

# THE WORTHING WHEEL

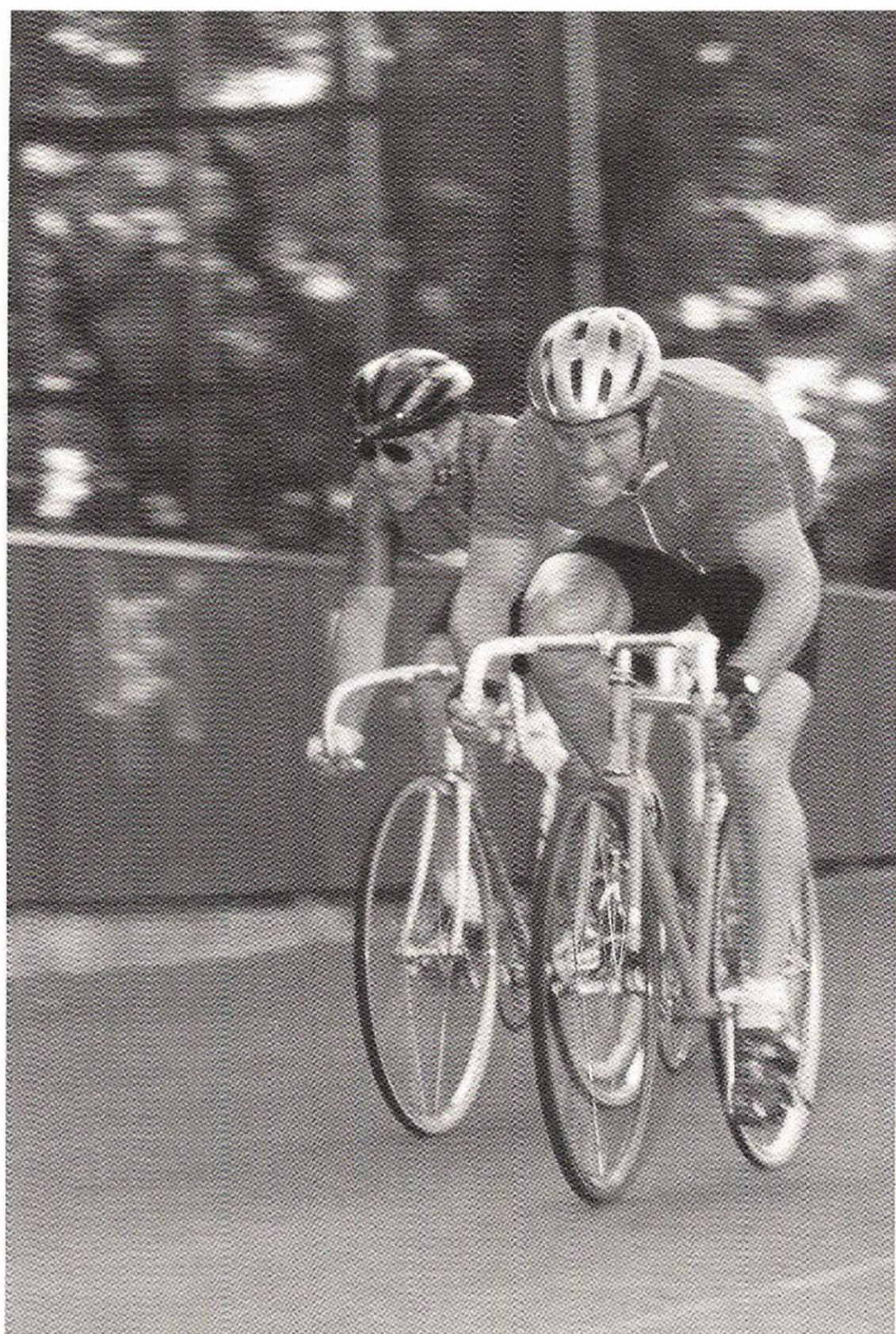


**MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB**

**SUMMER 1995**

**VOL 28 No. 2**





*PETER COX IN ACTION AT PRESTON PARK TRACK*



SUMMER 1995=====THE WORTHING WHEEL=====

WORTHING EXCELSIOR CYCLING CLUB'S=====

QUARTERLY MAGAZINE=====

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Clubroom: Broadwater Parish Rooms: Meetings every  
Tuesday evening, 7.30 to 10.30. Canteen until 10.00.

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Opinions expressed are those of the contributors,  
and not necessarily of the club or its committee.

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Tony Weeks.

The death of Tony Weeks while riding to the evening ten on Thursday 25th May was a terrible tragedy which has shocked and saddened us all. Our feelings and our loss though, are nothing compared to those of his wife Carol and their two young children. A letter of sympathy was sent, and a wreath on behalf of the club was placed with a host of others at his funeral, which a number of members attended.

At the service the minister spoke of Tony's enthusiasm for his cycling with the Excelsior. We had seen this demonstrated in the first few weeks of the season, and in only his first year as a member.

Peter Cox his closest friend knew of his keenness having many times suffered on their training runs and we had been given due notice of his potential, when in those first competitive rides, still totally inexperienced, he had pushed our established top riders to within seconds. I recall particularly the G.S. Stella Hilly event in February when he was the fastest of our riders. At that time it was a question of "who is Tony Weeks?". In a short space of time it changed to "what time has Tony done?"

We will not let his short membership and tragic death pass unrecorded. The committee is considering some form of suitable memorial perhaps an annual "novice" or "first season rider" award would be appropriate. His wife's views on this and her permission will of course be sought before any decision is made.



## The Southdowns 300

Hoping for a 200 mile day, I decided to ride to the start of Dave Hudson's 300 Audax which was due to depart at 5am from the Norfolk bridge in Shoreham. Being the 16th of April it was quite cool but by keeping a steady pace I had warmed up nicely as I approached the water sports centre. The place was very busy, with around a 100 cyclists anticipating both the challenge and the catering ahead of them.

With five minutes to go I went down to unlock my cycle and to my surprise found the only people around were the riders from Worthing Excelsior. The red lights of the majority of the riders were already well ahead of me up the road. I set off after them and got in with a group of riders who were carrying good lights - true randonneurs I assumed, and decided to stay with them until dawn at least.

However, by the time we reached the pier at Brighton I was beginning to feel cold. Being a little over-protective of my knees I stopped to put on an extra layer whilst the small group I had joined rode off into the night. Now, having warmed up, I was beginning to get into my rhythm. The hills were taken at a steady pace as, after all, there was a long way to go. Even so I passed my earlier companions. Approaching Newhaven, I caught a rider with a classic cycling style. He was wearing a PDM jersey and Willy Neesom shorts and I rode behind him admiring his smooth cycling style and the utter control he seemed to ooze. On the descent into Newhaven I was passed by the Worthing Excelsior train.

I left Willy and joined in on the back. The tri-bars on one cycle seemed a little over the top but



the rider seemed to be using them to effect on the level sections, though there were not many of these before reaching Birling Gap. Here I decided to drop out of the train and return to my natural rhythm as I watched the Excelsior get into determined mood and drive up the hill. The mini Alps descent into Newhaven was superb and I pedalled up the A259 with lights off and with no traffic in sight. The 60k to the Pevensey control seemed to pass much quicker and easier than when ridden the previous year.

Dave Hudson is always a most welcome sight and when accompanied by his little blue van at 7:05 on a cool Sunday morning there is little to beat it. There was another face I thought I recognised at the card stamping table. But it couldn't be as she has never been known to see 7am on any Sunday morning. Perhaps it had been harder than I had felt and I was hallucinating. I only stopped for a short time, not wanting to cool down too much, then I set off towards Brenzett alone. However, shortly after leaving, I was joined by Mel, a rider from London, and a Canadian, Glen, who, although working in America, lived in London. We seemed to be a fairly well matched trio and rode in harmony. Mel eventually got himself lost somewhere so Glen and I rode on. Glen enjoyed good conversation and I listened to him as he rode alongside me to the Brenzett control where Tony Palmer was stamping cards.

I did suggest to Glen that it might be a little easier if we took turns to lead into the moderate breeze but he liked the outside lane so this is how we rode into Folkestone. Stopping at a garage for Glen to fill up his camel-back we were eventually joined by Mel again. Deciding not to stop at the Little Chef in Sandgate, as most seemed to, we



headed up the hill above the channel tunnel in search of the information control Dave had added to his Brevet card. The ride to Tenterden, on perhaps not the most inspiring of roads, was done to comments from each of us that perhaps we should have stopped to eat in Folkestone after all, as the hunger pangs had begun to bite.

The blue van fulfilled our every desire in Tenterden and Dave was at his insistent best to stoke up for the coming stage. My accidental use of the ladies toilet in the car park is best left with only vague mention. Maybe it was the embarrassment of this event that had us on the road again and heading for Copthorne. The ride to Tenterden had really chilled my knees so I was now in my pertex overtrousers, the donning of which had caused some amusement at the control. Never-the-less I was glad of them and we made good time to Felbridge. It was here that Glen "hit the wall". Slowing dramatically, he began to chant, in mantra fashion, "I need a Coke, I've got to have a Coke". Not being a Coke fan myself I found it difficult to understand his passion. However, the control at Copthorne provided the necessary fizzy sugar water and he was certainly revived by it.

The Excelsior arrived as we were preparing to leave and they were now looking a little ragged. Our trio was converted into a quartet by one of their leading lights and we left them to revive on tea and cakes. Glen was still having trouble in maintaining the efforts we had been making earlier but having proved himself to be a good companion we agreed to stay together on the final stage back to Shoreham.

The sight of the sea added a little extra zest to the group and we sped past the old concrete works in close formation. With Glen now completely



emptied we rode the final mile gently and with a high degree of exhilaration having finished in what we all considered to be a very good time. I had felt good all day, though I would have preferred it a little warmer, and after sampling the fare from the Alan Matthews canteen I rode home feeling elated, having enjoyed such a good day.

Having ridden Audax events in various parts of the country I can say without doubt than none are as well organised as those of Dave Hudson. The route sheets are always excellent, the catering unsurpassed and his cheery disposition and obvious regard for his fellow cyclists is rare in this most individualistic of sports

On the ride home I thought that this had been such a good event it could only have been better if it had been a little longer. Just think of the enjoyment which could be had in a Hudson South Coast 400.

Brian Howe

### Well Done.

Jeremy Wootton's ride in the Bath Road Hilly 50 mile event on Sunday 23rd April gave him 5th place with a time of 2.16.15. He was only 3 minutes off second spot, and the severity of the course is indicated by the winner Paul Holdsworth of the Hounslow, a rider of considerable talent, who could not manage better than 2.7.48.

Our Ed. was probably the first to pick up a pot in the '95 season when he recorded 1.4.33 on a hard morning on the East Sussex course on the A22. In the Surrey/Sussex veterans' 25 he won the "Pound Hill" trophy for best on standard with a plus of 10 minutes 56 seconds..



Richard Bonner did a good one in the Good Friday Crawley Wheelers' Hilly over 44 3/4 miles making 10th place in the senior event with an excellent 1.54.27.

The Bonner duo Eric and Richard with yours truly managed to win first team in the New Forest 36 mile circuit event on a wild morning. Jan Scotchford also collected the woman's prize.

On the same hard morning, Colin Toppin showed a return to form and stamina with an excellent 2.4.30 in the Norwood Paragon 50, finishing 9th in the final result.

News from our Eastern outpost Hailsham (Shiptonville) tells us that Richard has been stacking in lots of fast long distance Randonnées, including one in France completed in something in excess of 21 m.p.h. By mid-May he had only ridden a few time trials.... oh yes, they did include a 57 and a 56! Rumour is that he might have a go at the 100 and the 12-hour.

Club 15, Sunday 9th April, 1995.  
Result.

<u>Pos.</u>	<u>Name.</u>	<u>Actual</u> <u>Time.</u>	<u>H'cap</u> <u>Allce.</u>	<u>H'cap</u> <u>Time.</u>
1	Jeremy Wootton	35.37	Scr.	35.37
2	Gavin Baylis	37.12	3.30	33.42
3	Richard Bonner	37.50	3.00	34.50
4	Matthew Gould	38.31	5.00	33.31
5	Chris. Bacon	38.38	3.30	35.08
6	Colin Toppin	38.57	2.00	36.57
7	Don Lock	39.05	4.00	35.05



8	Ken Retallick	39.49	4.30	35.19
9	John Poland	39/58	3.00	36.58
10	Peter Baird	40.03	7.00	33.03
11	Charlie Parsons	40.18	6.30	33.48
12	Adrian Roberts	42.56	10.30	32.26
13	Neil Hedley	43.55	8.00	35.33

Handicap Winner.

Adrian Roberts (net) 32.26

Officials

Timekeeper:	Ray Douglass
Handicapper:	Don Lock
Pusher-off:	Mel Robertson
Marshalls:	Allan Langham Roger Smallman

So much for the statistics. Jeremy powered his way to another club event win and it will be interesting to see who will put a stop to this. His fellow surfers again threatened a clean sweep, and only Richard Bonner, third, prevented them. Gavin getting another second and Matthew fourth continue to prove themselves and we hope that they will test their stamina with some longer rides during the season.

Adrian Roberts must have gone faster than the handicapper anticipated and collected the award in that section.

It was a nice calm and sunny morning but a bit fresh. The circuit through Ashington and Ashurst provided a fair test with its lanes and main road stretches, but it may be the last time we can use it in this form if the road through Ashington ceases to be available with traffic calming works.

Don.



1995 Evening "10" Series.  
Event 1, 4th May, 1995.

<u>Pos.</u>	<u>Name.</u>	<u>Actual Time.</u>	<u>H'cap All'ce</u>	<u>H'cap Time.</u>
1.	Paul Toppin	21.43	Scr.	21.43
2.	Richard Bonner	21.46	1.30	20.16
3.	Tony Weeks	22.43	2.30	20.13
4.	Eric Bonner	22.55	1.15	21.40
5.	John Poland	22.57	0.45	22.12
6.	Andrew Lock	23.03	1.00	22.03
7.	Don Lock	23.11	1.15	21.56
8.	Mike Muzio	23.22	0.30	22.52
9.	Peter Cox	24.09	3.00	21.09
10.	Adrian Brown	24.17	2.45	21.32
11.	Peter Baird	24.25	2.45	21.40
12.	Neil Hedley	24.46	5.00	19.46
13.	Keith Gelder	24.50	4.30	20.20
14.	Adrian Roberts	24.54	5.00	19.54
15.	Ken Pendlebury	24.57	3.15	21.42
16.	Phillip Saunders	25.02	4.15	20.47
17.	Tim Lake	25.14	3.30	21.44
18.	Robert Downham	25.15	3.45	21.30
19.	Alan Cooper	25.31	3.15	22.16
20.	Paul Terry	26.08	4.30	21.38
21.	Dave Nightingale	26.12	4.15	21.57
22.	Alan Matthews	26.37	3.30	23.07

Twelve solo rides and one two-up ride by private entries not eligible for club or series awards.

Event 2, 11th May, 1995.

1.	Paul Toppin	22.58	Scr.	22.58
2.	Richard Bonner	23.18	0.30	22.48
3.	John Poland	23.50	0.45	23.05
4.	Eric Bonner	24.11	1.15	22.56
5.	Chris Bacon	24.13	1.00	23.13
6.	Andrew Lock	24.27	1.00	23.27
7.	Peter Cox	25.23	3.00	22.23



8.	Peter Baird	25.43	2.45	22.58
9.	Adrian Roberts	25.48	4.00	21.48
10.	Alan Cooper	26.00	3.15	22.45
11.	Neil Hedley	26.12	4.00	22.12
12.	Adrian Brown	26.13	2.45	23.28
13.	Robert Downham	27.16	3.45	23.31
14.	Paul Terry	28.04	4.30	23.34
15.	Reg Searle	30.30	8.00	22.30

*Six private rides*

Event 3, 18th May, 1995.

1.	Paul Toppin	22.12	Scr.	22.12
2.	Richard Bonner	22.34	0.45	21.49
3.	Chris Bacon	22.58	1.00	21.58
	Eric Bonner	22.58	1.15	21.43
5.	John Poland	23.01	1.00	22.01
6.	Mike Muzio	23.52	1.00	22.52
7.	Neil Hedley	24.30	3.00	21.30
8.	Peter Cox	24.31	2.30	22.01
9.	Charlie Parsons	24.34	3.15	21.19
10.	Peter Baird	24.36	2.45	21.51
11.	Alan Cooper	24.57	3.15	21.42
12.	Adrian Brown	25.18	2.45	22.33
	Adrian Roberts	25.18	3.00	22.18
14.	Paul Terry	25.47	4.30	21.17
15.	Keith Gelder	25.52	3.15	22.37
16.	Robert Downham	26.15	3.45	22.30
17.	Tim Lake	26.33	3.30	23.03
18.	Dave Nightingale	27.09	4.15	22.54
19.	Reg Searle	27.53	8.00	19.53

*16 private solos and one private two-up time trial.*

Event 4, 25th May, 1995. - Cancelled.



Event 5, 1st June, 1995.

1.	Paul Toppin	21.49	Scr.	21.49
2.	Richard Bonner	22.39	0.45	21.54
3.	Eric Bonner	23.16	1.15	22.01
4.	Chris Bacon	23.18	1.00	22.18
5.	Don Lock	23.26	1.15	22.11
6.	Mike Muzio	23.37	1.00	22.37
7.	Peter Cox	23.46	2.30	21.16
8.	John Poland	23.50	1.00	22.50
9.	Ken Retallick	23.59	1.45	22.14
10.	Charlie Parsons	24.00	3.45	20.15
11.	Alan Cooper	24.31	3.15	21.16
12.	Peter Baird	24.39	2.45	21.54
13.	Neil Hedley	25.27	3.00	22.27
	Paul Terry	25.27	4.30	20.57
15.	Robert Downham	25.34	3.45	21.49
16.	Reg Searle	28.08	8.00	20.08

*12 Private time-trials*

Event 6, 8th June, 1995.

1.	Paul Toppin	21.28	scr	21.28
2.	Richard Bonner	21.56	0.45	21.11
3.	John Poland	22.55	1.30	21.25
4.	Ken Retallick	22.58	2.15	20.43
5.	Eric Bonner	22.59	1.15	21.44
6.	Don Lock	23.00	1.15	21.45
7.	Chris Bacon	23.07	1.15	21.52
8.	Charlie Parsons	23.38	2.15	21.23
9.	Alan Cooper	23.55	3.15	20.40
10.	Mike Gibbs	23.56	2.30	21.26
11.	Neil Hedley	24.10	3.30	20.40
12.	Adrian Brown	24.16	2.45	21.31
13.	Peter Baird	24.22	2.45	21.37
14.	Robert Downham	25.02	3.45	21.17
15.	Adrian Roberts	25.26	3.00	22.26



16.	Tim Lake	25.27	3.15	22.12
17.	Paul Terry	25.31	4.00	21.31
18.	Reg Searle	28.03	7.45	20.18

There were eight private time-trials, including a rare Evening "Ten" outing for Jermy Wootton, with 21.46, also Colin Toppin, with 21.51

### Gabble Talk.

Some of our older readers will remember insane contributions from a member, well we assume it was a member, who wrote under this pseudonym years ago. We thought he must have died or at least moved away, but we have just received the following. We wonder if it can be taken that he rode the first of this year's evening tens, or at least was present, for he's certainly well informed. See what you make of it.

"Oh!, now cometh much new Ashingby Teepass from great Minitrans of Killsport, soundy the death-knelly of oldy and much loved Gee Why Nun Four. R. Teesy Teesy say exit too shorty at Holy Street - alright for buses, but not bicyclodes-strangey strange, but that's their way of thinky.

Entrance right, great Lordee of the Measyure of Courses, Daymondo Rugless, he of the two S's and the razor-sharp ruler. Down on hands and kneeses, up and down Hay twenty-four and Bingo! up E cometh with Gee Why Nun Ate.

Bart on stop of Shoshington Toadstall, same as for penny mears last, down to Findee, back to Shoshington, but then, Oh jolly boy!" keep on a Northerly on Ashingby Teepass, under bridge, leftee, two roundees and to finny and big sprintee by Shoshington Green.



Big success too, all do much personals or close too. Course goody also for lot sun, nice warmy and no windy. Oh! much praisee to the Lordee Daymondo Rugless".

Gabbletalk.

### The Clonmore.

No, it's not something carried under a Scotsman's kilt. It's a not very attractive pewter tankard rather uncomfortably mounted on a wooden plinth and adorned with the badges of the Hampshire Road Club, the Bognor Regis C.C., the now-defunct Chichester C.C. and the Worthing Excelsior. It was originally competed for in an inter-club 30, being awarded to the fastest three-man team. This appears to have started in 1957 and continued until 1965. In those nine years Worthing won six times and the Hampshire Road Club were successful on the other three. It was then discontinued until in 1982 it was resurrected for an inter-club 25 and with a six-man aggregate.

In the fourteen years to the recent running of this year's version we have triumphed on twelve occasions, allowing Bognor a sight of the trophy in 1988, and the Hampshire Road Club to have temporary custody in 1990. The Rother Valley Club were invited to join a few years ago, but have yet to record a victory.

The organisation is taken in rotation, and on June 11th Rother Valley invited us over to a tough course on the A3 West and North of Petersfield. Long drags and exposed roads, but despite a couple of our riders going wrong at the slightly unusual turn - both lost about half a minute - we were too fast and too strong in depth for the opposition.



Paul Toppin led the way with a powerful 58.11 and Jeremy Wootton - (he was one that went wrong at the turn) - still got under the hour with an excellent 59.30. Although two non-counting rides by second-claim members showed a super fast 56.50 from one Luke Ray and 59.45 from Dave Dent, in the event proper we provided 1st, 2nd, and 4th, and stacked our six neatly into the first ten with an easy winning aggregate of 6.02.27.

### First Ten and Worthing Times.

<u>Pos.</u>	<u>Name</u>	<u>Club</u>	<u>Time.</u>
1.	Paul Toppin	W.E.C.C.	58.11
2.	Jeremy Wootton	W.E.C.C.	59.30
3.	Graham Frogley	Hants R.C.	1.00.04
4.	Richard Bonner	W.E.C.C.	1.00.16
5.	Richard Parker	Hants R.C.	1.00.57
6.	José Garmendia	Bognor.	1.01.14
7.	Colin Toppin	W.E.C.C.	1.01.25
8.	Gavin Baylis	W.E.C.C.	1.01.29
9.	Eric Bonner	W.E.C.C.	1.01.36
10.	Paul Cribb	Bognor	1.02.05
	Don Lock	W.E.C.C.	1.04.05
	Ken Retallick	W.E.C.C.	1.06.28
	Robert Downham	W.E.C.C.	1.09.21
	Reg Searle	W.E.C.C.	1.18.48

Best wishes to all their old friends in the Excelsior were sent by Dave and Christine Elson. Dave was on point duty at the first roundabout and Christine was helping with the refreshments.

Don.

"Be Prepared". Was Paul Toppin a Boy Scout, we wonder. Just before wife Angela got her own car he took the front wall down!

### Far North.

It was a sixty mile road race - three laps of a circuit of incredible scenery - twenty miles of roads, mainly "B" category but with about three miles on an "A" road. No traffic lights and just one roundabout. The traffic was no problem. Even in mid-May there were only a few vehicles. Police were involved - yes, they had a car in front of the peloton.

Where did I find this paradise situation? Some distance from Worthing I'm afraid. It was a Thistle Road Club promotion and the circuit was around Loch Leven in Scotland. With the superb Ballachullish Community centre as the headquarters with lots of parking. The route was to Glencoe then up one side of the Loch to Kinlocheven and back down the other with plenty of climbs and drags to test the field of sixty riders of all categories.

I chatted to a couple of Marshalls and gathered that the first two laps had taken their toll and each time as they returned through Ballachullish and across the great iron bridge, which some of you may know, stragglers had turned off to the H.Q. and an early shower. The field as I first saw it, just into the last lap, was still thirty-plus strong with four riders away by perhaps thirty seconds.

The last lap, by all accounts, was to get a bit hectic as the pressure was put on. Those who had escaped were reeled in and several attacks had the field stretched out. We could watch this through field glasses across the loch as they approached the last few miles.

We secured a spot near the finish in Glencoe village and prepared for a shot of the sprint with a



snow-capped mountain as a back-cloth. It was however to be a solo sprint with arms aloft for one who had somehow got away on the final and flat couple of miles. The remainder charged home at about twenty seconds and continued at intervals for the next couple of minutes.

The promotion by the Thistle Road Club had in fact been a day long event with a one lap time-trial over the same circuit in the morning, winning time I gather was just over 45 minutes! I didn't know that Boardman was over here - I shall keep my eyes open for the result in the Comic!

It was an enjoyable interlude in my two weeks "without wheels" in the Glencoe and Fort William area, some 600 miles from Worthing. It was nice the Thistle Road Club members knew of our area. One had been to Brighton and knew of Worthing - said he'd heard of Worthing Excelsior but he might have been just acting friendly like. Both however immediately related Sussex to our local hero Sean Yates and listened with interest when I related my account of the recent Alan Peiper/Sean Yates extravaganza at Burgess Hill.

There's wide, wide spaces up in Scotland and centres of population certainly in the North-West are few and far apart. It was noticeable that some of the clubs represented came from Glasgow, Edinburgh and the Borders, anything up to 250 miles away.

Pity I didn't have any spare copies of the Worthing Wheel with me.....

Don.

### Club Championship 25. 21st May.

The Toppin trophy cabinet maintains its grasp on a fair share of our silverware with Paul's win in the 95 edition of our domestic championship. The course used was the new one round the Ashurst circuit and with the leg to Shoreham, and as for our open event the weather was in a benevolent mood.

A time of 58.49 would in previous times have given a comfortable margin, but no longer. With Richard Bonner surging into the sub-hour zone with a super 59.26 and Jeremy Wootton finishing third in 1.00.10, he was clearly pressed all the way.

In the handicap section Adrian Roberts, home in 1.10.02 was the one who got the better of the handicapper. His 14 minute allowance giving him a net 56.02. This again was close though, for Peter Cox with the extra speed from his track racing improved to 1.4.05 and the 7½ minutes he received brought his net time to 56.35.

### Full Result.

Pos. Name.	Actual Time.	H'cap Allce	H'cap Time.
1. Paul Toppin	58.49	Scr.	58.49
2. Richard Bonner	59.26	2.00	57.26
3. Jeremy Wootton	1.00.10	Scr.	1.00.10
4. Eric Bonner	1.02.19	1.30	1.00.49
5. John Poland	1.03.04	5.00	58.04
6. Colin Toppin	1.03.14	1.30	1.01.44
7. Chris Bacon	1.03.26	4.00	59.26
8. Peter Cox	1.04.05	7.30	56.35
9. Vern McClelland	1.5.11	8.00	57.11



10.	Ken Retallick	1.05.15	5.30	59.45
11.	Peter Baird	1.06.52	7.00	59.52
12.	Alan Cooper	1.07.12	9.15	57.57
13.	Adrian Brown	1.07.55	9.00	58.55
14.	Adrian Roberts	1.10.02	14.00	56.02
15.	Colin Miller	1.10.31	7.00	1.03.31
16.	Keith Gelder	1.10.56	9.00	1.01.56
17.	Reg Searle	1.17.49	20.00	57.49

Private time-trial Dave Jenkins our second claim member, 1.15.46.

Don.

Mike Gibbs.

Ex-chairman Mike ended his working days in May and looks forward to getting down to plenty of training and some serious racing. Well he's sixty, so before he's over the hill he thought he would like to update a few personal bests and see if he couldn't put one or two youngsters in their places while he's about it.

Don't think we shall be seeing him in events in excess of fifty miles but he has made one or two excursions at that distance in the past few seasons, and he may well consider that extra miles could give him the necessary stamina.

Early retirement will no doubt see him travelling even further afield for the fast courses. One of the first purchases in his retirement has been a mobile home type vehicle with plenty of room for the bike, a new dog, and oh yes, and just enough space to squeeze wife Linda in.

(Mike - how much space do you need to squeeze Linda in?)

Will retirement finances run to a new machine we wondered. The stable needs a Lotus we suggested. The idea brought a gleam to his eyes. Linda started talking about holidays.....

Well, whatever you get up to Mike, we wish you and Linda a happy retirement - that assumes you are not going to keep Linda working --- and whatever you do on your bike we shall be pleased to record it in the "Wheel".

Don.

British Cycling Federation Sussex Division  
Road Race Championships.  
Sunday 4th June, 1995.

We have not previously carried reports on this event because we have not really been involved. This year however, saw Andrew Lock as promoter and we had three riders down on the start sheet. Andrew had instigated a change in format some months ago, persuading the local division that they should put some of their funds into the prize list, and that second and third category riders should each have separate awards. The result was a well-run 81 mile road race with competition to the end and a much higher than usual number of finishers.

There were six first-cat. riders and the overall winner looked certain to come from within that group. Steve Elms of East Grinstead, an undoubted favourite, was playing down his form at the start, but no one was taken in. There were seven second cats. and twenty-five third cats, so a reasonable size field of thirty-six.

However a couple did not start and one of these was our own Chris Bacon who committed the cardinal



sin of leaving his racing license at home. Vern McClelland and Peter Cox making his debut were our other two entries.

The course, seven and three-quarter laps of a 10½-mile circuit in the Goodwood area with the long climb of Benges on the A285 clearly providing the obstacle for most and the take-off area for the few. The headquarters were a few miles off the course but not too inconveniently placed at the East Lavant Village Hall.

Taking a view of affairs from the top of Benges on each lap was to give us a fairly complete picture. We knew immediately who were the strong men and who were going to struggle. Even at the end of the first climb the field was stretched out over a minute, and poor Peter Cox was to climb off without further ado. Short hills, even short steep hills, he reckons he can cope with, but when they go on for two miles and are ridden at 20 mph, he accepted it was not his scene.

After one full lap Steve Elms was away. It seems he'd just ridden off the front and only a brave James Pratt of Brighton Excelsior had managed to hang on. The main group about 12 strong were now almost a minute down and behind them four-ups and three-ups were forming in worthy attempts to get to the finish which must at this time have seemed a long way away. Vern was in one such group and they were working well together.

James Pratt was to quietly drop away from the "Elms" machine after a couple of laps. His chances of survival now lay with one of the chasing groups.

A rather strange situation developed over the next few laps when the other East Grinstead powerhouse,



Steve Dennis, seemed intent on towing a small chasing group ever closer to his team mate Elms. While we pointed out that this was an individual championship, it was nevertheless causing much consternation to the East Grinstead supporters.

Round about lap six contact was made and now it seemed we would witness a sprint finish, the two Steves, Martin Markowski, V.C. Bayeux and Chris McNamara one of those twins in the Etoile - well we think it was Chris. His brother Simon had slipped off the pace and was now a couple of minutes further back.

James Pratt, the initial hero, was suffering, and his 2nd cat. chances were slipping, as he was caught by a group including Steve Willis of Eastbourne.

In the penultimate lap we were to witness just how far ahead of the opposition Steve Elms really was. Riding comfortably with those who had caught him, he made it look as though he had waited for them. With the last lap under way he just rode off and left them: within seven or so miles he had opened a gap of 55 seconds. He rightly took the applause on his own for he was undoubtedly head and shoulders above the rest.

His club got second place when Steve Dennis won the sprint over Martin Markowski. Chris - yes it was Chris - MacNamara was fourth at 1 min 31 secs, and his brother held on for 5th but a further 7 minutes adrift. At 9 mins 45 secs Steve Willis was the first of the second cats. and at 13 minutes 20 secs Robert Smith of East Grinstead took the best 3rd cat prize. Vern McClelland finished and avoided being lapped, but it was a close thing. There were in fact 23 who made the result sheet, and faced



with Benges every 10 miles it would have been forgivable if many more had chosen to climb off earlier.

Worthing Excelsior members were out in force to officiate and everything went off very well. Particular thanks from Andrew to Jan Scotchford who assisted him considerably both before the event and on the day. He got fed up with answering questions about his knee and would have welcomed the ability to discard the crutches earlier. Thanks he says to the other 18 members who were out on the course and at the headquarters. We may not at present be that involved on the road racing scene, but we can still do our share.

Don.

Answer these cryptic clues and then rearrange the initial letters of each answer to find the famous cyclist.

1. They're all the rage these days - ask Dave Hudson.
2. Currently he's done more in 60 minutes than anyone else.
3. "Chris Boardman" has two of these and we do not mean the first letter.
4. It produced Coppi and Campagnolo.
5. Won a stage in Du Pont, forget his Christian name but he's English.
6. It's the shape of your shorts these days.
7. Team for guy in number 3.
8. The centre of things.
9. From 8 to the rim - usually.

### A note for your Diary.

The Sussex C.A. Luncheon will be on Sunday 3rd December 1985 at Wivelsfield Village Hall. Including of course, the presentation of awards for the '95 season, the menu will be a traditional roast, three-course meal and at just £ 7 per head that must be 1970 prices.

### New Members.

Welcome Pamela Gelder, wife of Keith but much better looking. Make him bring you down to the club-room sometimes - then you'll know what he gets up to!

Neil Hedley asked what goes on at the event H.Q. for the recent Sussex C.A. circuit event. We told him and he's now a regular at the clubroom and in club events - big strong-looking guy, comes from North of Watford - funny accent! - lives at Southwater now.

Philip Saunders is a friend of Richard Bonner. He lives at Shoreham and he's got a lovely Airedale but then we all have our problems. He's tackled a few time-trials already.

Sean McClelland - twelve years of age and son of Vern - needs no introduction really. He's already ridden Goodwood and Preston Park and attracted attention last year by winning more money in the Goodwood Gallops than his Dad!

We hope you have a long and happy membership.

Don.



The S.C.A. Open and Club 50 mile Championship.  
Sunday, 4th June, 1995.

This event had to be moved to the East Sussex course and promoter Ray Douglass was confronted with all the additional problems of transport, marshalling and catering this involved. He was apprehensive that the entry would suffer and, as it was to incorporate our own club championship, there was concern that it would not attract a good entry from Worthing. Once again the event clashed with the B.C.F. road-race championship and so it did not look good.

The entry was down in numbers from last year but there were ten entrants with better than two hours on their records, and from our point of view there was a quite excellent entry of 14 from Worthing.

East Sussex roads are somehow harder than those in West Sussex, and even improvements to the A22 and the Pevensey by-pass have not altered this. Surfaces are generally rough and if ever a road cried out for priority attention it must be that stretch of the A22 known as "The Dicker" - this cracked up concrete monster is almost guaranteed to ruin someone's wheels. The "joins" in places could be filled in with half-bricks.

The morning looked unattractive, heavy showers and very grey as the early riders started but did however improve to dry, and the wind was never a problem.

Our Ed. from No.4 had the doubtful pleasure of leading the field from quite early on to around the 30 mile mark. In quick succession just before the Bexhill turn Richard Bonner No. 9 and Brighton



Excel's Andy Payne stormed past. Richard in his first fifty was going very well. Colin Toppin was finding it hard but still maintaining a good pace and at about that same pace came a, less than his normal happy self, Jeremy Wootton, suffering from a Mediterranean cold. Peter Baird had packed deciding that a puncture and broken tri-bars were indicating it wasn't his day. Alan Cooper in his first fifty was still going and Jan Scotchford also but not with the speed of '94. Ken Retallick was steady and had been caught some three minutes by Eric Bonner. Paul Toppin going well but definitely not happy had caught both.

Behind these Richard Shipton was powering along - he was to catch Eric just before the finish. Reg Searle had led off from his almost traditional No.1 spot and electing three wheels for this event he was able to encourage all the club's riders as they came past.

Adrian Roberts did not start due we gather to the effects of a crash the previous week, and Gavin Baylis sought an early shower with some lame excuse that his saddle had broken.

Of the ten sub two-hour riders only Alan Dawson of the Antelope Racing Team could duck under this time and 1.58.51 assured him of the overall open event award. As to the Sussex championship, we have several times seen Richard Shipton come so close, and '95 saw another good effort, his time of 2.2.21 left him 4th this year behind Steven Blackmore of East Grinstead 2.00.41, David Shepherd of Bognor 2.01.09, and Shane Faulkner of Lewes, 2.2.19.

Richard Shipton whose veteran status is approaching the "Big Five-0" is once again the club champion



but it was a youngster who ran him very close and this must be great for we need new blood - some of us need new legs and lungs as well - to come through for the future. That "youngster" was Richard Bonner who held his pace over the distance and romped through the hilly bit around 40/45 miles without trouble. A super effort saw him home in 2.3.26, a club handicap win by a mile, and the "best first 50" award as well! It was also a fine starter for our chances in the team section where we have been successful several times before. Paul Toppin, still not happy - finished in 2.4.31 and that was our third counter and it was good enough.

Pos. Name.	Actual Time.	H'cap Allce	H'cap Time.
1. Richard Shipton	2.02.21	Scr.	2.02.21
2. Richard Bonner	2.03.26	6.00	1.57.26
3. Paul Toppin	2.04.31	1.00	2.03.31
4. Jeremy Wootton	2.05.20	2.00	2.03.20
5. Colin Toppin	2.05.52	4.00	2.01.52
6. Eric Bonner	2.10.23	7.00	2.03.23
7. Don Lock	2.11.20	10.00	2.01.20
8. Ken Retallick	2.20.01	14.00	2.06.01
9. Alan Cooper	2.22.09	22.00	2.00.09
10. Reg Searle (trike)	3.04.38	54.00	2.10.38

Jan Scotchford did not enter the club event: she finished in 2.27.41.

Have you seen the new R.T.T.C. entry forms?

The latest version doesn't require so much information. No need it seems to state what your last three rides were, and no need to include details of 12 hour rides unless entering for such an event. They are not compulsory you can still use the old

style as long the edition is dated February 1993 or later.

One thing on the new form has puzzled me though: it reads "Promoting Club reserves the right to refuse andy entry. Andrew Lock considers this to be discrimination and plans to appeal.....

#### Audax Awards.

A list of trophies came into my possession a while back and I could not help wondering how the "Michelin Man Trophy" came to be so named, especially when it is awarded to the female whose cycling performance the committee consider to be the most meritorious during the year. Does she get extra points if she's over 15 stone?

Their awards do seem complicated. There is also one called the "Flat Michelin Man Trophy", and this goes to the "runner-up" of another trophy "who is of opposite sex to the winner". Presumably it is the "flat " version because of deflation at not winning.

No doubt one of our Super Randonneurs can explain.

#### Club Open 25.

Sunday 30th April, 1995.

Stalwart Tony Palmer again promoted this event for us, and just as well the unflappable Tony was in charge. Quite late in the day it became clear that we would not be able to use the advertised course based from Yapton, and the switch to the new course from Steyning was made. It was the first time that the course had been used for open competition. All the arrangements for the hall at Yapton had to be cancelled and the Palmer charm enabled us to get out of that without penalty. New facilities at



Steyning were organised and very good they turned out to be.

Tony's efforts were rewarded with a good entry of 94, a fine morning and the first eleven riders beating 60 minutes including Jeremy Wootton who led Worthing Excelsior to yet another team win.

The course started about a quarter of a mile North of the A.183 in the road to Ashurst, and proceeded through that village and Partridge Green to the A24 junction south of Buck Barn. It turns South then down the A24 to Washington and left along the A283 to the Shoreham flyover. There it turned and retraced to finish out on the Steyning by-pass. With the headquarters in Steyning everything was very convenient. The course is a bit lumpy in places and some stretches of road surface are definitely "rural", but a winning time of 56 minutes shows what can be done. Thoughts are, that it would be less fast with a strong South-Westerly, but worry about that another day.

We had a group handicap system which is easier to work to, and there were the usual awards for scratch placings, team, lady and veteran categories.

Peter Main of 34th Nomads, currently enjoying his best season, scorched round in 56.46, taking almost a minute out of G.S. Stella's Mike Marchant, who complained of "struggling down the A24", and finished in 57.38. I would willingly "struggle" at that speed! Crawley Wheelers veteran Frank Lawler recorded 58.40 for third spot.

Jeremy Wootton was the fastest of the club's entrants coming 8th with a fine 59.18. With support from Paul Toppin, very pleased at this improvement

in his rather slow start to the season, recording 1.0.33 and a personal best from Gavin Baylis of 1.1.00, it was nice to win the team. Perhaps Tony's records might show how many times we have done this - quite frequently, I think.

Gavin's ride gave him the Group C handicap section award.

Full details of club rides;

<u>Pos.</u>	<u>Name</u>	<u>Time.</u>
8th	Jeremy Wootton	59.18
13th	Paul Toppin	1.00.33
16th	Gavin Baylis	1.01.00
20th	Richard Bonner	1.01.32
23rd	Eric Bonner	1.01.17
28th	Don Lock	1.03.08
36th	Chris Bacon	1.04.25
37th	Andrew Lock	1.04.32
45th	Ken Retallick	1.05.26
53rd	Charlie Parsons	1.06.36
55th	Vern McClelland	1.07.29
56th	Peter Baird	1.07.34
59th	Neil Attaway	1.07.51
61st	Peter Cox	1.08.36
65th	Keith Gelder	1.09.06
66th	Neil Hedley	1.09.24
79th	Adrian Roberts	1.15.37
82nd	Reg Searle	1.19.52

Tony asks us to record his thanks to Ray Douglass (timekeeper), John and Daphne Grant (radio), Jean and Ken Retallick (canteen) John Gilbert and Colin Miller (pushing off), Robert Downham, Mike Gibbs and John Lucas, Mike Poland, Allan Langham, Dave Hudson, Colin Toppin, Alan Matthews (marshalls) and Roger Smallman (result board) - a great example of



good clubmanship, with a great number of racing members pitching in for the good of the club.

Don.

Answers.

1. Randoneés.
2. Rominger.
3. R's.
4. Italy.
5. Elliott.
6. Anatomical.
7. GAN.
8. Hub.
9. Spokes.

R.R.R.I.E.A.G.H.S.

Reg Harris.

12 hours.

The last couple of years have seen a revival of interest, and very importantly participation, in the half-day event. This has been the case locally with the Sussex C.A. open event, due in no small way to the energies of Ray Douglass and the sponsorship of The Bike Store. It has also been the case in the Worthing Excelsior with excellent entries and results over the past two years.

What can we look forward to in 1995, I wonder. Well I believe that George Taylor of the Eastbourne Rovers who has volunteered to promote will make an excellent successor to Ray and he will still have

Ray's assistance in organising the marshalls, itself an enormous task. The Bike Store continue their very generous financial support and I hope that the excellent distances recorded by the winner in '93 and '94 will show top riders that this is a course where they can produce BBAR distances. The event has earned their participation and will not let them down.

The S.C.A. "Fifty" and "Hundred" have had to be moved to East Sussex because of West Sussex road works, but the "12" should remain basically as before.

New club record holder Andrew (Number 1 son) is hopeful that his forté will prove to be the longer distances, while currently feeling some frustration at shorter distances. He is a definite entry, (although as I write he is on crutches with a fluid on the knee problem) and feels that given a good day he can extend his 252. I feel sure that we shall see Jeremy Wootton riding and I think he will wish to re-establish himself as the club champion, and competition breeds records. Peter Baird and Chris Bacon should ride and if he is able to do sufficient training Alan Matthews will be there. What I would like to see though is the likes of Richard Bonner, Gavin Bayliss and Matthew Gould tackling the longer distances. I have no doubt that all could cover in excess of 240.

Latest news from our Hailsham outpost is that our fast vet, Richard Shipton, is also seriously thinking of having a go and that would I think really stir things up!

On the down side, it seems unlikely that Paul Toppin will be attracted to ride. He has not enjoyed his previous efforts. He does though fancy his chances of improving his 100 time and if he



were to do that then a B.A.R. qualifying ride at 12 hours might still be on the cards.

Last year's event also saw the superb ride from Jan Scotchford with club and County records smashed. Will Jan ride again? She seems to have made a rather lightweight start to the season. If she rides the longer distances she is undoubtedly capable not only of repeating or indeed improving on her '94 performances but of finishing higher in the ladies' B.A.R. nationally as well.

It's nice to sit and think what others can or should be doing, but 12 hours is my favourite event. Indeed, if I hadn't promised to help Andrew.....!

Don.

P.S. Hope his knee gets better.....

#### TALES FROM THE TRACK

The Sussex Cycle Racing League is now over the half way point of the season at Preston Park, and this year the club has been well represented with four riders regularly taking part, this must be the best turn out on the track by the club for many years.

Riders taking part are Sean McClelland in the juveniles, Peter Cox, Ellis Bacon and myself, Vern McClelland in the senior racing. So far only one meeting has had to be called off due to the weather, week 4 when it rained. Week 3 wasn't a lot better however as it was cold and windy and with only a few riders turning out the races for the separate groups were combined into one event. The early meetings tended to be quite cold but the last couple have seen a welcome change even if it has been a bit windy on the 'uphill' backstraight.

This year M & J Cycles have provided prizes for each meeting throughout the season and these are spread around the events for each of the various categories of rider. In addition Week 7 was a 'Pro Buzz' night where M & J dished out free samples of the sports drink to all comers. The meeting on May 31st was slightly different as this was the Giles Ree memorial meeting where the prize list was provided by Giles' family.

In the senior events all three club riders started off the season riding in group 2, and



have had some success. In the Giles Ree meeting Peter won the group 2 Ten lap scratch race with Vern 3rd, Peter picking up £15 for the win and Vern £5. Vern has won two of the group 2 devils, both times picking up prizes in addition to League points. Peter has now moved up into group 1, but as a vet Vern is able to remain in group 2. Peters enthusiasm got the better of him in one of the earlier meetings and he ended up riding both the group 1 and group 2 events. Peter has been mixing it well in the sprint events with the leagues top sprinters Lee Povey and Simon 'the Terminator' Taylor, and is now training with Lee on a regular basis. Peter has also taken part in a couple of open meetings and also rides occasionally at Herne Hill in the Monday League.

Ellis started out on the track with a converted road bike using a fixed sprocket on a road wheel, unfortunately problems with the chain line has resulted in a shipped chain on more than one occasion. Despite this Ellis has been riding well and with the imminent loan of a track bike should continue improving and could be scoring League points by the end of the season.

With the luxury of three senior club riders we were able to field a team in the Sussex Division Italian pursuit championship and managed to finish in fourth place. In the juvenile racing the numbers of riders have fluctuated a bit during the season and Sean has found the move into the 12 to 16 age group quite a challenge at times, having to race against Andrew Comben of Lewes who was dominating the events he rode. Andrew has now reached his sixteenth birthday so now can ride against the seniors. In the juvenile events and the under twelve races the riders cannot use fixed wheel machines, hopefully this will encourage more youngsters to have a go on the track. It is hoped that the league will be able to build up a pool of track bikes in the future and this may allow the juveniles to ride fixed.

Possibly the highlight of the track season at Preston Park was the Brighton Sash meeting on June 11th. Professional Rob Hayles came and showed how to ride the track winning over £250 for an afternoons racing. Giving the meeting an international flavour were two South African sprinters who have been racing regularly at Manchester. The Brighton Sash sprint almost had an international winner but John Saysall of Team Welwyn just managed to edge out South African junior Jonty Golden in the final with League riders Lee Povey of the Regent in third place and his teammate Simon Taylor finishing fourth. The rain that had been threatening for the latter part of the meeting finally came down during the final event the 40km National points race which had to be stopped with 7 laps remaining, however Rob Hayles had already done enough to run out winner lapping the field as part of a three man break, quite an achievement on a track the size of Preston Park. Both peter and Vern rode the meeting, and found the difference in competition quite daunting, the speed in the distance events seemed to be about ten miles an hour faster.



### Appeals Page.

Two stalwart club promoters have given us notice that they wish to stand down from their responsibilities in 1996.

Dave Hudson wants to have at least one year's break from the organising of the Randonnées, which over the last five years have become an established and prestigious part of our annual diary. The early season 200k, the Spring 300 and then in August a double bill of 200k and 100k have all become well known in the Audax U.K. calendar and have been more and more popular as Dave's organising and catering skills have been honed to perfection. He will be difficult to follow, but there is one enormous plus: he is still prepared to help out with the catering. We have no doubt also that he would be willing to pass on all his knowledge and experience to his successor.

To be fair to Audax U.K. we must let them know if we are not going to promote, so that others can be given our dates. This would though be a great shame.

Please come forward even if it is only to run one, and the sooner you volunteer the more time you will have to speak with Dave and get organised.

Tony Palmer has been event secretary for our open 25 since..... well I was going to say "the days of the Ordinary" but that would have been a slight exaggeration. He was doing it when Ron Mills was in short trousers, before Ron was a "Cycleologist", and he was still doing it when Ron retired. (I'm told he recently turned up some old entry forms in Latin!)

Now he says he would like someone else to have a go. Again Tony will be pleased to give his successor every help and let him know what's involved.

We must try and reserve these events so if you feel you can assist please come forward and offer your services.

Don.

1995 Evening "10" Series.  
Event 7, 15th June, 1995.

<u>Pos.</u>	<u>Name.</u>	<u>Actual Time.</u>	<u>H'cap All'ce</u>	<u>H'cap Time.</u>
1.	Paul Toppin	21.23	Scr.	21.23
2.	Richard Bonner	21.33	0.45	20.48
3.	Chris Bacon	22.31	1.15	21.16
4.	John Poland	22.35	1.30	21.05
5.	Eric Bonner	22.42	1.15	21.27
6.	Don Lock	22.58	1.15	21.43
7.	Ken Retallick	23.12	2.15	20.57
8.	Charlie Parsons	23.56	2.15	21.41
9.	Mike Gibbs	23.59	2.30	21.29
10.	Peter Baird	24.09	2.45	21.24
11.	Philip Sanders	24.14	3.00	21.14
12.	Adrian Brown	24.20	2.45	21.35
13.	Robert Downham	24.55	3.45	21.10
14.	Adrian Roberts	25.27	3.00	22.27
15.	Paul Terry	25.38	4.00	21.38
16.	Tim Lake	25.40	3.15	22.25
17.	Reg Searle	28.08	7.45	20.23

Twelve private time-trials saw what must be the G.918 course record, with Shaun Faulkner of Lewes recording 21.05. It was also nice to see Keith Dodman in action again. After some three seasons he came back to return a very respectable 25.40 and ask, "Tri-bars? What are they?"



The Open Ten. Saturday, 24th June, 1995.

Should we discontinue? Should we move the date and time? Were there special reasons why this event was so poorly supported? We had promoted it for quite a number of years now and it has usually been at this time of the year.

We have however changed courses and we have moved the time. The facts are that the numbers have gone down nearly every year. The 1995 version was beset with problems from the start when promoter Alan Orman moved and it seems had some problems with his purchaser, so the collection of entries was not possible. It may be that some were actually lost. Mail redirection however did not produce anything. With Alan at Crawley and apparently unable to continue it was Colin Toppin who stepped in at very short notice and at least saved our face.

Colin was not responsible for an entry of 35, or for seven of those not starting, neither could he be blamed for a cold and windy morning.

A 6.30 am start on the Wiston/Shoreham course seemed unnecessarily early, but then if we had received 120 entries we would still have been racing at 9 o'clock.

It was ex-Worthing Pete Danckwardt, now riding for Norwood Paragon, who produced the fastest time with 22.49. It was a close thing though with Paul Toppin only one second behind. These were the only two to beat 23 minutes, with third spot going to Central Sussex strongman and veteran Don Awcock with 23.33. The difficulty of the morning, or was it the quality of the field? was apparent when you find only five riders were able to beat 25mph.

We did manage to win the team with Paul's effort

being backed up by Ken Retallick 24.55 and Vern McClelland 25.02.

Back to the drawing board on this one, but thanks to those who helped Colin save the day: time-keepers Mick Kilby, Lewes, and Ray Douglass. Pushing off Mike Muzio, marshalls Alan Langham, Peter Baird, Robert Downham, Richard Bonner and Chris Bacon, canteen Eric Bonner and Mile Poland.. and not least to Colin himself, who despite his apprehension before the day did a sterling job, not only organising the event, but also combining the jobs of result board writer and radio operator, due to "Edelweiss" being DNS with a heavy cold.

#### New Member.

Another new face in the club is that of James Lawrence.

Keen to give the evening tens a try, what an introduction we gave him: with Richard Bonner without a partner - it was the evening of the two-up ten - he jumped at the chance and must have sustained the jump for the full distance, hanging on brilliantly for a 22.52.

He was keen to give the evening tens a try, and what an introduction we gave him. It was the evening of the two-up ten, and Richard Bonner was without a partner. James jumped at the chance, and obviously sustained the jump for the full distance, steaming in with a 22.52.

Well done sir, next time we'll try to find a faster partner for you!

Don.



The Clarencourt Four-up.  
July 2nd, 1995.

Colin Toppin's fault this was, he went rounding up teams and providing entry forms, telling everyone it would be a piece of cake. Somehow he succeeded, but for my part anyway he'll find it difficult next time.

We actually entered four teams but with an over-subscribed entry only three were accepted. Worth-ing "A" was Jeremy Wootton, Richard Bonner, Paul Toppin and Colin, the "B" team was Mike Muzio, Gavin Baylis, Matthew Gould and Andrew Lock. Then there was the veterans' team of Eric Bonner and Vern McClelland - youngsters really, and old-timers Ken Retallick and our Ed. - both old enough to know better. In fact Ken did wise up before the day, he contrived to fall off his bike, sprain his wrist and crack a rib - so that left three - and you need that many finishers to count!

The course was all round the lanes - Ifold, Kirdford, Loxwood, Alfold, Dunsfold, Chiddingfold, Northchapel, Petworth, Wisborough Green, Loxwood (I've been everywhere man!). I was armed with two editions of the Ordnance Survey and only Eric's local knowledge persuaded me these need not actually be carried.

It was constantly up and down, constantly sharp left, sharp right, brake, accelerate, climb, change gear... well I can tell you one thing, I never saw any of the scenery. Vern was alright, well, he's a roadman anyway and Eric was alright well he was so bloomin' strong it was just Jack who was far from alright. Vern said "we could have done with a fourth man, another back wheel would have been useful." - I could had done with six more.



I remember somewhere in the blur we caught three other teams and as we were at three-minute intervals it did go through my mind that we were probably going quite well, then I thought it might be that they were very slow. Then I realised I had stopped concentrating and the two back wheels were further away than they should have been.

Eric sustained me with drinks and somehow we were still together after the 38 miles which we had covered in 1.34.03. We finished 21st, just in the wrong half of the 40-strong entry. We were reasonably satisfied until Worthing "B" finished. When their time of 1.35.59 went up on the board we were delirious.

The "B" team had finished all four together and had found their scratch and unpracticed team to have various strengths and weaknesses. They had it seems enjoyed themselves and that I suppose is what it's all about... I just keep wondering where I went wrong.

Now the "A" tam - no, not the TV crime-busters but Toppin, Toppin, Wootton and Bonner, were right at the back of the field and while we were enjoying our cuppa back at headquarters, they were it seems speeding their way into a break-up. Paul who only ten days earlier had done a personal best "54" for a "25" was now suffering a cold, and on a climb was to lose contact. Had they discussed this possibility beforehand? He could still be useful on the flatter sections and what if one was to puncture? It seems they pressed on with no-one claiming the decision was his. They were home in 1.28.57 and in tenth place. Three seconds quicker and they would have been ninth. Ah well, we shall never know.

The winners were the Wembley Road Club in a quite



incredible 1.19.39. They were led by Richard Prebble, their 1995 National Champion at 10, 25, and 50 miles. They were almost five minutes faster than second placed Festival Road Club, and their average speed was 28.62 mph against our "A" team effort of 25.63mph. Phew!..

Don.

The Evening Two-ups.

Ten Mile - 22nd June, 1995.

Course G918. Findon/Ashington.

1.	Colin Toppin/ Paul Toppin	21.27
2.	Eric Bonner/ Don Lock	21.53
3.	Vern McClelland/ Ken Retallick	22.49
4.	Richard Bonner/ James Lawrence	22.52
5.	Charlie Parsons/ Philip Saunders	23.40
6.	Peter Baird/ Adrian Brown	23.53
7.	Alan Matthews/ Robert Downham	25.02

Twenty-Five - 6th July, 1995.

Course G933 Ashurst Circuit/Shoreham.

1.	Colin Toppin/ Richard Bonner	58.04
2.	Eric Bonner/ Don Lock	59.20
3.	Mike Muzio/ Matthew Gould	1.02.56
4.	Peter Baird/ Adrian Brown	1.03.44

We shall perhaps have to consider two separate two-ups next year for in the middle of the holiday period so few teams seem to be able to get together for both events. Looking at the two results it doesn't take long to work out that just two teams recorded a 35-mile aggregate. Paul Toppin did not start so Colin paired up with Richard Bonner in the "25". Ken Retallick was still recovering from his sprained wrist and cracked ribs, so Vern was left to ride a solo.

Result - 35 miles.

- |    |                              |         |
|----|------------------------------|---------|
| 1. | Eric Bonner/<br>Don Lock     | 1.21.13 |
| 2. | Peter Baird/<br>Adrian Brown | 1.27.37 |

## **Veterans' Time Trials Association**

### **B.A.R. Competition**

A Best All Rounder competition is promoted annually by the Association. It is open to all amateur members of the Association in events which appear in the RTTC and SCU handbooks and shall be over 25, 50 and 100 miles and 12 hours, when compared to the rider's relative standard, as shown in the Association Standard Tables. The formula for deciding the competition is the rider's distance or time calculated in m.p.h. when compared to his standards as shown in the Association tables.



## **Regulations for Standard Rides**

1. Standard medals will be awarded for 10 miles, 25 miles, 30 miles, 50 miles, 100 miles, 12 hours' and 24 hours' rides based on the Association age schedule tables. 12 hours and 24 hours distances parts of a mile to be shown in decimals.

2. Any member may compete for Association standard medals in any Open, Semi-open or Association event which appears in the RTTC or SCU handbooks. This also applies to Records and B.A.R. claims.

3. Only one award for a standard ride at each distance will be made during any one year, but there is no limit to the number of attempts which may be made.

4. Riders making a single attempt for a Standard medal shall give notice direct to the Group Recorder. This notice, which must be accompanied by the appropriate fee, must be post-marked at least two days before the date of the event. Riders who have paid bulk fees as per Regulation 5, need not notify the Group Recorder of their intention to ride in a particular event.

After winning a Standard Award: to obtain another Award in a later Age Group, the rider must beat his previous best time, plus allowance for each additional year of age.

Standard time for ladies shall be based on the 3rd class standards printed in the Standard Tables.

# V.T.T.A. STANDARD TIMES

AGES			10	25	30	50	100	12 Hrs	24 Hrs
1st Class	2nd Class	3rd Class	Miles	Miles	Miles	Miles	Miles	Miles	Miles
40			25.30	1 6 00	1 19 12	2 17 01	4 54 02	225.00	393.75
41			25.42	1 6 30	1 19 48	2 18 03	4 56 14	223.31	390.79
42			25.54	1 7 00	1 20 24	2 19 05	4 58 29	221.63	387.86
43			26 06	1 7 30	1 21 00	2 20 08	5 0 43	219.97	384.95
44	40		26 18	1 8 00	1 21 36	2 21 10	5 2 56	218.32	382.06
45	41		26 30	1 8 31	1 22 13	2 22 14	5 5 15	216.69	379.20
46	42		26 42	1 9 02	1 22 50	2 23 19	5 7 33	215.06	376.36
47	43		26 54	1 9 33	1 23 27	2 24 23	5 9 51	213.45	373.53
48	44	40	27 07	1 10 04	1 24 04	2 25 23	5 12 09	211.84	370.73
49	45	41	27 20	1 10 35	1 24 42	2 26 32	5 14 27	210.26	367.95
50	46	42	27 33	1 11 07	1 25 20	2 27 38	5 16 49	208.68	365.19
51	47	43	27 46	1 11 39	1 25 58	2 28 45	5 19 12	207.11	362.61
52	48	44	27 59	1 12 11	1 26 37	2 29 51	5 21 35	205.56	359.73
53	49	45	28 12	1 12 43	1 27 16	2 30 58	5 23 57	204.02	357.04
54	50	46	28 25	1 13 16	1 27 55	2 32 06	5 26 24	202.49	354.36
55	51	47	28 38	1 13 49	1 28 34	2 33 15	5 28 51	200.97	351.70
56	52	48	28 52	1 14 22	1 29 14	2 34 23	5 31 18	199.46	349.06
57	53	49	29 06	1 14 55	1 29 54	2 35 32	5 33 45	197.97	346.44
58	54	50	29 20	1 15 29	1 30 35	2 36 42	5 36 17	196.48	344.49
59	55	51	29 34	1 16 03	1 31 16	2 37 53	5 38 48	195.01	341.27
60	56	52	29 48	1 16 37	1 31 57	2 39 03	5 41 20	193.54	338.71
61	57	53	30 02	1 17 11	1 32 37	2 40 14	5 43 51	192.09	336.17
62	58	54	30 16	1 17 45	1 33 18	2 41 25	5 46 23	190.65	333.64
63	59	55	30 30	1 18 20	1 34 00	2 42 37	5 48 59	189.22	331.14
64	60	56	30 45	1 18 55	1 34 42	2 43 50	5 51 34	187.80	328.66
65	61	57	31 00	1 19 30	1 35 24	2 45 03	5 54 10	186.39	326.19
66	62	58	31 15	1 20 05	1 36 06	2 46 15	5 56 46	185.00	323.75
67	63	59	31 30	1 20 41	1 36 49	2 47 30	5 59 27	183.61	321.32
68	64	60	31 45	1 21 17	1 37 32	2 48 45	6 2 07	182.23	318.91
69	65	61	32 00	1 21 53	1 38 16	2 49 59	6 4 47	180.86	316.51
70	66	62	32 15	1 22 30	1 39 00	2 51 16	6 7 32	179.51	314.14
71	67	63	32 30	1 23 07	1 39 44	2 52 33	6 10 17	178.16	311.78
72	68	64	32 46	1 23 44	1 40 29	2 53 50	6 13 02	176.82	309.45
73	69	65	33 02	1 24 22	1 41 14	2 55 09	6 15 51	175.50	307.13
74	70	66	33 18	1 25 00	1 42 00	2 56 28	6 18 41	174.18	304.82
75	71	67	33 34	1 25 38	1 42 46	2 57 46	6 21 30	172.88	302.54
76	72	68	33 50	1 26 17	1 43 32	2 59 07	6 24 24	171.58	300.27
77	73	69	34 06	1 26 56	1 44 19	3 0 28	6 27 17	170.29	298.02
78	74	70	34 22	1 27 35	1 45 06	3 1 49	6 30 11	169.02	295.78
79	75	71	34 38	1 28 14	1 45 53	3 3 11	6 33 07	167.75	293.56
80	76	72	34 55	1 28 54	1 46 41	3 4 33	6 36 04	166.49	291.36
81	77	73	35 12	1 29 34	1 47 29	3 5 56	6 39 01	165.24	289.17
82	78	74	35 29	1 30 14	1 48 17	3 7 20	6 42 00	164.00	287.01
83	79	75	35 46	1 30 55	1 49 06	3 8 44	6 45 02	162.77	284.85
84	80	76	36 03	1 31 36	1 49 55	3 10 09	6 48 05	161.55	282.72
85	81	77	36 20	1 32 17	1 50 44	3 11 35	6 51 07	160.34	280.60
	82	78	36 37	1 32 59	1 51 34	3 13 01	6 54 14	159.09	278.49
	83	79	36 54	1 33 41	1 52 24	3 14 28	6 57 21	157.71	276.40
	84	80	37 12	1 34 23	1 53 14	3 16 15	7 0 33	156.33	274.30
	85	81	37 30	1 35 05	1 54 04	3 17 43	7 3 45	154.95	272.20
		82	37 48	1 35 48	1 54 55	3 19 11	7 7 02	154.57	270.08
		83	38 06	1 36 31	1 55 46	3 20 40	7 10 19	153.17	267.96
		84	38 27	1 37 15	1 56 40	3 22 09	7 13 43	151.77	265.82
		85	38 46	1 37 59	1 57 32	3 23 39	7 17 07	150.37	263.68

TRICYCLES 8 1/3% longer time or shorter distance than above

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