found it easily - the only set with a bright yellow sticker, telling me there would be no helicopter emergency service, so would I please avoid mis-haps.

Somebody has the wrong impression: I do not go ski-ing just for the helicopter ride, I happen to enjoy it and I've just been unlucky, that's all!!

Our departure from the centre was very civilised, with Dave cheerily waving us off. Mr. Palmer was up front with Bob Downham, guiding us towards Littlehampton and then up to Whiteways. The route had been changed due to bridge works on the A24.

It's strange how racing cyclists must start off at a rate of knots. This was the case to the foot of the first climb - average speed 18-20 m.p.h. Someone told me the speed should be around 14 mph.

On the climb one took a flyer, only to fade by the Arundel turn-off. Allan Orman - not riding the event - immediately attacked, and young Bob went with him. One moment an organised, happily-chatting group of cyclists enjoying a pleasant day out and the next it's the breakaway group in the Tour at the base of the first col.

Now it was ones and twos, having their own battles with age and gravity. At the top Mr. Orman circled the roundabout, waving cheerfully (delusions of grandeur?). He disappeared and we continued on to Wisborough Green.

Dave's route was through leafy country lanes, more up than down, but enjoyable countryside - complete with a "Beware of low-flying owls" sign!! No, I wasn't suffering from oxygen starvation.

By Wisborough Green we had an excellent group; Tony Palmer, Bob Downham, Ken Retallick and myself.

I had heard of Dave's feeds, but what a spread! I need not have bothered with breakfast. I had to force down a roll and a slice of cake with my coffee - Dave was watching!

We left with heavy hearts (some with heavy tummies), it was an idyllic setting, strange people in funny coloured shirts and shorts wandering into a tiny garage and coming out stuffing their faces.

We wandered North now, through gently rolling country towards Hindhead, some of us blissfully unaware of the menace to come. Strange how you learn that all is not well up ahead, whispers borne on the wind - "I'm glad I've got my triple front ring on", and "What's your lowest gear

then", even "Well if it's that steep I shall just get off and walk, I'm not proud".

But no-one comes out with "There's a b...dy steep hill coming up", do they? The first you know of it is when you turn onto a narrow track and see the walkers. There is utter disbelief on their half-smiling faces which says "good grief we even have difficulty walking up!! With much clunking and crashing of gears we hit the base of this wall (Mont Ventoux here we come!). Here the experienced Audax rider comes into his own - one such was Ken Retallick, calmly selecting the correct front ring and twiddling up leaving us struggling.

I decided walking was not undignified, and for 50yds it made a pleasant change. Ken had stopped to take off a jumper, and we re-started together. As we refreshed at the top, Dave Funnell stamped our cards, and asked if I was all right - he didn't realise that I could reach that altitude without a ski lift!

The drop down and less severe climb to the Hind-head café were uneventful by comparison, although we were relieved to reach it without John Lucas popping out of the bushes with his camera as he had threatened.

At the café we enjoyed a welcome break. In then strolled Mr. & Mrs. Lucas, Sheila muttering about dragging John out of bed. Lucky they missed Mont Ventoux - the car might not have made it.

John's camera reappeared in Fernden lane. This descent was as the route sheet advised, steep, narrow, with sharp bends, and yes you could easily

run out of road. Here we almost ran into a group of walkers and their dog. Bob admitted to closing his eyes as he passed between them while Tony voiced instructions about dogs on leads. Otherwise the trip back to Wisborough was uneventful, and the stop leisurely - we had plenty of time.

Would the Lucas camera strike again? Would it be Washington Bostel? Sure enough, there he was! Tony was walking to ease an attack of cramp, and the chance of recording Tony's discomfort was an opportunity John couldn't resist. His face lit up, and despite his bad knee, he ran, yes ran, to meet him. How many photographs were taken I don't know, probably only a couple of reels, but "Friendship"? Don't you believe it!

The descent through Findon Village to the Heene centre was an easy last stretch, well except for Tony who suffered more cramp.

Thank you Tony for navigating - I apologise for not waiting at the end, we just did not know how much you were suffering.

My first Audax; eventful, fun, a pleasure; 91 miles out and home, reminding you that riding a bike can be fun, it's not just about turning wheels in anger.

Would I do it again?

Yes.

John Gilbert.

together, for many years, and he always comes up with a first class result. Thanks Tony (Palmer).

Don.

It's rumoured that..

an eviction order was almost served on John Maxim by Trust House Forté. All efforts by Tony Palmer and Lesley Barrett to get him out of the Little~Chef on Romney Marsh were just met by orders for more food. On the basis that he kept eating, Trust House Forté's legal proceedings were suspended.

The Garage - again!

The one we use for storage is going to cease to be available to us after September this year, so if you know of one please let us know. We share its use with New Southern Musical Productions who use it for storage of props and, of course, we share the cost. We currently pay just £ 10.00 per month but we could pay £ 20.00. Not a lot but it's handy cash for someone: we do not need access very often and there's no noise or disturbance.

Contact any member of the committee if you've got any ideas on this problem.

It's rumoured that..

after the 200k Audax Richard Shipton's Audax machine needed a respray and was not available, hence his non-entry for the 300k. Jeremy Wootton commented that he managed with a quick wipe!

--o-o-0-o-o-

Hot Shot Miller.

Colin is not perhaps "flying" at the moment, but this was rather graphically and unfortunately demonstrated when jobs firing an air-gun missed everyone in the ten-mile event at Wiston except Colin.

A pellet had to be surgically removed from deep in the upper arm. It is to be hoped that the offending idiot got his just deserts.

And you all thought that it was just cars we had to watch out for!

W.E.C.C. Weald and Downland Brevet de Randonneur 200km.

Sunday 24th April, Heene Community Centre 7:00 a.m., Dave Hudson has parked his van right by the door so food must be close by. I venture inside to find mountains of food waiting to be eaten, this is really what I am here for, not cycling. Like a schoolboy I stuff my pockets with fruit, say hello to the "three up" from Croydon and find Andy Lock with Paul Toppin and Richard Shipton.

STAGE ONE, WORTHING TO WISBOROUGH GREEN.

However, a strong sense of urgency soon took control and this stage was run off at a brisk pace, with the bunch strung out behind the "Croydon Express" by the time we got to Arundel. Going up to Whiteways roundabout the pace of the "Croydon Express" caused the bunch to split, with the Excelsior "Fab Four" of Toppin Lock Shipton and Wootton hanging on [and starting to wonder about our choice of gears with a low of 42 x 19].

The arrival of the bridge on the A24 North of

Findon meant an extra 10 km on the first stage going via Arundel and Fittleworth to Wisborough Green. The start is more like a road race than a time trial, with no one to push you off, just a leisurely roll out from the H.Q.

The last climb before Wisborough Green saw Andy Lock go off the back. We're not sure why, but Dave Hudson's notes read "look out for low flying owls", perhaps that's what knocked your gear lever and caused you to change up Andrew?

The average speed was just over 22mph! The drinks and food dispensed by John and Daphne Grant (without radio) were consumed at a more leisurely pace before we set off on Stage two.

STAGE TWO: WISBOROUGH GREEN TO HINDHEAD.

A hilly stage with a secret control where we found Dave and Maggie Funnel. Halfway through this stage the Fab Four started to barter with the "Croydon Express" for their inner chain rings, however a deal could not be reached and credit cards were rejected. I failed in my bid for the King of the mountains jersey when the "Croydon Express", now down to two (temporarily_ dropped me on the highest climb in Sussex - Blackdown.

After more food and drink we set off for Hindhead, we arrived, had yet more food and drink, said a quick "hello" to Brian and Betty Cox and decided to sneak off while the "Croydon Express" was refuelling in the café.

STAGE THREE: HINDHEAD TO NEW ARLESFORD.

At the start of the stage Paul announced "We've done the worst of it". I'm not sure what he'd been drinking at the control, but I decided

against turning him in for a drugs test, since he knew vaguely where we were going. So far I'd kept my copy of the route in my pocket.

On these endurance trips certain traits begin to emerge in people, what was clearly obvious with Richard and myself, suffering more than the others, was a total lack of ability to negotiate crossroads and junctions unless we were making a left turn. This caused problems all day, so I made a mental note to ask Coachy for help when I next saw him

We almost got back on to the "Croydon Express" on another climb, getting to within 5 yards when I eased off at Medstead realising that Andrew's gear lever must have been hit by another owl since he was nowhere in sight. I then discovered that Paul was not the navigator that I had believed him to be, we were lost! I'd nearly got my route sheet out when Andrew appeared yelling out directions. This decision to wait confirmed Andrew's rôle as navigator and with it his peace of mind in knowing that we would always wait for him whenever an owl interfered with his gears.

Paul claimed the green sprinter's jersey with an emphatic victory on the run in to New Alresford - "look at that", he said, diverting our attention to the watercress beds in the distance. "Got it", was his next remark, as the "New Alresford" sign flashed by at 16.5mph with Paul a full half wheel ahead and grinning from ear to ear!

Lunch in the station was very welcome, I mixed up my second "camel back" of energy drink and unwrapped yet another "power bar" for consumption up the road, while wondering how everyone else managed on just ordinary food. We had the added excitement of seeing a train, well I found it exciting, and

made a note to visit for a ride on Thomas the Tank Engine with my sons.

STAGE FOUR: NEW ALRESFORD TO HINDHEAD.

Back on the road in bright sunshine with a fresh breeze on our shoulders meandering through the country lanes..... what more could you want?

It obviously was not enough for Richard. As soon as we hit a flat straight "A" road his head went down and the speed went up. It was team time-trial time again, only Richard was doing all the work while I sat on the back munching my power bar wondering what it was he had for lunch (he sat on a separate table to us) since we were now doing 25 mph.

The scenic valley of the Whitmore Vale Road and a final steep climb to Hindhead revealed two familiar sights, the first took a while to identify: it was Vern who'd been out on his own all day having missed the start by 8 minutes. The second was Dave's blue van and trailer loaded with more food and drink.

STAGE FIVE: HINDHEAD to WISBOROUGH GREEN.

The "Fab Four" set off with Vern in tow plus one or two others we picked up along the way. The stage was fairly uneventful despite Andrew risking his rôle as a navigator when he nearly sent us off course.

The missing bridge at Ebernoe provided a re-route with an extra 2.5 km (perhaps they pinched it for the A24 at Findon. Ed.) Arriving at Kirdford Richard declared that we must be near Wisborough Green as he could smell cakes. A mile or two down the road he was complaining that someone must have

moved Wisborough Green as it was taking a long time to get there.

This time Mel and Karl Robertson greeted us with our last roadside snack before home.

WISBOROUGH GREEN TO WORTHING.

With the yellow jersey claimed by the "Croydon Express" there was only the King of the Mountains jersey to fight for, the revised route meant that Bury Hill was missed out and the Washington Bostel represented the only obstacle in our final journey home.

Andrew found his second wind and shot off from the word go, it was not until the Limeburner's Arms that we pulled him back. Next to go off the front was Paul with a skillful manoeuvre at the A 24 junction which left Richard and me gasping in awe! It took until after the Washington roundabout to pull him back. Richard then made his bid for freedom and King of the Mountains jersey on the Washington Bostel with a vicious attack that left me clinging to his wheel in a manner that our Editor is famed for. With the polka dot jersey claimed there was nothing left to fight for despite a jovial spring for the Worthing sign going to Andrew.

We cruised home tired and happy with another memorable day's cycling under our belts to yet more food and drink (in fact enough to feed an army).

I cannot finish without apologising to those I've not mentioned, who we rode with or met along the way, thank you for making the day so enjoyable, and last but not least thanks to Dave Hudson who deserves a medal for all of his hard work which

made this one of the best days out in a long long time.

Jeremy Wootton.

It's rumoured that..

Mike Gibbs volunteered to marshall at Avisford Park Hotel near the end of the club's open 25 because he knew that's where the photographer was going to be. He is now claiming a record, maintaining that he was snapped 70 times in the space of 60 minutes. Event secretary Tony Palmer has asked us to say that the photographer is not willing to allow any discount for riders whose action shots include "Mike the Marshall" - despite appeals.

The Ultimate Poser?

It's rumoured that..

the 40-plussers tried to increase their membership with an article in the SAGA magazine. Over 120 enquiries were received including one to Ray Douglass from a 73-year-old lady. "Why not meet us for lunch" said Ray. "Oh I could not come out to lunch" she responded.... "Well, how about elevenes then?" - he was doing his best - "Oh no, I don't think so".... "well you are welcome to join us for any part of our rides" - he was not going to be beaten - "Oh no, you see I haven't got a bicycle" - he was beaten.

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Club 25-mile Championship, 1994.

The wind blew, dirty grey clouds scudded across the sky, roads were wet, and more of the same was threatened. It was a good morning..... for

finding a true champion - one who knew his fitness and form, and was not worried about reputations. It mattered not that it would be hard, for everywhere it was hard was a point to attack the opposition.

If you had seen or even heard Jeremy Wootton's effort as he tackled the rise to the first turn at Findon you would know what I mean. This was a stretch where he could take a few seconds out of anyone not prepared to give it the same 110%.

The South-Westerly made for several stretches of gravel, and then you had to pick up maximum revs on the smallest cog as the course took you back and fro, It was certainly fair for it gave the riders every direction and obviously it was the same for everyone.

So what happened? Well there were twenty-three entries and sixteen made the start. Our Ed., in trying to work out the handicap was so undecided that he put Jeremy, and Paul and Colin Toppin, all on scratch. He reckoned the winner would do a 59. On the Wednesday evening four days before, the three had ridden in the Poole Wheelers 3-up and recorded a 54 for 4th place. Colin on Thursday reckoned that Jeremy was favourite. Mike Muzio was riding but had not shown good form lately and was back on a 1½-minute mark. No-one else looked capable of reaching the medals.

Jeremy from number 7 was first home and 59.25 was impressive in the conditions. He was pleased and promptly rode back down the course to see the others. Mike Muzio was not in contention, and finished on 1.3.32. Paul Toppin from number 14 was down at 1.1.12. Colin Toppin was looking smooth and fast, but perhaps the difference was the lack of aggression, it was nevertheless a good effort for 1.0.18.

Jeremy was to be the only one under the hour and his margin, a clear 53 seconds, shows what the others have to do.

There were some good rides in what in cricketing terms they call the "middle order". Chris Bacon produced another 4', and John Poland got a 4' to show what can be done with "no training" (according to his Mum!).

One of the best rides came from first-year man Gavin Bayliss, who deservedly won the handicap - no-one else did a personal best - getting home in 1.5.13. His confident comment that a couple of minutes can soon come off that are not doubted, and he looks capable of increasing his distances as well. Those running legs are learning to turn!

Full Result.

	<u>Actual Time</u>	<u>H'cap. all'ce</u>	<u>H'cap. Time</u>
1 Jeremy Wootton	59.27	Scr	59.27
2 Colin Toppin	1.00.18	Scr	1.00.18
3 Paul Toppin	1.01.12	Scr	1.01.12
4 Mike Muzio	1.03.32	1.30	1.02.02
5 Chris Bacon	1.04.32	3.00	1.01.23
6 John Poland	1.04.48	5.30	59.18
7 Gavin Bayliss	1.05.13	8.00	57.13
8 Mike Feesey	1.06.15	5.00	1.01.15
9 Ken Retallick	1.07.11	4.40	1.02.31
10 Peter Baird	1.08.34	6.00	1.02.34
11 Colin Miller	1.10.32	7.00	1.03.32
12 Jan Scotchford	1.11.37	9.30	1.02.07
13 John Lucas	1.13.35	8.00	1.05.35
14 Robert Downham	1.14.51	13.00	1.01.51
15 Lesley Barrett	1.17.08	16.00	1.01.08
16 Mike Poland	1.24.28	23.00	1.01.28

Awards - scratch

1st Jeremy Wootton

2nd Colin Toppin

3rd Paul Toppin

Timekeeper: Ray Douglass.

Pusher-off: Mel Robertson}

Teas: Mel Robertson}

Handicapper: Don Lock

Handicap

1st Gavin Baylis

2nd John Poland

Don.

It's rumoured that..

Andrew Lock now offers his services as a one-man bike-operated backing group. A squeaky but rhythmic rubbing mudguard is supplemented by a "click-etty-clack" kind of noise, which he produces by holding his hand in the wheel while riding.

This is enlivened by a piercing and repetitive howl until he realises the cause of his agony and removes his hand.

Bookings should be made well in advance to allow time for his knuckles to heal.

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Jan's Way.

Most of us prefer to get up, get out, and ride the event while still in that state of primary shock which minimises pain.

Our tame vet, however, prefers to be up and about for some time before starting her competitive rides.

Most of us would have trouble removing bits of Shredded Wheat (another 50p from our sponsors!) with a toothbrush, but on the morning of the

S.C.A. 50, Jan was up before 4 a.m., and calmly operating in the surgery to remove a bone from the throat of a distressed moggy.

Early to rise, a quick tracheotomy, and a 2.20.40. What could she do if she got up at 2 a.m. and whipped off a couple of transplants?

Sussex C.A. and Club 50 Mile Championship.

This is the first of the three events to count towards the County Best All Rounder, with the 100 and 12 hour to follow and there was a commitment by a number of riders which gave us hope of high individual placings - maybe even a winner and a good chance of the team in this series of events. It was therefore acutely disappointing to find that Paul Toppin had pulled out of the event because he was not going well. He had a cold, but so did others, and it is a great shame that his participation in the B.A.R. is now ended. Even a less than "on form" ride would still have left him as a strong contender for a top three placing and valuable backing if no more, for the Club team.

Jeremy Wootton was another who did not satisfy his own high standards. His finish time of 2 hours 00 minutes and 35 seconds left him in 5th place. Take out winner Julian Pegg of the Charlotteville whose time of 1.57.12 will not count in the County competition though, and with two events to come, Jeremy's still well placed. It also remains to be seen whether those ahead of him will ride the longer distances. Richard Keevil of G.S. Stella who recorded 1.58.45 is the only one of known 12-hour quality. The other two with their names in front at the moment, are Mike Marchant, also of the "Stella" 1.59.01, and Robin Lenharth of Brighton Excelsior, who was just four seconds ahead of Jeremy at the end of the "50".

Chris Bacon, Andrew Lock and Peter Baird were the others who plan to ride the three distances and they did everything that could be asked of them. Chris, fresh from a personal best fifty in the Norwood Paragon event the previous week even managed to knock a few more seconds off and his 2.6.40 is some four minutes better than last year and in '94 he's not going to miss the hundred. Andrew with a stinking cold did the best he could saying that he was suffering from lack of oxygen, and this on a course almost entirely at sea level! His time of 2.12.28 was respectable and if he can breathe over the longer distances he is still capable of a high placing. Peter Baird recorded 2.19.09 and after some weeks off he will be reasonably pleased with this. With the Brighton Mitre 24-hour event in his plans he should have no difficulty with the longer events.

Other Worthing riders in the "50" were Jan Scotchford who picked up yet another "fastest lady" award with 2.20.40. She started just one minute in front of Allan Matthews and succeeded in pipping him by 14 seconds. Robert Downham ventured up the distances with his ride and did well to finish with 2.25.26. Allan and Jan are both considering riding the "100" and "12" - watch this space. Reg Searle who has so regularly completed the full B.A.R. tells me he is entering the 100 but is concerned about his ability to continue with the 12-hour - something about picking up his pension book next week - but I don't believe a word of it!

Yours truly, unable to ride the 100, has always I'm afraid been a non-B.A.R. man this year but I did manage a reasonable 2.6.18 in the 50 and was pleased to help Jeremy and Chris with a win in the team section. Also I held onto the Veteran on

Standard award, but only just, with Robin Parker of Hampshire Road Club, Bob Stapley Epsom and Ron Rogers of Lewes all breathing down my neck. If you want to win veteran standards at this distance these days you've got to be looking at plusses in excess of half an hour.

The course used was yet another new one. I think it deserves mention from a number of points:- (1) I think it is fast, and I'm surprised that the winning time was not better. (2) I felt it was very safe. (3) It had an excellent headquarters in the Arundel Cricket Pavilion.

It started just a mile West of Arundel, went in and then South out of Chichester to miss the lights on the by-pass, dropped down to Bognor and back and then went out on the A259 and A27 to Langstone, before returning as per the outward route to finish opposite the start. Not a hill in sight and the only improvement would be to use the A27 Havant by-pass at least on the way back, for there are more hazards on the A259 and the return on to the A27 at Fishbourne roundabout can be dicey.

The full result, incorporating the Club Championship and handicap:-

<u>Place.</u>	<u>Name.</u>	<u>Actual Time.</u>	<u>H'cap Time.</u>
1st	Jeremy Wootton	2.00.35	1.59.35
2nd	Don Lock	2.06.18	1.59.18
3rd	Chris Bacon	2.06.40	1.56.40
4th	Andrew Lock	2.12.28	2.02.28
5th	Peter Baird	2.19.09	2.07.09
6th	Jan Scotchford	2.20.40	2.06.10
7th	Allan Matthews	2.20.54	2.02.54
8th	Robert Downham	2.25.26	2.04.26
9th	Reg. Searle	2.51.50	1.45.50

Little difficulty in spotting the handicap winner. Reg certainly fooled handicapper Ray Douglass in that section.

It's rumoured that Mike Feesey started the S.C.A. "50", covered sixty-nine miles including a visit to Rowland's Castle but did not finish. He is believed to have diverted in a Northerly direction near Havant after a marshal failed to understand his "which way?"

Devonshire dialect booklets will be circulated to all marshals for the beginning of the '95 season.

Jan, you've heard it all before, but I promise you this was overheard at H.Q. of the S.C.A. "50".

*"Jan Scotchford - she's a vet, you know".
"Can't be, doesn't look anywhere near old enough!"*

Club 15 Mile time-trial, Sunday 10th April, 1994.

<u>Place.</u>	<u>Name.</u>	<u>Actual Time.</u>	<u>H'cap Time.</u>
1.	Jeremy Wootton	35.36	35.36
2.	Colin Toppin	37.17	36.17
3.	Chris Bacon	37.45	34.45
4.	John Poland	41.23	38.53
5.	Peter Baird	41.41	35.41
6.	Mike Feesey	42.06	37.06
7.	Gavin Bayliss	42.18	33.48
8.	Alan Cooper	42.33	36.03
9.	Martin Puttock	43.18	36.48
10.	John Gilbert	44.06	38.06

11.	Mike Poland	52.41	39.11
12.	Mike Stanbridge	54.13	39.13
13.	Reg Searle (trike)	56.06	32.06

Awards

Fastest

1st Jeremy Wootton

Handicap

1st Reg Searle
2nd Gavin Bayliss
3rd Chris Bacon

Timekeeper: Ray Douglass

Pusher-off: Mel Robertson

Teas: Mel Robertson, Dave Hudson

1994 Evening Series.

Event 1, 5th May, 1994

<u>Place.</u>	<u>Name.</u>	<u>Actual Time.</u>	<u>H'cap Time.</u>
1.	Paul Toppin	23.07	23.07
2.	Colin Toppin	23.21	23.01
3.	Chris Bacon	24.12	22.42
4.	Andrew Lock	24.42	22.42
	Eric Bonner	26.10*	24.50*
5.	Colin Miller	26.36	23.21
6.	Andrew Brown	27.09	22.09
7.	Ken Pendlebury	27.20	22.20
8.	Tim Procter	27.50	22.50

* Second-claim: not eligible.

Event 2, 12th May, 1994

1.	Paul Toppin	22.27	22.27
2.	Colin Toppin	22.28	22.02
3.	Chris Bacon	23.14	21.44
4.	Mike Muzio	23.23	23.02
5.	John Poland	23.46	22.16
6.	Mike Feesey	23.53	21.38

	Eric Bonner	24.05*	22.45*
7.	John Gilbert	24.19	21.19
8.	Tim Procter	24.43	19.43
9.	Paul Allen	24.59	21.09
10.	Graham Parsons	25.30	21.00
	Ellis Bacon	26.08	
11.	Alan Matthews	26.24	22.54
12.	David Nightingale	26.31	21.46
13.	Lesley Barrett	27.06	22.21
14.	Ken Pendlebury	27.09	22.09
15.	Tim Lake	27.27	23.27
	David Jenkins	28.48*	24.03*
16.	Mike Poland	29.46	21.46
17.	Adrian Roberts	30.43	25.43
18.	Reg Searle	31.52	21.22
19.	Carole Wheeldon	33.13	25.13

* Second-claim: not eligible.

Event 3, 19th May, 1994.

1.	Colin Toppin	21.53	21.33
2.	Paul Toppin	22.21	22.21
3.	Don Lock	23.16	21.46
4.	Chris Bacon	23.23	21.53
	Eric Bonner	23.40*	21.55*
5.	Andrew Lock	23.49	21.49
6.	John Poland	23.51	22.06
7.	Ken Retallick	24.15	22.25
8.	Paul Allen	24.17	20.27
9.	Tim Procter	25.28	20.43
10.	Colin Miller	25.30	22.15
11.	Adrian Brown	25.31	20.46
12.	Peter Baird	26.10	22.55
13.	Alan Matthews	26.21	21.36
14.	Ellis Bacon	26.25	21.40
15.	Graham Parsons	26.28	22.43
16.	David Nightingale	26.33	21.48
17.	Tim Lake	27.22	22.22
18.	Lesley Barrett	27.22	22.22

19.	Mike Poland	29.25	21.25
	David Jenkins	29.26*	23.41

* Second-claim: not eligible.

Event 4, 26th May, 1994.

1.	Paul Toppin	22.30	22.30
2.	Colin Toppin	22.44	22.34
3.	John Poland	23.34	21.49
4.	Chris Bacon	23.47	22.17
5.	Don Lock	23.54	22.24
6.	Andrew Lock	24.30	22.30
7.	Mike Feesey	24.31	22.16
	Eric Bonner	24.54*	23.09*
8.	John Gilbert	24.55	22.05
9.	Paul Allen	25.13	22.03
10.	Tim Procter	25.25	21.10
11.	Martin Puttock	25.47	22.02
12.	Peter Baird	25.59	22.29
13.	Alan Cooper	26.30	22.00
14.	Mike Poland	30.28	22.28
15.	Reg Searle	32.25	22.45

* Second-claim: not eligible.

Event 5, 2nd June, 1994.

1.	Paul Toppin	22.03	22.03
2.	Colin Toppin	22.20	22.10
3.	Chris Bacon	23.02	21.32
4.	John Poland	23.04	20.56
	Eric Bonner	23.23*	21.48*
5.	Don Lock	23.26	21.56
6.	Mike Feesey	24.04	21.49
7.	Ken Retallick	24.05	22.06

8.	John Gilbert	24.22	21.32
9.	Tim Procter	24.36	20.21
10.	Paul Allen	24.38	21.28
11.	Martin Puttock	24.59	21.14
12.	Peter Baird	25.47	22.17
13.	Colin Miller	26.19	23.04
14.	Alan Matthews	26.25	21.40
15.	Ellis Bacon	26.40	21.55
16.	Tim Lake	26.57	21.27
17.	Mike Poland	29.07	21.07
	David Jenkins	29.08*	22.23*
18.	Adrian Roberts	31.29	22.29
19.	Reg Searle	31.30	21.00

* Second-claim: not eligible.

Have you a word for the Tour de France?

Yes, "spectacular", colourful, exciting, - Ow!
 I'm sorry, that's three, but it is still not
 enough. I must add more - brilliant, brave,
 courage, glory, despair, sweat, effort, heartache,
 physique, strength, tactics, stamina, strain,
 effort, speed, failure, organisation, power,
 cavalcade, crashes, pain, nerve, crowds, moun-
 tains, descents, sprints, helicopters, motorbikes,
 cameras, exhortation, attacks, breaks, punctures,
 chases, team cars, managers, gendarmes, loudspea-
 kers, television, heat, cold, wind, rain, acclaim
 - but then I'm a person of few words really.....

Don

SORRY I'VE JUST BEEN REMINDED

OF THREE MORE : YELLOW *****

AND BOARDMAN AND YATES*****

Get Yourself a Dish.

In Barry Took's autobiography "A Point of View", he tells how Jimmy Hill's obsession with football was such that he could, and would, bend any conversation to football, and didn't realise he was doing it! Took won many a fiver by betting on this certainty. This explains a lot - if it ain't football or horses, it ain't sport!

The Beeb covered the S.C.C.U. Meeting of Champions one Good Friday in the 1950's. I think the expert commentator was Nemone Lethbridge, guided and aided by Bill Mills. Nemone was a barrister, so the ideal person for the job. So sad!

Forty years on, you still can't accuse terrestrial television of swamping us, or any other minority sport, with expert and knowledgeable coverage.

Satellite is different. This April Eurosport covered every one of the classics at length, and the Grundig Mountain-bike World Cup, and the Vuelta, and the whole of Obree's hour record.

July? At least 2½ hours each day live Tour coverage, and they'll keep the football fans waiting if the stage is running late! Stage twelve, Lourdes to Lutz-Arviden (Virenque's stage win) was covered from 11 a.m. through to the finish.

Trouble is you record each stage to watch later, and I keep running out of tape. Now my birthday is December the 20th, and this year I'd like fifty Scotch video tapes, E240's for preference!!

John Grant.

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