

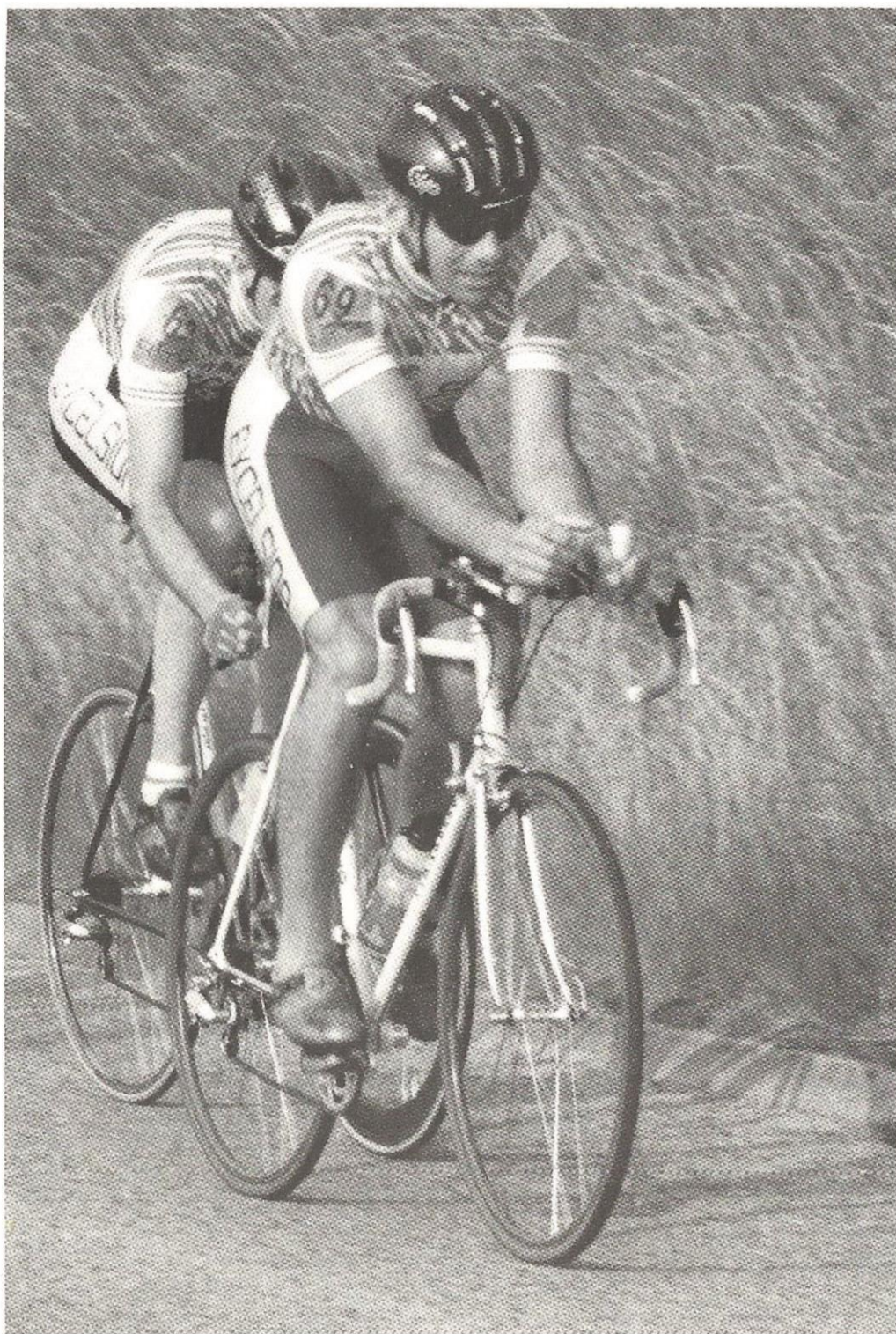
THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

SUMMER 1997

VOL 30 No. 2



RICHARD BONNER

Summer 1997=====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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10 MILE RESULT 22-3-97

NAME	POS	ACTUAL TIME	H'CAP	H'CAP TIME
Nick Lelliott	1	23.20	Scratch	23.20
Jonathan Ford-Dunn	2	24.08	2.30	21.38
Karl Roberton	3	24.44	3.10	21.34
Tim Stedman	4	25.32	3.00	22.32
Ken Retallick	5	26.08	3.00	23.06
Alan Cooper	6	26.32	2.30	24.02
Lesley Barrett	7	26.59	5.30	21.29
Ian Cheesman	8	27.08	7.30	19.38
Shaun McClelland	9	28.55	7.30	21.25
Reg Searle	10	34.32	8.30	25.54

AWARDS

1st ... NICK LELLIOTT 23.20

H'CAP 1st IAN CHEESMAN

2nd ... SHAUN McCLELLAND

PRIVATE ENTRIES ...

NAME	ACTUAL TIME	
Roger Smith	22.51	
Vern McClelland	26.00	Tandem
Kathryn McClelland		
Chris Dransfield	39.14	Took wrong turning

TIMEKEEPERSMike Gibbs / Tony Palmer

PUSHER - OFF Mel Roberton / Alan Stepney

H'CAPPER Don Lock

CATERING Dave Hudson

Well Nick made it three wins in three races in winning this one, but it was not a sparkling performance, and it may be that the antibiotics and the aftermath of a tooth infection were still affecting him. Jonathan Ford-Dunn was delighted with his personal best 24.08

and may now up his visits to the chiropractor to twice a week! Well somethings doing him good, that's for sure. Karl Robertson got third with a nice early season 24 and must get down to a 23 in the Evening Series - Well that's what his Dad said!

Another P.B came from Shaun McClelland diving through the 30 minute barrier and not bothering with 29's.

Ian (he's an undercover cop disguised as a cyclist) Cheeseman was another pleased with the timekeepers calculations. He has been warned that he will never again get 7.30 handicap - even if Chris Boardman's riding.

Inflation

The Club Committee have decided to uprate all the performances of long time member Mike Poland by 25%. i.e his time for 25 miles, say 1 hour 10mins is now to be shown as a 52.30. Unfortunately all the trophies he would have won can not now be altered or re-presented, but it was felt that due acknowledgement should be given to his magnificent performances over the years - all recorded on flat tyres!

It was only recently on a club run to Cowfold that he found out that tubular tyres (tubs) have to be inflated! The operation is being phased in. The President pumped up his front tyre for him immediately but so that he does not find it too much of a shock the other is to be left until September.

Clubroom Canteen

If you get to the Clubroom on Tuesdays you will probably have noticed that there's always someone running the canteen. You've probably also wondered!!....."How can I get to help?"

Well we won't keep you in the dark any longer - you just give your name to Don Lock and he will see that you go on the rota.

The more names we get the less frequent are the occasions on which you are required. At the moment it comes around once every thirteen weeks (4 times a year).

We are sure you would like to help, so let's be hearing from you.

Welcome to New Members

At a recent meeting we signed up four new members - our membership secretary was looking for a bonus point!

Young Christopher Dransfield - friend of Shaun McClelland and already a veteran of the Roller Racing scene, joins us despite hailing from Woodingdean, Brighton.

Next up the age scale is Nick Lelliott's son Matthew. Matthew has signed up before but then the membership lapsed - or did his Dad forget to pay, anyway hope we shall see more of you this time. Perhaps you can stand in for your Dad in the summer while he's 'Bedding Up' or 'Pricking Out' or whatever it is these Nurserymen do between March and September!

Paul Carruthers joins us from Horsham - works in Worthing. Turned in a good effort in the Long Furlong Circuit and then the Sussex 2 Up 25 where he rode with Robin Lenarth of Brighton Excelsior.

Finally old man Andy Smith has come back to his home stable after periods with Brighton Excelsior and the Catford C.C. With these clubs he played the part of the front half of a tandem, providing many club records in those club colours. Rumour is he will be going for the evening ten series (I'm writing this in April) and for tandem records with Jan Scotchford playing the rear half.

Welcome to more new members

Nigel Page of 16 Aston Rise, Pulborough was signed in notwithstanding that his application was accompanied by an Allied Dunbar compliment slip (The Committee's always looking for sponsors!) and despite the admission that he knows Peter Baird.

Stephen Trott from 59a Offington Lane, Worthing was another duly enrolled (it's not painful). Oh! but perhaps it is, for Stephen informed us he would be delaying his first time trial event until the saddle was bearable again after a recent Op! - Never let items like that 'snip' out, in this club, the Editor loves 'em!

It was a wheely bad break!

(Gavin Baylis breaks a leg in three places - Worthing - Goring &- Ferring)

It happened, when he was demonstrating the unicycle abilities of his mountain bike, date: January 23rd. He remained plastered until March 9th. Is this a record binge, he asks!

Still things were improving when I telephoned him in April. He was going at around 185 on the rollers and either his mobile was on the blink or he was just about to spread his lungs around his garage. Sounded like there was a hammer drill going in the background.

By the time you read this though he will be out on the road again and no doubt giving us all a hard time.

The warning isDon't prance about on one wheel

The breaks take a long while to heal.

See you soon mate, have a good season, even if it is a short one.

Don

Life after Tri-Bars

So many have asked me how I am getting on without racing, I feel I am being likened to someone trying to give up smoking. Andy Smith asked if I was suffering withdrawal symptoms, and many it seems expect me to have a 'quick drag' as it were, and slip in the odd ten or twenty five. Jan Scotchford expressed surprise when I confirmed that I would not be riding any of the evening tens. "I can't imagine not riding the bike" she said. Now that's where I let slip my 'running down' formula.

I get out twice at week-ends and would hope to do about 80 to 100 miles in all. One ride would be on my own and the other is the Sunday club run. I have been out to a number of time-trials, club and open, and in some respects enjoy the cuppa and conversation at the HQ even more. Now I can waffle on about 'what a good morning' and 'smashing course' and clear the queue to the tea urn very rapidly, I also now avoid that embarrassing moment when your time goes up! A bit more time-keeping will allow me some revenge for all the rotten times I did! Plus of course I can have a bit of fun

with the handicapping.

Andrew hopes to ride and I shall enjoy shouting at him. I have a list of the things he told me when I was already doing my nut, and these will be thrown back at him on specially selected occasions.

I now go round a circuit at 18mph (on a good night that is) that I used to regularly cover at 21/22 mph. But the reasons for this more sedate progress are occurring to me at pleasantly regular intervals.

- 1) Well I'm not training now*
 - 2) I haven't got tri-bars on*
 - 3) On my old bike*
 - 4) Pressures, not tubs*
 - 5) Looking at the scenery*
 - 6) Breathing normally*
 - 7) Don't want to catch anyone in case they think I'm training*
 - 8) Promised Maureen not to get all hot and sweaty*
-and there's more.....*

Still I go well enough to occasionally ride at the front of the club run. Recently this was with part-time racer Paul Toppin..and as I said to him "I've found one benefit of being unfit". I think he said "Please tell me" so I did..... I can now ride flat out at the head of the club run and know that the pace is just nice and comfortable for everyone else!

By the way I've also re-discovered Saturday evenings which I had quite forgotten last from tea-time to midnight.....or even later. Wow!

Don.

Pants to be seen in

Some of us had seen the baggy pants (multi-colour, sort of splashed paint design) worn by Alan Matthews when we attended his house for the committee meeting and we'd survived. Well do as you like in your own home..... But, on the following evening's club night when Alan and ex-Treasurer Bob Downham both strolled in, within seconds of each other, wearing would you believe those same identical baggy pants it brought the house down with

laughter! The Editor took a chair in a quiet corner plus ten minutes to recover, and John Lucas later admitted to spontaneous bursts of laughter throughout the following week, as the image returned. We thought Alan was joking when he spoke of a clearance of 'Fire Damaged stock' but perhaps not.
 You just put a Bob down ham you get 'em!

Club Runs

A list of runs is published by Tony Palmer, usually one every three months and these are distributed to those we see in the clubroom. The ride is usually about 25 miles - stop for coffee at pre-arranged venue and then about 20 miles home. All runs depart from Washington Village - just north of the Franklands Arms, at 9.10 on Sundays.

The average speed? - about 14mph and Tony prides himself on avoiding main roads as much as possible.

Why don't YOU come? If you are not racing and not many of you are, what do you do with your Sunday mornings?

RAY DOUGLASS MEMORIAL

Open 25 Mile Time Trial

Sunday 27th April 1997 Course G25/93 (Old G933)

Under RTTC Regulations

TIMEKEEPERS

Mr.Mick Kilby : Lewes Wanderers C.C.

Mr.John Pilbeam : Bognor Regis C.C.

OFFICIAL RESULTS

Scratch Awards

1st	Sean Yates	Team Clean / Fresh Start	53-23
2nd	Paul Woodman	Team 2000 /Sony Centre/ Pearsons Cycles	56-35
3rd	Steve Willis	Eastbourne Rovers / Phoenix Cycles	57-01
4th	Simon Prior	Eastbourne Rovers / Phoenix Cycles	57-27
5th	Mark Jones	G.S.Stella	57-49

Handicap Awards

A	Sean Yates	Team Clean / Fresh Start	53-23
B	Shaun Reed	Eastbourne Rovers C.C.	58-37
C	Glenn Cook	Eastbourne Rovers C.C.	58-26
D	Peter Williams	Gatwick Airport C.T	1-05-03
E	Jonathan Ford-Dunn	Worthing Excelsior C.C.	1-04-28

Team Award**Eastbourne Rovers**

Steve Willis	57-01	£5.00
Simon Prior	57-27	£5.00
Glenn Cook	58-26	£5.00

Fastest Lady Award

Natacha Maes	East Grinstead	1-04-24
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Fastest Veteran on Standard

Colin Greenhalgh	Lancashire R.C.	+ 13-14
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POSITION	NAME	CLUB	TIME
1	Sean Yates	Team Clean / Fresh Start	53-23
2	Paul Woodman	Team 2000	56-35
3	Steve Willis	Eastbourne Rovers C.C.	57-01
4	Simon Prior	Eastbourne Rovers C.C.	57-27
5	Mark Jones	G.S.Stella	57-49
6	Glenn Cook	Eastbourne Rovers C.C.	58-26
7	Shaun Reed	Eastbourne Rovers C.C.	58-37
8	James Dear	Eastbourne Rovers C.C.	58-42
=9	Aran Stanton	RN RM CA	58-52
=9	Jon Sharples	Eastbourne Rovers C.C.	58-52
11	Alan Dodkins	Fareham Wheelers C.C.	59-08
12	Mike Marchant	G.S.Stella	59-19
13	Stan Worrell	Norwood Paragon C.C.	59-30
14	Frank Lawler	Crawley Wheelers C.C.	59-40
15	Richard Keevil	G.S.Stella	59-44
16	David Shepherd	C.T.C. West Surrey	59-47
17	Andrew Payne	G.S.Stella	1-00-03
18	Anthony Cook	Gatwick Airport C.C.	1-00-07
19	Paul Delani	Eastbourne Rovers C.C.	1-00-08
20	Lloyd Gratston	Eastbourne Rovers C.C.	1-00-45
21	Garry Wells	Charlotteville C.C.	1-00-52
22	Chris Shepherd	C.T.C. West Surrey	1-01-16
23	Robert Wimble	Lewes Wanderers C.C.	1-01-24
24	Chris Bacon	Worthing Excelsior C.C.	1-03-18
25	Eric Bonner	Worthing Excelsior C.C.	1-03-23
26	Karim Sidi Baba	Brighton Excelsior C.C.	1-03-30
27	Dave Palmer	Addiscombe C.C.	1-03-36
28	Richard Bonner	Worthing Excelsior C.C.	1-03-38
=29	Bob Donington	Clarence Wheelers C.C.	1-03-41
=29	Mike Anton	East Grinstead C.C.	1-03-41
31	Colin Greenhalgh	Lancashire R.C.	1-03-57
32	Simon McNamara	V.C. Etoile	1-04-06
33	Natacha Maes	East Grinstead C.C.	1-04-24
34	Jonathan Ford-Dunn	Worthing Excelsior C.C.	1-04-28
35	Tim Holmes	Lewes Wanderers	1-04-49

36	Peter Williams	Gatwick Airport C.T	1-05-03
37	Alan Robinson	Brighton Excelsior C.C.	1-05-38
38	Stuart Simmonds	Lewes Wanderers C.C.	1-05-58
39	Alan Bowry	Brighton Excelsior C.C.	1-06-02
40	Anthony Rogers	Brighton Excelsior C.C.	1-06-04
41	Mike Feesey	Worthing Excelsior C.C.	1-06-08
42	Mathew Gould	Worthing Excelsior C.C.	1-06-14
43	Karl Robertson	Worthing Excelsior C.C.	1-06-20
44	Derek Dowden	Charlotteville C.C.	1-06-42
45	Alan Walker	South Eastern R.C.	1-06-46
46	Carl Whitaker	V.C.Etoile	1-06-50
47	Andrew Cox	Brighton Excelsior C.C.	1-07-08
=48	Vern McClelland	Worthing Excelsior C.C.	1-07-10
=48	Tim Stedman	Worthing Excelsior C.C.	1-07-10
50	Ken Retallick	Worthing Excelsior C.C.	1-07-26
51	Hanko Van Beinum	Brighton Excelsior C.C.	1-07-31
52	Neil Garrett	Brighton Excelsior C.C.	1-07-41
53	Paul Carruthers	Worthing Excelsior C.C.	1-08-21
54	Ken Stevens	Lewes Wanderers	1-09-00
55	Mick Dicker	Amphibians 2 Triathlon Club	1-09-42
56	Michael Conway	Redhill C.C.	1-09-57
57	Colin Miller	Worthing Excelsior C.C.	1-10-13
58	Lesley Barrett	Worthing Excelsior C.C.	1-11-45
59	Andy Whitney *	Brighton Mitre C.C.	1-12-51
60	Dan Clark	Brighton Excelsior C.C.	1-13-08
61	Tracey Wearing	Addiscombe C.C.	1-13-59
62	Pete Eldridge	Worthing Excelsior C.C.	1-15-07
63	Ron Bardouleau	Worthing Excelsior C.C.	1-17-31
64	Diana Trafford	Worthing Excelsior C.C.	1-23-01
65	Mark Gibson **	Birkenhead Victoria C.C.	1-27-51
	John Awcock	Central Sussex	DNF
	Ian Cheesman (Apologies)	Worthing Excelsior	DNS
	Mark Walker	Regent R.C.	DNS
	Nick Guy	Vegetarian C & A.C.	DNS
	Mark Davis	Crawley Wheelers C.C.	DNS
	Reg Searle	Worthing Excelsior C.C.	DNS
	Colin Homan (Apologies)	Lewes Wanderers C.C.	DNS
	Paul Wilson	Regent R.C.	DNS
	Adrian Cheale (Apologies)	Brighton Mitre C.C.	DNS
	Steven Woodbridge	G.S.Stella	DNS
	Keith Balcombe (Apologies)	Brighton Excelsior C.C.	DNS
	Paul Elson	Lewes Wanderers C.C.	DNS
	Clive Oxborrow	V.C. Etoile	DNS

* Includes 1 min late start

** Includes 20 mins late start

GROUP HANDICAP RESULTS

Group A

1	Sean Yates	Team Clean / Fresh Start	53-23
2	Paul Woodman	Team 2000	56-35

3	Steve Willis	Eastbourne Rovers C.C.	57-01
4	Simon Prior	Eastbourne Rovers C.C.	57-27
5	Mark Jones	G.S.Stella	57-49
6	Jon Sharples	Eastbourne Rovers C.C.	58-52
7	Mike Marchant	G.S.Stella	59-19
8	Stan Worrell	Norwood Paragon C.C.	59-30
9	Frank Lawler	Crawley Wheelers C.C.	59-40
10	Richard Keevil	G.S.Stella	59-44
11	Andrew Payne	G.S.Stella	1-00-03
12	Garry Wells	Charlotteville C.C.	1-00-52
13	Richard Bonner	Worthing Excelsior C.C.	1-03-38
14	Bob Donington	Clarence Wheelers	1-03-41
15	Simon McNamara	V.C.Etoile	1-04-06
DNS	Steven Woodbridge	G.S.Stella	

Group B

1	Shaun Reed	Eastbourne Rovers C.C.	58-37
2	James Dear	Eastbourne Rovers C.C.	58-42
3	Aran Stanton	RN RM CA	58-52
4	Alan Dodkins	Fareham Wheelers C.C.	59-08
5	David Shepherd	C.T.C. West Surrey	59-47
6	Anthony Cook	Gatwick Airport C.C.	1-00-07
7	Paul Delani	Eastbourne Rovers C.C.	1-00-08
8	Chris Shepherd	C.T.C. West Surrey	1-01-16
9	Robert Wimble	Lewes Wanderers C.C.	1-01-24
10	Chris Bacon	Worthing Excelsior C.C.	1-03-18
11	Eric Bonner	Worthing Excelsior C.C.	1-03-23
12	Karim Sidi Baba	Brighton Excelsior C.C.	1-03-30
13	Dave Palmer	Addiscombe C.C.	1-03-36
14	Mike Anton	East Grinstead C.C.	1-03-41
15	Colin Greenhalgh	Lancashire R.C.	1-03-57
DNS	Nick Guy	Vegetarian C & AC	
DNS	Mark Davis	Crawley Wheelers	

Group C

1	Glenn Cook	Eastbourne Rovers C.C.	58-26
2	Lloyd Gratston	Eastbourne Rovers C.C.	1-00-45
3	Natacha Maes	East Grinstead C.C.	1-04-24
4	Tim Holmes	Lewes Wanderers C.C.	1-04-49
5	Anthony Rogers	Brighton Excelsior C.C.	1-06-04
6	Mike Feesey	Worthing Excelsior C.C.	1-06-08
7	Mathew Gould	Worthing Excelsior C.C.	1-06-14
8	Alan Walker	South Eastern R.C.	1-06-46
9	Andrew Cox	Brighton Excelsior C.C.	1-07-08
10	Hanko Van Beinum	Brighton Excelsior C.C.	1-07-31
DNF	John Awcock	Central Sussex C.C.	
DNS	Mark Walker	Regent R.C.	
DNS	Colin Homan	Lewes Wanderers C.C.	
DNS	Keith Balcombe	Brighton Excelsior C.C.	
DNS	Paul Elson	Lewes Wanderers C.C.	

Group D

1	Peter Williams	Gatwick Airport C.C.	1-05-03
2	Alan Robinson	Brighton Excelsior C.C.	1-05-38
3	Stuart Simmonds	Lewes Wanderers C.C.	1-05-58
4	Alan Bowry	Brighton Excelsior C.C.	1-06-02
5	Karl Robertson	Worthing Excelsior C.C.	1-06-20
6	Carl Whitaker	V.C. Etoile	1-06-50
7	Vern McClelland	Worthing Excelsior C.C.	1-07-10
8	Ken Retallick	Worthing Excelsior C.C.	1-07-26
9	Neil Garrett	Brighton Excelsior C.C.	1-07-41
10	Ken Stevens	Lewes Wanderers C.C.	1-09-00
11	Mick Dicker	Amphibians 2 Tri Club	1-09-42
12	Michael Conway	Redhill C.C.	1-09-57
13	Colin Miller	Worthing Excelsior C.C.	1-10-13
14	Mark Gibson	** Birkenhead Victoria C.C.	1-27-51
DNS	Paul Wilson	Regent R.C.	

** Includes 20 Mins late start

Group E

1	Jonathan Ford-Dunn	Worthing Excelsior C.C.	1-04-28
2	Derek Dowden	Charlotteville C.C.	1-06-42
3	Tim Stedman	Worthing Excelsior C.C.	1-07-10
4	Paul Carruthers	Worthing Excelsior C.C.	1-08-21
5	Lesley Barrett	Worthing Excelsior C.C.	1-11-45
6	Andy Whitney *	Brighton Mitre C.C.	1-12-51
7	Dan Clarke	Brighton Excelsior C.C.	1-13-08
8	Tracey Wearing	Addiscombe C.C.	1-13-59
9	Pete Eldridge	Worthing Excelsior C.C.	1-15-07
10	Ron Bardouleau	Worthing Excelsior C.C.	1-17-31
11	Diana Trafford	Worthing Excelsior C.C.	1-23-01
DNS	Ian Cheesman	Worthing Excelsior C.C.	
DNS	Reg Searle	Worthing Excelsior C.C.	
DNS	Adrian Cheale	Brighton Mitre C.C.	
DNS	Clive Oxborrow	V.C.Etoile	

* Includes 1 min late start

Veterans on Standard

POSITION	NAME	CLUB	Plus / Minus
1	Colin Greenhalgh	Lancashire R.C.	+13.14
2	Ken Stevens	Lewes Wanderers C.C.	+11.05
3	Paul Woodman	Team 2000	+10.25
4	Frank Lawler	Crawley Wheelers	+9.53
5	Ken Retallick	Worthing Excelsior C.C.	+9.11
6	Bob Donington	Clarence Wheelers C.C.	+7.58
7	Eric Bonner	Worthing Excelsior C.C.	+7.44
8	Garry Wells	Charlotteville C.C.	+6.08
9	Alan Walker	South Eastern R.C.	+4.21
10	Michael Conway	Redhill C.C.	+3.19

11	Pete Eldridge	Worthing Excelsior C.C.	+3.13
12	Jonathan Ford-Dunn	Worthing Excelsior C.C.	+2.02
13	Hanko Van Beinum	Brighton Excelsior C.C.	+1.35
14	Alan Bowry	Brighton Excelsior C.C.	+1.28
15	Neil Garrett	Brighton Excelsior C.C.	+1.21
16	Peter Williams	Gatwick Airport C.T.	+0.57
17	Mike Feeseey	Worthing Excelsior C.C.	+0.52
18	Colin Miller	Worthing Excelsior C.C.	+0.22
19	Vern McClelland	Worthing Excelsior C.C.	+0.20
20	Ron Bardouveau	Worthing Excelsior C.C.	-3.09
	John Awcock	Central Sussex C.C.	DNF
	Mark Walker	Regent C.C.	DNS
	Reg Searle	Worthing Excelsior C.C.	DNS
	Paul Wilson	Regent C.C.	DNS
	Keith Balcombe	Brighton Excelsior C.C.	DNS

Ladies

1	Natacha Maes	East Grinstead C.C.	1-04-24
2	Lesley Barrett	Worthing Excelsior C.C.	1-11-45
3	Tracey Wearing	Addiscombe C.C.	1-13-59
4	Diana Trafford	Worthing Excelsior C.C.	1-23-01

Marshalls:-

Junction B2135/A24	Alan Langham
Washington R/bout	Paul Toppin Mike Irons
Bramber Castle R/bout	Mike Poland Don Lock Gavin Baylis
Beeding Court R/bout	Dave Hudson Simon Markwick
Shoreham Flyover R/bout	Tony Palmer John Lucas Sheila Lucas
Timekeepers	Mick Kilby John Pilbeam
Recorder	Mike Gibbs
Radio Results Team	John Grant Daphne Grant
Results Board	Roger Smallman
Refreshments & Catering	Jean Smallman Jean Retallick
Pusher-off & Signs	Alan Stepney
Pusher-off & Numbers	Richard Cooley

The long Spring drought broke on the Saturday and it was a relief to find the Sunday morning dawning dry and reasonably calm if a bit chilly, especially for the marshalls. This was the second running of this event in Ray's memory and it was Mel Robertson's first Open promotion. Our confidence in him was well founded and everything went off very smoothly. The fact that the start timekeeper arrived with only 2 minutes to spare was a deliberate ploy just to keep the adrenaline running high!

What wind there was blew from a north westerly quarter and the first few miles up to the A24 at West Grinstead and the last few miles back from Shoreham to the Steyning finish were the toughest. Despite the much greater use which has now to be made of this course (see map), and the very fast times which are being recorded, it is still not popular and the entry of 78 was disappointing, although there was certainly a high standard of entry. Sean Yates, ex European Pro and now enjoying the "no pressure" world of English time trials again, headed the cast. Without being unkind to the others, he 'headed and shouldered' the cast. His entry had been rumoured and the cycling grapevine soon got the word around. It attracted a lot of extra club riders and there was a good throng back in the headquarters. Such is the great regard for his professional career and his 'one of the boys' attitude, that many turned out to see him, stand near him, or maybe even get an autograph.

On paper 35 of the 78 had personal best times under the hour and on the morning 16 were to achieve that standard. The full results are reproduced at the end of this report and it's a long way down the list to find a Worthing name. Chris Bacon 24th, is an indication of our current racing strength. We do have others who could have improved on that but for one reason or another - racing elsewhere, getting over marathons, repairing broken legs, etc - they were not available, so we can hope for improvement in the months ahead.

Sean Yates was observed all round the course and one single aspect of his riding is remarked on by everyone, and it must be a lesson for us all. It was that only his legs moved, whether up hill or down, on corners or straights, good surface or bad, his upper body was just part of the machine, an extension to the frame. It took him through roundabouts with just the slightest of inclinations. At

Bramber barely noticeably a lean to the left then right and then to the left again - a sort of twitch really. The cadence of the legs was unaffected and with seemingly effortless smoothness he was quickly disappearing along the bypass. Other younger and very quick riders at the same roundabout were all action, throwing the bike from side to side, out of the saddle, sending enormous stresses on to frame and wheels and using so much more energy. If all their strength had been as efficiently utilised they would not perhaps have been three to six minutes in arrears at the finish.

The best club performance was undoubtedly that of Jonathan Ford-Dunn whose time of 1.4.28 was a personal best and easily won him a handicap section award. He came within a minute of a number of our riders who only last season would have left him seven minutes adrift.

With six riders in the first ten Eastbourne Rovers easily won the team award. With so many fast young riders they are the envy of other clubs in the county.

EAST SUSSEX FIREMAN'S RANDONNEE

An unlimited supply, 341, 106, 66, 2040, 682, 5.

What do these assorted quantities and numbers mean? You may well ask, but to those members of the Worthing Excelsior C.C. on Sunday 20th April, they mean quite a lot.

Five members of the Excel, namely, Sue Dray, Dave Hudson, Ken Retallick, Paul Toppin and myself rode the East Sussex Fireman's Randonee around East Sussex.

The event started at Newhaven Fire Station at 9.30a.m. The 341 entrants also included about 40 riders from the clubs of Dieppe and Rouen, who had come over for 'le weekend' to take part. Many of the entrants were club cyclists but there was a variety of others taking part, from small children on the backs of specially adapted tandems to ladies on shopping bikes and racing cyclists who could not find an event for the day. Everybody at the start was full of enthusiasm and waiting to begin their 106 kilometre adventure.

The stiff northerly breeze made riding very hard on our way towards

Lewes on the undulating route up the western side of the Ouse valley, the gradient up to the prison at Lewes was a lot steeper than I had remembered and bottom gear was reached for. I was grateful that the lights at the top of the hill were green so that I did not need to stop and restart. Paul Toppin and myself rode together with Chris Beckenham of the Brighton Excel during this early part of the event hoping to catch up with Dave Hudson who somehow had slipped away before us and we had assumed was 'up the road'. Left just before Cooksbridge, to turn westwards along underneath the Downs, through Plumpton, Streat and Westmeston, re-living the days when these roads were used by the top riders of the world in the Wincanton Classic. Right into Spatham lane and still no sign of that Hudson fellow. On to Wivelsfield, where Paul Toppin lived as a boy, where right towards Chailey Common and our first cafe stop where we expected to find Dave tucking into his breakfast. To our surprise Dave was nowhere to be seen, we had obviously passed him en route, going behind a hedge for a 'comfort stop'.

Leaving Chailey in a northerly direction we turned right through to Fletching and north again into the wind and uphill to Nutley. From here to Crowborough meant going over Ashdown Forest with a buffeting crosswind, but the sun was out and the views from this high area overlooking Sussex were excellent. Lunch at the Fire Station, was a very crowded affair, but the food was plentiful, six sandwiches, apple pie, bread pudding and cakes together with an unlimited supply of drinks for each rider. The whole break was a very convivial arrangement made more exciting when the fire engine had to depart hurriedly to an emergency.

The route now was southbound with a tail wind and sunshine, through to Hadlow Down and Whitesmith and Ripe to Drusilla's at Alfriston where it was decided with only 10 miles to go before the finish it would be a nice place for a break. Paul and I being the first from the club to arrive settled down to our tea and cakes before Sue, Ken and friends arrived for chips and beer!! Dave settled for pots of tea and something cooked to prepare himself for the final dash.

From Drusilla's to the finish the riders had a choice, they could go via Littlington and Exceat (flatter and longer) or the more direct

route over High and Over hill, a punishing climb after an all day ride. Sue and Ken, together with their friends elected to go the hard way over the hill whilst Paul, Dave and myself thought we could do with more miles and settled for the longer and flatter route. All day we had ridden with very little traffic but across Exceat Bridge and up into Seaford and onwards to the finish at Newhaven the traffic had become noticeably heavier with people out for the Sunday afternoon drive. Paul led us back to the finish in single file as it was so busy.

Back at the Newhaven Fire Station many riders had returned long before us and were enjoying the afternoon reflecting on their rides over tea and cakes. The event was organised in a most excellent manner, a route map was issued at the start but this was not needed as every junction was manned and marshalled by a team of motor cyclists who were invaluable to those who don't like map reading or who are afraid of becoming lost in darkest East Sussex. Refreshments were plentiful at the start, finish and lunch venues, in all a thoroughly good day out, certainly to be repeated on another occasion.

The assorted numbers and quantities?

An unlimited supply- -essential drinks at the lunch stop supplied free.

341 - - - the number of riders who took part in the event.

106 - - - the number of kilometres the event covered.

66 - - - the number of miles the event covered.

2040 - - - the number of sandwiches prepared for the midway stop.

682 - - - the number of cakes available for the riders.

5 - - - the number of club members who took part in the event.

Tony Palmer

Labour to put Cyclists and Pedestrians first

This was an article headline in Cycling Weekly June 15th 1996. Well now they have arrived, so what can we expect? According to the then shadow Transport Minister Graham Allen M.P " Labour's cycling strategy will revolve around the reprioritising of road space and placing vulnerable road users - cyclists and pedestrians - first in transport planning". It is comforting to be recognised as 'road' users, only some had begun to doubt this. We also note reference

to 'road' space. However, to be bracketed with pedestrians still conjures up images of cycle paths, stop and get off at every junction, and don't go more than 5mph. Very much the second class citizen with the non important means of transport. Ah well we shall see.

Funny though, what happened to Mr Allen? Mr Prescott, Deputy Prime Minister has been made Secretary of State for the Environment, Transport and Regions, sounds like a character from a Gilbert & Sullivan operetta - three roles in one - 'a very modern model of a Modern Major General?' Oh yes, and who's the Minister for Transport? Someone called Gavin Strang!.....

ASHURST 16.3 MILE CIRCUIT RESULT 13-4-97

Long Furlong - two laps - about 16 miles, then the Pulborough circuit - 16 miles and now the Ashurst circuit - 16.3. Perhaps we should declare this to be a new 'standard' distance! Richard Bonner was 3rd in the first of these requiring 45.31. In the Pulborough event he was again 3rd but this time took 44.54. At Ashurst he made first place and showed that this is flat by comparison taking just 41.55. It was a nice morning, bit chilly but dry and still. Long Furlong had been very windy and Pulborough had been windy and wet.

Tim Stedman, at last began to show some of his potential with second place in 43.28. He had obviously lulled the handicappers into thinking him as a 'longmarker', winning the handicap section by 2 minutes. Good ride by Lesley Barrett - probably deserves better than second handicap prize, also good to see Karl Robertson creeping ever higher up the result board.

Chris Bacon - late up - and suffering a 2 minute penalty late start was probably not very motivated and Matthew Gould - well he turned up as we were all going home.....

NAME	POS	ACTUAL TIME	H'CAP	H'CAP TIME
Richard Bonner	1	41.55	Scratch	41.55
Tim Stedman	2	43.28	7.00	36.28
Jonathan Ford-Dunn	3	44.03	3.30	40.33
Karl Robertson	4	44.16	5.30	38.46

Mike Feeseey	5	44.19	4.30	39.49
Chris Bacon	6	45.20 *	1.30	43.50
Vern McClelland	7	46.04	6.30	39.34
Colin Miller	8	46.34	6.50	39.44
Adrian Brown	9	46.56	4.30	42.26
Paul Carruthers	10	48.07	6.30	41.37
Lesley Barrett	11	48.23	10.00	38.23
Ian Cheesman	12	49.20	9.00	40.20
Sean McClelland	13	51.11	10.30	40.41
Ron Bardouveau	14	51.45	12.30	39.15

* Includes 2 Mins Late Start

PRIVATE ENTRIES

Paul Cook	42.17
Simon Markwick	46.43

DNS.... Reg Searle
Mathew Gould

AWARDS

1st ... RICHARD BONNER 41.55

H'CAP 1st TIM STEDMAN
2nd LESLEY BARRETT
3rd KARL ROBERTON

TIMEKEEPER Don Lock
PUSHER - OFF Mel Robertson
H'CAPPER Don Lock
CATERING Dave Hudson

Duly Certified

Congratulations to Vern McClelland on his successful qualification as a coach. A copy of his certificate is included. Road, track, time-trials, rollers and randonees, he's done them all. Mountain biking, cyclo cross? Well, his youngsters are keen to try everything and Vern obviously believes in variety. Don't be afraid to ask him if you have any questions, he like any of the other experienced riders in the club will always be pleased to assist as much as they can.



Association of
British Cycling
Coaches

Association of British Cycling Coaches

Coaching Award

This is to certify that VERN McCLELLAND
has passed the examination and is now recognised by the Association
of British Cycling Coaches as a 'COACH'

Date 27 APRIL '97

Coaching Administrator

~~Chairman~~
ABCC Coaching Committee

The Points Competition

Time Trials Secretary Mel Roberton has produced a half way table for the 1997 competition. Remember it is based on handicap placings in all club handicapped events (as listed in his table) - 1 point for 1st, 2 for 2nd and so on. If you don't finish you get one more point than the last place and if you don't start or enter you get two points more - lowest points total wins, of course.

At the moment it's being kept in the family with Karl 5 points clear of Tim Stedman, but will they ride the longer distances? The 50, 100 and 12 hour are incorporated in the Sussex C.A events.

W.E.C.C. POINTS COMPETITION SEASON 1997

NAME	L Furl 23-2	Pulbor 2/3	Aft 10 22/3	Ash 13/4	25m Champ 11/5	50m Champ 1/6	100m Champ 6/7	30m 20/7	12 Hour 10/8	Hard Riders 28/9	10m 5/10
KARL ROBERTON	12	16	20	23	30						
TIM STEDMAN	12	15	21	22	35						
IAN CHEESMAN	9	16	17	25	38						
LESLEY BARRETT	12	21	24	26	39						
JONATHAN FORD-DUNN	12	13	18	27	39						
MATHEW GOULD	5	7	19	35	40						
COLIN MILLER	8	17	29	35	41						
NICK LELLIOTT	1	6	14	30	43						
CHRIS BACON	6	15	27	41	43						
RICHARD BONNER	3	9	21	33	44						
RON BARDOULEAU	10	19	31	35	44						
MIKE FEESEY	12	21	33	40	44						
SEAN McCLELLAND	12	21	23	33	46						
PAUL CARRUTHERS	2	11	23	34	47						
VERN McCLELLAND	12	21	31	36	49						
DIANA TRAFFORD	12	21	33	49	50						
JEREMY WOOTTON	4	13	25	41	51						
KEN RETALLICK	7	16	23	39	52						
RICHARD SHIPTON	12	21	33	49	52						
ALAN COOPER	12	21	30	46	59						
ADRIAN BROWN	12	21	33	46	59						
REG SEARLE	12	21	31	47	59						
Next rider	12	21	33	49	62						

25 MILE CHAMPS / CLAPSHAW H'CAP RESULT

11-5-97 on G25/93

NAME	POS	ACTUAL TIME	H'CAP	H'CAP TIME
Richard Shipton	1	1.02.53	Scratch	1.02.53
Chris Bacon	2	1.05.04	4.30	1.00.34
Jeremy Wootton	3	1.07.51	2.00	1.05.51
Mathew Gould	4	1.08.22	5.00	1.03.22
Mike Feesev	5	1.10.07	7.00	1.03.07
Richard Bonner	6	1.10.40	4.00	1.06.40
Karl Robertson	7	1.11.47	7.20	1.04.27
Colin Miller	8	1.14.16	10.30	1.03.46
Pete Eldridge	9	1.18.55	14.00	1.04.55
Ron Bardouveau	10	1.22.13	17.00	1.05.13
Diana Trafford	11	1.23.01	23.00	1.00.01

PRIVATE ENTRIES

Simon McNamara	1.06.17
Chris McNamara	1.07.06
Gavin Bayliss	1.08.38
Tim Lezard	1.08.55
Steve Jones	1.09.02
Andrew Bullimore	1.09.56
Keith Pettifer	1.10.25
Carl Whitaker	1.13.22
John Saville	1.13.24
Andrew Burrell	1.17.32
Dave Jenkins	1.24.43

DNF Reg Searle
Jonathan Ford-Dunn

DNS Lesley Barrett
Andrew Lawrenson
Vern McClelland

<u>AWARDS</u>	1st	Richard Shipton	1.02.53
	2nd	Chris Bacon	1.05.04
	3rd	Jeremy Wootton	1.07.51

<u>HANDICAP</u>	1st	Diana Trafford	(Clapshaw Trophy)
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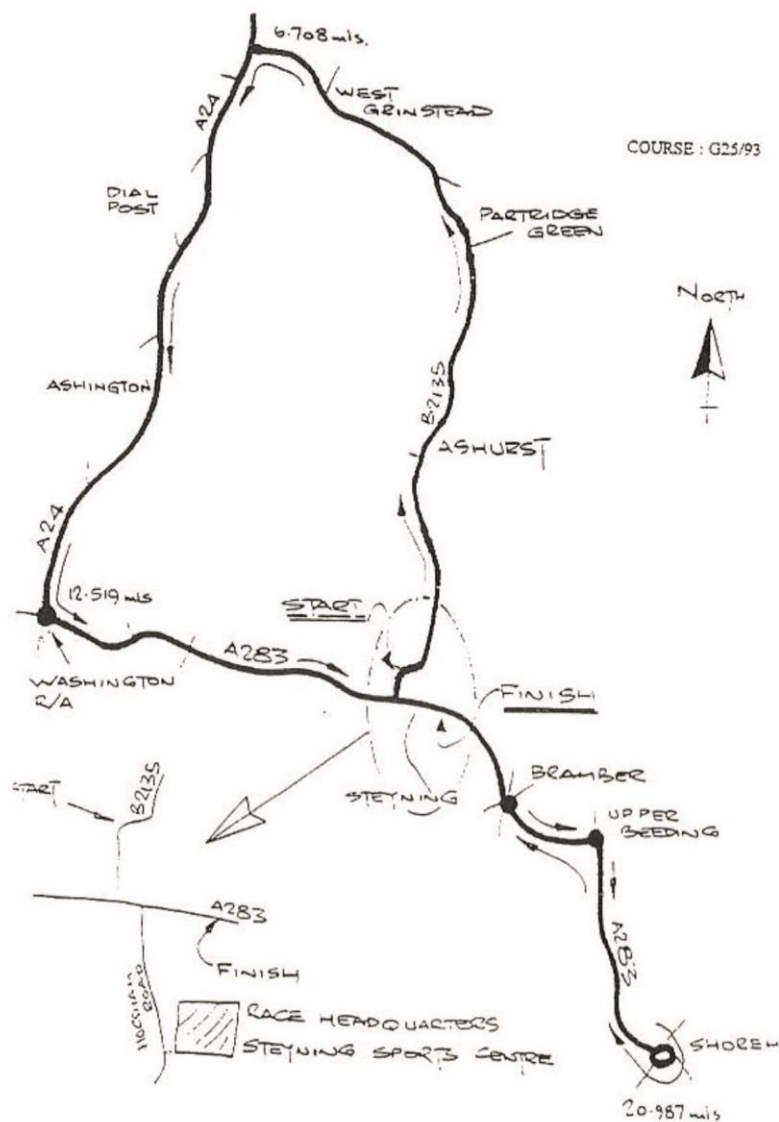
Timekeeper	Ken Retallick
Pusher-off	Mel Robertson / Alan Stepney
H'Capping	Don Lock

In simple statistics, there you have it, and no you are not reading a result sheet from the 1950's. It was a dry morning but a Southerly gale made for a horrendous struggle down the A24 and from Washington to Shoreham was hardly any easier.

Richard's ride was produced with good form and from a current feeling of "I'm enjoying it right now", no doubt itself the product of the Majorca training camp and all those early miles in warm sunshine. It was though still a head banging effort and at his age (he'll hate me for that!) well deserving of yet another club championship win. Chris Bacon gave his all and certainly reduced the deficit from that anticipated by the handicapper.

The Clapshaw Trophy for the best on handicap has been won for the first time ever by a lady. Diana Trafford recorded a time of 1 hour 23 minutes and one second in her only other 25. That was the Ray Douglass Memorial event on the same course on a nice morning. The handicapper believed that she might improve on that a little in her second outing. He was not to know, of course, that the morning was going to be so much harder, by 3 to 5 minutes in many cases, so what did she do? She rode round in precisely the same time to win the "Clapshaw" by nearly 3 minutes! Well done Diana!

For new members here's a sketch of the course used for this championship and regularly for other events during the year. The main circuit, i.e. excluding the Shoreham leg, is also the 16.3 mile circuit used early in the season for club and open events.



Sussex C.A Team Championship
Sunday 4th May, 1997.

Take your pick. East Grinstead, Eastbourne, or Lewes. My choice would have been for the Rovers from Eastbourne to have edged out East Grinstead with the Wanderers from Lewes picking up third place.

It was a shame that there was no entry this year from G.S. Stella, for they could perhaps have upset things if they had entered their strong racing team.

No, I'm sorry, I couldn't see Worthing Excelsior figuring very highly. Had we been able to field our six best, I think we would still have struggled to make the top three, and the "if only's" do not show up in a result.

The morning was described by event promoter Mike Hayler as "dismal". The words used by the marshalls at Shoreham flyover where I was stationed, were more colourful, but we'll settle for "dismal". Suffice to say we were soaked and cold and we almost, I repeat almost, envied the riders the exercise which was at least ensuring blood circulation in their veins.

We did not have timekeeper's time at Shoreham so any assessment of who was doing what rested solely on the 30 seconds or so observation as they negotiated the large roundabout. The majority looked relieved to have covered the outward battle against the wind and now hoped for an easier return to Cowfold. Some, however, did look more purposeful: Pete Roberts of Lewes, Simon Prior Eastbourne, and his team mate Steve Willis. Steve Elms of East Grinstead and Shane Faulkner, Lewes, were a few that my shivering hands managed to mark on my sodden copy of the start-sheet. I remember Steve Dennis coming round as well, but whether he was being more cautious I don't know, but he did not seem to be riding with any great motivation.

We noted that 23 of the field failed to reach us, and it was in due course confirmed that 18 stayed at home and 5 turned back. Would we even have a full 'A' team finish was in doubt until Karl

Roberton with 1.10.08 - not at all a bad ride on the morning - backed up Jeremy Wootton 1.05.46, Chris Bacon 1.6.13, and Eric Bonner 1.6.38, a four-man aggregate of 4.28.34. This left us in 5th place, and well adrift of the rest.

The full result.

1st Lewes Wanderers:

Dave Pollard	59.33	
Shane Faulkner	59.51	
Alan Curtis	1.00.44	
Peter Roberts	1.01.14	4.01.22

2nd Eastbourne Rovers:

Steve Willis	59.16	
Shaun Reed	1.00.48	
Glen Cook	1.01.18	
James Dear	1.01.59	4.03.21

3rd East Grinstead

Steve Elms	58.11	
Steve Dennis	1.00.35	
Andy Seltzer	1.01.50	
Natacha Maes	1.06.07	4.06.43

One other Worthing time which deserves mention is the very gritty ride of Lesley Barrett. Her 1.15.33 left a number of male competitors in her wake.

Don

Generous

When David Mills failed to qualify in his sponsored ride for charity in the Club's 400km Audax, he was bitterly disappointed. Strong winds and hours of torrential rain during the night were bad enough, but to suffer three punctures as well was heartbreaking. He was forced to abandon the event and seek accommodation in Whitchurch. So impressed was the landlord on learning of his efforts that of their charge for his stay £33, they gave him a £20 donation. By the way,

he still rode the total distance - it just took him a bit longer, so hopefully everyone else will be just as generous. But that was a nice gesture, don't you think.

Just heard that he has raised at least £350 for the Worthing and Southlands Hospital Diabetic Appeal. Well done David!

A View from the Rear End

Random Thoughts on a First Year of Cycling

Things to Remember

1. Cycling is an aerobic activity. This means, in essence, that you will spend your whole time gasping for air.
2. Buying a flash bike is a waste of time, particularly if it has been used in the recent past by an ancient relic with iron lungs and steel banded legs who made it go faster than you ever will even if you fit it with an engine.
3. Tri-bars are useless if you have spent the past 30 years in the front row of a Rugby scrum. The normal human body is not designed to adopt the shape of a tortured safety pin.
4. The expression "all pain is relative" does not apply to cycling. Some pain is absolute.
5. The direction of the wind is infinitely variable, in direct relationship to the proposed direction of travel. This can be expressed as a mathematical formula.

$$\begin{array}{ccc} W & > & < & P \\ \text{(direction of wind)} & & & \text{(proposed direction of travel)} \end{array}$$

Do's and Don'ts

Do's

- 1 For your first few ten mile time trials, always have a basket on your handlebars**. This can have three invaluable functions.

a) It prevents "sprayback" from the front wheel in the event of sudden violent sickness.

b) It is somewhere to carry your lungs on the way back from Ashington.

c) If you are really slow it allows you to pretend that you weren't really competing at all, but returning from a picnic.

2. Do be out whenever Jan Scotchford phones in March or April. (You will soon learn who is wise to this by looking at the Thursday tea rota).

3. Develop an effective disguise as soon as possible. There are numerous athletic twenty-five year olds in the club pretending to be tired old fogies of seventy plus. Do not be fooled!

4. Develop an idiosyncrasy. I have found that taking two or three inches of skin off of the shin of the pusher-off with a pedal at every start I have made at least ensures recognition and a vigorous shove.

5. Always keep your new bike at work. If discovered by spouse, lie unashamedly about how much it cost.

6. Beware the one called Matthews: he is a Trogon from the planet Varg, in league with Jan Tenpain, and is not to be trusted.

Don'ts

1. Never ever go training with Alan "The Animal" Cooper in February, when he's been training all winter and you've had to clean four months' worth of starling droppings off your chain ring before you can even pedal.

2. Do not allow starlings to nest immediately above your chain ring!

3. Never turn up for your first-ever 25 mile two-up without a partner. The above mentioned A. Cooper will lull you into a false sense of security before the start by offering to tow you round. He will then set a pace that is several m.p.h. faster than you have ever ridden before as far as West Grinstead. Just as you are about to die, he will claim to have stitch and force you to the front

while the head wind down the A.24 is negotiated. The rest of the event will take place in a red haze of exhaustion, and it will take you a month to recover.

4. Even if you are training hard, never admit it. Allow everyone to think that your lack of progress is due to a lack of time to put in the miles rather than a natural ineptitude, weak legs, a fear of pain and an aversion to cold weather.

5. Never get into discussions with serious cyclists about the miles they are putting in. It is a known fact that cyclists are worse liars than fishermen, and wish only to make you feel utterly inadequate.

6. Endeavour never to break wind when sitting on a hard saddle.

7. When riding the evening tens do not follow too close behind Pete Eldridge on the way back from Ashington: when threatened with being overtaken he is inclined to whip off his helmet and dazzle you with the reflected rays of the evening sun.

8. Do not be conned by Diana Trafford's smile. Beneath that cheerful grin and "aren't the bluebells pretty" approach there lurks a steely competitor.

9. Never get involved in a discussion on the calculation of gear ratios with any club member over the age of forty. You will be left with the impression that working out the internal volume of a "black hole" is simple in comparison.

And Finally - a few hints on "Cyclospeak"

1. Prime. Not, as I had thought, my time of life, but a prize given for passing a particular point on a route in first place.

2. Bonk. As in "I got 'the bonk' at seventy-five miles". I thought at first this was similar to a 'prime', and entered several races off a long handicap in the hope of improving my sex life. I was saddened to learn that it is simply exhaustion without the after-glow.

3. "Bottle Cage". Heavily barred enclosure where Chris Bacon is locked away to build up adrenaline before a race.

4. "Tubs". I first heard this word from Don Lock, who, appearing anxious that I might write off the "low profile" within days of buying it, said "You'll find it different riding with tubs". I replied that I had spent the previous Sunday sitting on Alan Cooper's back wheel and was aware that riding in a total vacuum was an unusual experience. I have since discovered that he was referring to skinny tubes of exploding rubber that blow at the slightest provocation and never go on the wheel straight.

5. Low Profile (1) Something to keep for as long as possible. eventually you will be discovered, and at this point you might as well resign yourself to being elected onto the committee, probably in a role for which you are totally unsuited.

Low Profile (2) Euphemism for "Arse up, head down grit teeth, disengage brain."

7. Measurer. Sadist with elastic tape whose main functions are to ensure that every "mile" feels like three and that all courses finish up hill into the wind.

8. Pusher-off. Masochist with a penchant for cold metal, sweaty armpits, shaved legs, the stink of embrocation, and getting up very early on Sundays.

9. Bunch. Forty cyclists spinning along effortlessly, indulging in humorous banter, plus a recent recruit hanging on purple faced and a hundred yards behind.

NEXT MAG: Fifteen ways to make turbo training more fun. (Have any railway enthusiasts amongst you got a sound tape of Jan Scotchford finishing a time-trial on the back of a tandem? I reckon it could be a best seller.)

Andy Lawrenson.

How about three wheels for a change?

We've had some notable performances on trikes over the years. John Mansell was a keen exponent and quite a record breaker in his time. With Maurice Carpenter from Hastings they broke and may still hold some tandem trike records. Reg Searle over many years has alternated between two and three wheels and recently with Mr Chatfield has set several veteran's age standards for tandem trike. Then we had the very fast Mike Mansell (no relation to John) who was capable of showing a clean pair of back wheels to many on the traditional two wheel machine. Less fast but making little of his disability, we had in the eighties Joe Simpson, and we remember his epic 100 mile ride for charity at an age, and with physical handicap which would have kept most in a nursing home.

It is in fact Joe's 'Ken Rogers' trike that has now been given to the club. It had been purchased by our Vice President Jim Hughes but now Jim feels he will not be able to use it any more and has donated it to the Club. We thank you Jim.

It would be nice for it to remain in the club, so firstly we ask, as we did with the Ray Douglass bikes, for anyone interested to let us have their best offer, to the Editor, in writing by 31st August 1997. We hold it in our garage at Upper Beeding and if you contact Vern McClelland you can arrange to inspect it.

Vern prepared the following specification. It needs a respray to make it look its best again.

Frame:-	Ken Rogers 20.75" ladies frame
Wheels:-	Front Shimano Hub, Rigida 27" Rim
	Rear Weinmann 27" Rims
Cranks:-	Stronglight 170mm
Pedals:-	Lyotard Platform
Front Mech:-	Shimano 60
Rear Mech:-	Simplex 'Peugeot'
Freewheel:-	Maillard 6 speed 14-30
Rear Brake:-	Shimano Disc
Front Brakes:-	Mafac Racer, Mafac Cantilever
Saddle:-	Brooks B17

Stem:- GB
Bars:- Straight ITM
TA Cyclo tourist rings 47-36-26
Front Carrier

Should we not get a reasonable offer (to be decided by the Committee) it would be advertised probably in the Tricycle Association and C.T.C magazines.

Evening Ten Series
Event No 1. 1st May

1.	Richard Bonner	22.28
2.	Chris Bacon	22.32
3.	Nick Lelliott	22.37
4.	Gavin Bayliss	23.15
5.	Eric Bonner	23.19
6.	Karl Robertson	23.28
7.	Mike Gibbs	23.35
8.	Matthew Gould	23.41
9.	Jonathan Ford-Dunn	23.42
10.	Mike Feesey	23.46
11.	Ken Retallick	23.49
12.	Paul Carruthers	24.35
13.	Adrian Brown	24.40
14.	Mark Matherson	24.49
15.	Colin Miller	24.55
16.	Stephen Trott	25.06
17.	Andy Lawrenson	26.03
18.	Ron Bardouveau	26.21

Private trials: Club or second claim members

Dave Jenkins	27.46
Natacha Maes	22.45
Tim Stedman	24.22
Chris Dransfield	28.18
Sean McClelland	28.06
Vern McClelland	24.15
Tandem:	
Andy Smith/Jan Scotchford	20.50

Too Late

Did you hear how Mr Bonner (senior) from the comfort of his armchair arranged with his wife that after he'd ridden the '50' which finished at Crawley, he would ride down to Seaford to their friends. Eileen would go by car and then they could return to Pulborough together by car in the evening. Such ideas can seem totally stupid when you have just finished the said '50', which was very hard. "I'll phone her and tell her to wait for me" said Eric. We could almost feel the ache in his legs when no one answered

Event No 3. 15th May

(Event No 2 was cancelled because of dangerous conditions)

1.	Chris Bacon	24.01
2.	Eric Bonner	24.07
3.	Gavin Bayliss	24.09
4.	Richard Bonner	24.16
5.	Matthew Gould	24.37
6.	Jonathan Ford-Dunn	24.50
7.	Karl Roberton	24.56
8.	Mike Feesey	25.04
9.	Paul Carruthers	25.42
10.	Adrian Brown	26.04
11.	Stephen Trott	26.49
12.	Ian Cheeseman	27.18
13.	Peter Baird	27.29
14.	Diana Trafford	28.11
15.	Ron Bardouveau	28.32
16.	Peter Eldridge	28.38
17.	Mike Poland	32.31

Private trials: Club or second claim members

Dave Jenkins	29.14
Natacha Maes	23.47
Vern McClelland	24.41
Andrew Lock	24.05
Tandem:	
Steve Woodbridge/Jan Scotchford	20.50

Mistaken Identity?

(Or how to kill an ego in one easy lesson)

Andrew Lock was on the start line for the Norwood Paragon 50, when the helper who was doing the pushing off, offered him the following information quite gratuitously. "That fast vet, old Harry Featherstone hasn't started this morning so you should be in with a good chance of the veteran's standard award" "Thanks a bunch that's all I needed" or something similar, was all that Andrew could manage before engaging forward gear on his low profile zimmer, and moving away at a suitably geriatric pace!

Who does it next year?

Some of you may not be aware that Jan Scotchford, currently running our very popular evening ten series is no longer a first claim member of Worthing Excelsior. Earlier this year it seems she fancied a change and accepted an invitation to join the G.S.Stella.

It is disappointing to lose a member, but doubly so when she's proved to be such an excellent rider and a willing helper as well. We didn't even get a transfer fee!

Jan had agreed to run the ten series and despite her decision to join the Stella confirmed her willingness to do so for the 1997 season. We are very grateful for that, for it would have been hard to have found someone to take on the job at short notice.

In May 1998 though, a new series will start, or will it? Please will someone volunteer. It needs organising, but if a rota is set up for timekeeper, tea urn operatives (I like that - might even volunteer!) and for the putting out of road signs much of the work is delegated. Perhaps a permanent assistant to take care of the events if you are going to be away would be a good idea as well.

Please think if you would be willing and let me know, otherwise Thursday evenings will never be the same.

Don

Ancient in any Language

Ken and Jean Retallick, touring in Froggie land enquired in a Bar about accommodation for the night. Jean did this by apparently speaking loudly in English and gesticulating in French! Clever chappies that they are, this was correctly interpreted by the bar owner and although he could not help personally, he would telephone someone to fix them up. It was Ken and Jean's companion who overheard....and understood.... the telephone call. He was apparently seeking accommodation for three very old cyclists! No one let on that they were aware of his description of course!.....

The Day I 'joined' the Excelsior

"It will only be a potter". He said, - he being the Editor of this magazine. "It" was the proposed family fun ride from Shoreham old toll bridge on Saturday April 19th. "How will we get there?" I said. "Ride, of course " came the reply from he who thinks nothing of riding 12 hours at a time! "Gulp" and then thoughts of how to get out of it - perhaps I could offer to work that day. Not having ridden a bike of any sort for any distance for at least 10 years until I bravely walked into the Bike Store late last Summer, I was having second thoughts about this ride. From home in Durrington to Shoreham seemed to me to be far enough!

So the day dawned, an Easterly wind straight in our faces all the way through the byways to Shoreham, although the sun was shining brilliantly. Thankfully as far as I was concerned we kept off the main A27 as being in traffic is not my favourite way of riding a bike. This is where all you "family fun riders" let me down - you weren't there! Don, Ken Retallick and Jean, Richard Cooley and Sue Dray were - and all experienced distance riders - plus me! Well we waited for the Mums and youngsters to arrive, but no such luck and now there was no turning back for me. I despatched Don to get some rejuvenating chocolate bars and in the mean-time Richard our redoubtable leader said "We'll get off, now, Don will soon catch us up" and my moments of truth began.

We rode alongside the River Adur in relatively sheltered conditions and in brilliant sunshine, I was feeling quite good (They didn't make it too obvious they were waiting for me!) Just kept stopping to admire

the view! Have you seen the Heron carved out of wood standing majestically watching the river? Further on is a seat carved in the shape of a steam train complete with smoke, these items are presumably a legacy of the Hurricane.

On past the derelict Cement Works - when will they do something constructive with this eyesore in the Downs? By this time I was getting into my stride and not finding the ride as arduous as I had feared. Everyone was in a relaxed mood - I think Ken and Sue were riding a Randonnee next day so they did not want to do anything too energetic. Richard did have a sprint every now and then just to show he was in charge, but was generally speaking very laid back.

After crossing the river and still following the Downs Link we crossed over to Bramber Castle and after a few twists and turns through the houses came out onto the bridleway passing Kings Barn Farm and other seemingly isolated dwellings with wonderful downland views, and the beautiful Stretham Manor.

It was on one of the rather bumpier stretches that Jean discovered what a wonderful mechanic her husband is - as she manoeuvred a tricky downhill out came her handlebar stem, which he was supposed to have fixed in readiness for their forthcoming cycle trip to France. Feeble excuses were uttered, but he got his just desserts in only a short time when his back tyre decided to give up the ghost and he had to walk the rest of the way into Henfield and get a replacement. This he had to do whilst the rest of us tucked into welcome goodies in the Bakery in the High Street, to give us a good start for our return trip to Shoreham.

Our trip was relatively uneventful, but for me it was what leisure cycling is all about. A very pleasant and peaceful ride amidst our lovely Downs in very pleasant company, those of you who could not manage it missed a real treat. I must admit I felt I deserved a medal by the time I reached home after completing nearly 30 miles, and, yes my legs did feel they had done some hard work but it was all worthwhile.

I am now looking forward to our next venture on the Centurion Way in Chichester on August 16th, why not come along and discover new pleasures the way I did.

Maureen.

Sussex CA and Club 50 mile Championship
1st June 1997

The course designed for this event was generally considered to be awful even before the day. So many twists and turns, 13 roundabouts, hilly, miles from headquarters etc, etc. It probably did put off a lot of entries and it was at 38 the smallest field for the Sussex championship for many years. Six failed to start and three did not finish. Allowing for the fact that of the 29 finishers 7 were from non affiliated clubs, eligible only in the Open event, there were only 22 S.C.A finishers and this is not good news for the Sussex 100 and 12 hour or the Best All Rounder competition.

Worthing Excelsior at least gave the event good support with ten entries, of these two failed to start and two failed to finish. But we finished six out of 29 and put three in the top 10. Indeed our success in the team award in the Championship over the past two years was only halted by the powerful, all racing team, of G.S.Stella.

Whatever was wrong with the course, was made worse by an awful windy morning. The last ten miles or so crossing and re-crossing the Downs meant a fight against the northeasterly gale back to Dial Post and was described by one of the top riders as "purgatory"

The Club Result

1st	Richard Shipton	2.03.09	sc	2.03.09
2nd	Chris Bacon	2.10.14	6.00	2.04.14
3rd	Karl Robertson	2.21.33	18.00	2.03.33
4th	Alan Stepney	2.36.26	28.00	2.08.26

This excludes the fine effort by veteran Eric Bonner who recorded 2.09.58 and Paul Carruthers debut at the distance in which he clocked 2.25.31. Neither of these entered the club event.

Another club championship for Richard and what a gutsy ride this was. An old man needs a smooth ride and no one was going to get one on this morning. It was also about as far removed from Richard's preference for the arterial road as you could get. Add to this the placing of David Shepherd (Sussex Best All Rounder) just one minute behind him and you could almost have forgiven him for not starting.

He was first observed at Ashington after 23 miles and on this wind assisted stretch he was going like a train - 35mph - or more, and trying so hard, but David Shepherd was only 35 seconds behind him on the road. They had already negotiated two turns so Richard would know. As they came back from Beeding on that nasty little hill at Wiston, the gap was down to 25 seconds. His head was rocking and the pain was showing. Our observer scuttled back to the top of Washington to see them as they came back from Findon and to scream his encouragement. There were but 4 miles to go, albeit into that northeasterly gale, "Don't let him catch you" was bellowed at him and the hurried check showed a gap of 18 seconds. At the finish that had dropped to 17 seconds but that was one hell of a ride. With 4 turns, each one indicating the advantage of the pursuer leaves one admiring the grit and enthusiasm of a worthy club champion who seems to totally ignore that it's triple 17 on the card this year! Well done Richard.

The Sussex Champion is once again Mark Jones of G.S.Stella with a time of 2.02.09 and not for the first time Richard has come second. (David Shepherd is not eligible as he is not now a member of an affiliated club) Andy Payne of G.S.Stella was 3rd in 2.05.03 and G.S.Stella with Steve Woodbridge 4th in 2.05.20 won the team.

Family Ride April 97 or six go adventuring

In some ways the racing man has got it quite easy. I mean he has to get up at the crack of dawn and make some effort when he could be in bed, then there's the sewing of tubs and all that money spent on fancy equipment, just to shave a few seconds off his previous best. Yeah we know all that but he can readily measure his success and that's what I'm on about now.

So how do you quantify a social ride? Well for our first 'Family ride' we didn't get any whole families, not with children but we got two and two half couples! And we had a laugh along the way, which is the first priority of any serious cycling event.

The plan was to ride from the wooden bridge at Shoreham to the playground in Lower Beeding for a game of rounders, or whatever. In the event we decided to carry on exploring new tracks up to Henfield for elevenses.

There was also a points competition. Everyone got 50 points for turning up. Don got an extra 10 coming in fancy dress, he came dressed as a racing cyclist. Sue Dray got co-opted onto the points committee for turning up on a trials motorcycle with the engine removed, well you don't see tyres that size on a push bike do you? Jean and Ken Retallick didn't get any extra points because I didn't feel like it. Maureen Lock was awarded an extra 20 points, taking the lead, because she had the good sense to turn up on a hybrid machine which was best suited to this type of event, then lost 5 because it was clean.

We didn't stop to admire the giant Heron sculpture as it was big enough to see from the saddle, Ted was worth a stop however. Ted is a wooden bench in the form of a steam loco and carriages, complete with a plume of smoke from the funnel. Maureen and Jean began clocking up points for giving hand signals, 5 points a time and ten if they got the right one. Ken on the other hand lost all his points for being rude to me. Don handed round some chocolate bars after a walking climb and clocked 5 points a bar plus a bonus of 20 for initiative.

We were into uncharted territory north of Steyning and Don admitted that this was one part of Sussex he didn't know. But as we hadn't seen any tarmac for some time this was understandable. Passing through a gate we followed the grassy track for some distance with Jean riding shotgun some way off the back. Ken said not to wait though as this was their wedding anniversary. 'nuff said. Soon we were to enjoy a near vertical drop of about ten feet followed by a 90 degree left turn. No casualties though, 10 points each. At eye level for all to see was the entrance to a Badger sett or Fox-hole, we couldn't decide. Sue took matters in hand and went to investigate, "Hello?" she enquired, no reply. "Try the doorbell!" I suggested and got a dirty look for being helpful.

The natives were obviously not going to be very welcoming so we pushed on. It must have been the rush hour because we passed two or three people walking dogs and a couple on bikes, fancy that. Where the path crossed the river large steps were encountered meaning either a heroic leap or caution. Maureen proved to be the only sensible one, lose 10 points.

Ken was having tyre trouble as we approached Henfield and kept

asking how far now. Jean's bike started rattling and Don asked if all was in order. "It's only this thing" said Jean, withdrawing the stem pinch bolt. I thought Don was going to faint on the spot and Ken hurried to explain that it was all welded up inside and the bolt was only to keep the rain out. 300 points to Ken I would never have got away with that.

Now we had emerged in Henfield and the only thing to do was send Ken off to the bike shop (Well I gave him directions what are you complaining about?) while we all had tea in the bakery. Which was all very nice except that Sue having received no attention from the group for three whole paragraphs decided to lock Don out of the loo. But that is a story for another day.

Richard Cooley

Family Ride May 97 or six go on a pub crawl

The original idea of taking the kids on a picnic had gone down like a lead balloon, on the other hand we had enjoyed the last outing along the Downs Link and in the hot sunshine of a May noon we gathered again to try the next section of the route.

There were six of us again, Maureen had to work and the Retallicks were cycling in France, which is good enough excuse in my book. So step up Tony Palmer, who had ridden over from Hurstpierpoint, Alan Matthews who had driven up from Angmering with Sue. Double points to Keith Dodman who had cycled up from Littlehampton and arrived stripped to the waist. Don came up the road feeding his face having been out since first light and came via Bristol or somewhere we didn't dare ask. And he didn't share his cakes.

No messing around as Tony set a cracking pace, thank God the first bit was downhill! Soon the pace settled back into single figures whilst the rest of us muttered about it not being a b****y time trial.

North of Henfield the track was wider and the going was easier than before, the previous nights rain having mostly run off, rather than soak into the hard ground. We got a bit lost south of Partridge Green "Should have gone that way" offered Don showing some local knowledge. So we did and after crossing the road descended a steep track, liberally cobbled and only shoulder width. Still don't know how the trains got through here, perhaps they didn't. Back in the sticks and we found some 300 yards (metres if you are under 35) of really

sticky going, nobody fell off though so Keith celebrated by head butting a tree. It wasn't impressed though and we carried on as though nothing had happened.

The warm still air gave off a smell reminiscent of fennell. "Can you smell that wild garlic?" asked Alan, Keith did but I didn't, later we found a grove of wild garlic and it didn't even look a bit miffed let alone wild. I was very disappointed.

With the railway track on our left we passed cricketers at Christ's Hospital and felt as though we had wandered into one of those model villages that you walk through on holiday.

Next surprise was a "Beware of low flying aircraft" sign followed 5 yards later by a runway immediately next to the track, cutting it a bit fine I thought. We had visited the Bridge pub somewhere along the way and apart from sitting in the sun and losing Tony I can't remember much about it.

We had better press on to Slinfold for lunch! Ha! Somebody fell asleep and got photographed on the lawn he will find out all about it later. It was getting late and we had to turn back several of us having exceeded our passes. Soon we had a chain gang going and the group broke up. Along the way we encountered a whole series of gates one after another and on the return operated them in an efficient relay, until Sue stopped to look at some bunnies and the rest of us waited at our stations like Lochinvar's bridegroom until she reappeared. Alan rode along the platform at West Grinstead and I followed him, so did Sue and promptly lost her hat in the over hanging branches and then couldn't get off the end of the platform. I managed alright though while Alan went to the damsels aid.

We'll do the last bit next month.

Richard Cooley

SIMON MARKWICK - "Get well soon"

Really though you must watch what you are doing. The driver that hit you up the back was proceeding normally - just had his eyes closed. Oh! and why were you not looking where you had just come from? Many cyclists will have 'seen red' at the 'Argus' report. To sum it up, it said " Cyclist hit up back - ban cyclists"
Look forward to seeing you soon. In the meantime our Best Wishes.

London Marathon 1997

When you ask Jeremy Wootton for a report on his run in this year's event I suppose you should expect a printout from his electronic filofax. For someone who uses a computer to pay his milk bill this was indeed obvious. Perhaps the only surprise was that he personally had to be involved in the physical process of propelling his legs over the twenty six plus miles. It would appear that his electronic aids need updating.

His split mile times are interesting but I would like to know how much he had to drink and did he eat at all. If so did he rely entirely on handed up offerings or did he have any help? Come to think of it, just a change of batteries, was probably all that was needed.

It is understood that software is to be purchased to achieve 2.59.59 in next year's race.

In five year's time it will be on the internet and we shall all be able to take part from the comfort of our favourite armchair!

e:mail 26 @ plod.london.mara.co.uk

New Members

Joining us in the past two months, we have Mark Matherson from Shoreham, who has already bashed out a couple of Evening 10's, and Martin Hayes, mountain biker and C.T.C man who unfortunately seems to be employed at week-ends. Good to have you both along. We are also glad to note the re-enlistment of Simon Clarke. Simon is a fully qualified First Aider and has kindly assisted in this and other ways already. Finally we welcome Neal Bannister, signed on board at our June meeting. Hope you will get up to the clubroom on Tuesdays and involve yourselves as much as possible.

BEACH BARBECUE will now be on **Saturday 26th July**. Please note that you can still bring your sausage!

In our next issue a report on the 400/300 - just couldn't squeeze it in this time.

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