

THE WORTHING WHEEL



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CYCLING CLUB**

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TOUR DES TROIS VALLEES
The Dieppe Raid 20 - 22nd June 1998



**THE WORTHING WHEEL
WORTHING EXCELSIOR CYCLING CLUB'S
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Clubroom: Broadwater Parish Rooms
Meetings every Tuesday evening 7.30 to 10.00

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

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RUNS LEADER'S REPORT

31 May 1998

Three members - Paul Toppin, Sheila Lucas and Runs Leader Tony Palmer departed Washington on the clubrun to Haywards Heath, but first we had to retrieve Don Lock from marshalling duties at Washington roundabout. After passing over to Peter Kibbles, the run started in earnest in a north easterly direction with a tail wind going via the Steyning bypass, to Bramber, Beeding and on to Small Dole, where right over Oreham Common to Blackstone Village.

Passing through the now quiet village of Sayers Common, no doubt grateful for its bypass, we ventured into the lanes again through to Cobbs Mill to join the new circular road around Burgess Hill. Continuing onwards into Isaacs Lane we caught up with Dave Hudson who also had ideas about joining us for elevenses. Reaching the junction with the A272 we turned right for a short distance to enter Beechurst Park for our refreshments. Disappointment all round - it was shut! Why on a sunny morning in the middle of the year? There did not seem to be any explanation.

A decision was quickly made, we would call in at the Old Mill House Farm west of Bolney and as it was on our return route anyway, it seemed the best alternative.

Beverages and consumables were duly ordered, we settled down to await their delivery - 'What's this?' the President cried, 'It's not what I ordered!'. Summoning the waitress over, he complained that the cream in his chocolate cake was the wrong colour. He only wanted the white cream and not the chocolate coloured cream!! 'Please change it'. Probably due to his age and seniority his request was complied with, but only after he had removed most of his clothing, he said he was over dressed!

With the wind now against us the group pressed on southward with Paul and Don at the front, seeing which one had the longer bike, on through Twineham to Shermanbury and Partridge Green where left to Ashurst and Spithandle Lane and on to finish at Washington. A total of 42.38 miles

RUNS LEADER'S REPORT

7th June

A wet and windy ride was in prospect for the clubrun as we met at Washington, the darkened clouds scudding across from the southwest. Leaving in single file towards Storrington the group, 4 solos and a tandem, plugged against the headwind until we were able to reach the perimeter of Parham Park where the roadside trees gave us a lot more shelter.

Over the Arun to Coldwaltham, 'Turning right here are we, up to Fittleworth?' remarked the President, Don Lock, trying to take over the route again! - we did go to Fittleworth, but then a left followed shortly by a right took us up over the more gentle side of Bedham. Don, together with Brian Howe who was training for a major continental Audax, climbed easily, breaking away from the remainder, Mel and Penny on the tandem, Sheila and runs leader Tony Palmer.

With the descent to follow, a 1 in 6, with some sharp bends, the group stretched out again keeping clear of the tandem with brakes that sounded like a braying farmyard donkey! Tony Palmer was the fastest descender (again) probably due to his streamlined build! Passing the 'Low flying owls' sign we continued to join the A272.

A hasty decision needed to be made at this junction as it had just started to rain, we decided to head for an early elevenses as it was better to stay dry, but as we continued for about half a mile the rain ceased so we put in a loop from Wisborough Green, up to Loxwood before turning left to approach Fishers Farm from the north.

This venue, although still quite pleasant, has changed in the past 12 months becoming more commercialised in catering for family groups with children. The selection of cakes and snacks were limited, although the service was satisfactory. Nice waitress (Mike Poland please note!)

Returning back through Wisborough Green, along the A272, to turn right past 'The Limeburners' where we had to stand under a tree due to a heavy shower, and don our waterproofs. As we approached the junction with the A29 at Adversane the rain stopped, we turned south and stayed in single file due to the traffic on this narrow section of main road. We turned left at Toat over Broomers Hill to the rapid descent down to 'The White Horse'. Coffee and toasted teacakes are available here on Sundays, between 11.00 and 13.00 for £1.65, this might be a useful stop for the tired and weary. We pressed on through to the back of West Chiltington and Storrington where it was noticeably more sheltered through the trees. We passed the premises of John Lucas's workplace and on to dip under the A24 subway at Washington.

Total mileage 36.7

CLUB RUN LEADER'S REPORT

21 June

With 4 members in the Dieppe Raid numbers were depleted, but five of us left Washington bound for the 'Old Mill House Farm' for elevenses. Mel who always strived for a position as Runs Leader suggested a route via Spithandle Lane and Partridge Green. I would have no nonsense from those in my charge and opted for a tail wind ride up through Ashington, to turn left and then right to Broomer's Corner and Shipley. A stop to cross the A272 and onwards to Dragon's Green and Southwater, left on to the old A24 again, where north and then right to cross the Southwater by pass and down the lane to Copsale, Maplehurst and Cowfold.

A scene from the past was espied here, we spotted a French onion seller complete with Gauloisies, with his handlebars covered in plaits of onions, years ago this was not an unusual sight on the South Coast.

To go straight to elevenses from Cowfold would have meant that we would have arrived early, so a short detour was added. From the A272 just to the east of Cowfold we took a

right turn through Kent Street and on past Twineham Grange and into Bob Lane before returning to the tea stop at the farm.

The sun was out so we sat in the garden with our tea and various confections. The Weston brothers (Weren't they a Music Hall act?) - (We did that in the last mag! - ED) Peter and Alan had never been to this venue previously and were quite taken by it. Mel with Penny on the tandem had started to quiz me again as to the route back to Washington, was I to go via this village or that road? It was obvious that they needed to be aware of my intended route for some purpose or other, that hopefully would come to light later.

Returning to the A272, it was a right then left back to Twineham Lane, and then south past the 'Royal Oak' and the 'Wheatsheaf' at Woodmancote. As we passed through Shermanbury, Mel, who was now on familiar territory, revealed his plans to me. He had decided that he would not be returning to Washington with us, but would be stopping for liquid lunch at the pub at Littleworth. He and Penny had been receiving shelter at the back of the group all the morning and now as we returned to the open windy sections he was going to slip off and go to the pub! Next time he will be at the front from the off!!

The remaining trio time trialled across Bines Common into the wind before turning into the welcoming shelter of Spithandle Lane and then to finish at Washington.

40.85 miles

The Tourist Trial 1998 - Section 1

A novice organiser in our Ed. failed to put in a proper order for the weather which meant a wet start! He was also a bit wishy washy as to exactly where the start was, which left Dave Hudson waiting 200 yards down the road. Still, six, including two making their debut, turned out and seemed to enjoy themselves.

They were expected to work out a route from instructions which were a cross between a cryptic crossword and a series of Dingbats. They were required to use two maps because the route went craftily back and fro between OS 198 'Brighton and the Downs' and OS 197 'Chichester and the Downs'. The start was handily placed on a windy corner of Offington and the Organiser sat in his car and grinned as the contestants wrestled with wet maps.

It was therefore impressive that one scored a maximum of ten points on this section. Not too surprising really though, the route went practically through Alan Matthew's back garden! Other scores were Tony Palmer 9, Mike Irons 8, Paul Toppin 7 and Peter and Alan Weston both on 4.

Don checked them through West Durrington, well he didn't want any to get lost - he saw them again as they crossed from Ferring to go over the A259 and up Hangleton Lane towards Highdown. It's easy in the car, and he took a few photos as they emerged into Angmering Village. Truth is he was thinking he might have lost a couple by now, anyway, still time. At Clapham they were getting spread out but all remained on course. They saw off a loop through Findon and Nephcote, took a pointless deviation down the east side of Findon Valley and with about 18 miles under their wheels arrived back in the Clubroom.

Tony Palmer punctured, but then his tyres were more suited to an attempt on the hour record than a tourist trial (never seen such thin ones) but otherwise there seemed to have been no problems.

In the Clubroom, section one was brought to a close with 10 questions to test observation on the route. When they tackle Part two in October, Alan will be in pole position with a total of 17 points, Mike Irons the defending champion moved up a point to go level second with Tony Palmer, but both are 2 adrift on 15. Paul Toppin finished up on 11, Alan Weston improved to finish on 10 and Peter Weston will have the hardest task finishing on 8 points.

10 MILE 2 up TTT RESULT 2-7-98

NAME	POS	ACTUAL TIME
Karl Robertson Mel Robertson	1	22.58
Peter Baird Adrian Brown	2	25.35
Sean McClelland Chris Dransfield	4	25.39
Diana Trafford Pete Eldridge	3	27.55

PRIVATE ENTRIES ...

NAME	ACTUAL TIME
Andy Smith Steve Woodbridge	20.07
Mark Jones John Limpus	21.16
Richard Bonner	22.16
Chris Bacon	22.38
Roger Smith	22.50
Eric Bonner	23.30
Natacha Maes	23.33
David Uncles Mike Kingsbury	23.53
Steven Trott	23.55
Mike Feesey	24.12
Jonathan Ford-Dunn	24.41
Nick Attaway	25.05
Ken Retallick	25.13
Andrew Lock	25.39
John Tomkins	26.33

Tandem

Not many takers, shame really - how about next year you all turn up, put your names in a hat and take a chance who you ride with. Karl and Mel Robertson were clear winners but complained because there was no Father and Son prize! Good ride from the youngsters, Sean McClelland and Chris Dransfield - good experience for them too.

EVENING 25 MILE RESULT 25-6-98

NAME	POS	ACTUAL TIME	H'CAP	H'CAP TIME
Chris Bacon	1	1.01.04	Scratch	1.01.04
Mel Robertson	2	1.03.51	1.00	1.02.51
Paul Carruthers	3	1.04.00	1.30	1.02.30
Karl Robertson	4	1.05.37	2.00	1.03.37
Ken Retallick	5	1.09.09	6.00	1.03.09
Diana Trafford	6	1.15.38	22.00	53.38
Mike Poland	7	1.27.06	22.00	1.05.06

AWARDS

1st ... **CHRIS BACON** 1.01.04

H.CAP 1st **DIANA TRAFFORD**

PRIVATE ENTRIES ...

NAME	ACTUAL TIME
Richard Bonner	1.00.20
Mark Jones - John Limpus	1.00.20
Natacha Maes	1.02.27
Robin Fairhurst	1.02.29
Stephen Trott	1.04.07
Mike Feesey	1.06.31
M.Kingbury	1.07.06
Adrian Brown	1.09.33
David Uncles	1.10.47
Peter Baird	1.13.32
Pete Eldridge	1.16.51
Chris McNamara	DNF
Jonathan Ford-Dunn	DNF
S.Jones	DNF

2 up TTT

It seemed like a hard evening, but times were full of contradictions. A private 2 up of fast men Mark Jones and John Limpus managed only 1.00.20 - where did they stop for tea? Richard Bonner did the same time on his own! Mike Poland recorded his slowest ever - you needn't have told me that Mike, while Diana Trafford knocked about seven

minutes off her personal best. Did anyone see her go down to Shoreham?

Chris Bacon did a good one to finish fastest in the Club event with a 1.01.04 but he had a heck of a job to get rid of Natasha Maes whose 1.02.27 was a fine effort. Fourteen guest rides made it more worthwhile but to have three DNF's in a 25 is poor. Comes from going past the finish area with six miles to go. It would be nice though if those who packed could somehow get a message to the time keeper. He waited all night for S. Jones!

THE INTER-CLUB 25

This event for the 'Clonmore' Trophy, a rather poor looking pewter tankard, was organised this year by Hampshire Road Club. The course used was the straight out and back between Emsworth and Bognor, the RTTC designated P832. It is flat and it has provided many personal bests for our riders in the past. It is though, exposed and there are several stretches of poor road surface.

The field consisted of forty eight riders from the four eligible clubs, Bognor Regis CC, Rother Valley CC, Hants Road Club and ourselves. As six riders constitute a team Bognor were really 'DNS' (Did not start) with only five entries. Rother with eight entries but three failing to make the start, could also be ruled out. Hants put in no less than twenty one. Of these, five failed to start. Worthing also seemed to be hit by the DNS bug with four absentees. We were also to suffer one very unfortunate DNF (puncture) which may have been a critical factor.

The morning was mild and dry but there was a strong south westerly wind which made for a tough return half.

We have won the tankard fairly consistently over the last few years, but Rother and Hants RC particularly have become very strong, both numerically and with good riders. It was going to be hard to retain our grip on the Trophy.

Perhaps the brightest part of the result from our view was that this year we did at least provide the individual fastest performance, and on a hard morning it was one of only three sub hour rides. A fine effort of 59.25 from Jeremy Wootton gave us a good start. Hants though grabbed the next two places with Richard Parker and S. Farrugia clocking 59.37 and 59.57 respectively. We came back well with Chris Bacon next fastest on 1.0.03 and we were six seconds up. What a cliffhanger though for in shot M.Metcalf for the Road Club with 1.00.21 and we scored a 1.00.26 from Richard Shipton. Our advantage was the narrowest possible. A couple of good but non-counting rides from the Rother came next, but then Hants took the lead as their J.Hutchinson's 1.1.04 took 47 seconds out of Mel Roberton's 1.1.51. With four down and only two to go we were now 46 seconds adrift. Number five for Hants was M.Paget on 1.03.58 beating Jonathan Boxhall's 1.4.12 and so they stretched away another 14 seconds to a lead of 1 minute. The last riders were going to prove decisive. We got Jonathan Ford-Dunn home in 1.4.13 and Mat Gould in exactly the same time and Karl Roberton on 1.4.23. It was not quite good enough, their next best was A.Tribe on 1.4.20 so we pulled back only seven seconds and lost by 53 seconds in one of the closest finishes for many years. Now how well had Mike Feesey been going when he punctured? A 1.3.19 would have done !

Top Ten and full list of club times

1.	Jeremy Wootton	WECC	59.25
2.	Richard Parker	Hants	59.37
3.	S.Farrugia	Hants	59.57
4.	Chris Bacon	WECC	1.00.03
5.	M.Metcalf	Hants	1.00.21
6.	Richard Shipton	WECC	1.00.26
7.	David Shepherd	Rother	1.00.29
8.	T.Gillings	Rother	1.00.40
9.	J.Hutchinson	Hants	1.01.04
10.	P.Cribb	Bognor	1.01.18
11.	Mel Roberton	WECC	1.01.51
12.	Jonathan Boxhall	WECC	1.04.12
13.	Jonathan Ford-Dunn	WECC	1.04.13

14.	Mat Gould	WECC	1.04.13
15.	Karl Roberton	WECC	1.04.23
16.	Ken Retallick	WECC	1.06.34

THE COUNTY 100 MILE CHAMPIONSHIP

The Sussex CA were unable to find a promoter for this event in '98 and so combined with the East Sussex CA in their event on 5th July. It meant that the route would be over in East Sussex and their roads have not usually provided the fast times achieved on the West Sussex based course. As most clubs in the County are affiliated to both organisations any way it does ponder the question do we need two events. Competition was open but there were few riders from outside of Sussex in the field of 52. In 1999 certainly, SCA will be back in West Sussex but it might make good sense to have ESCA over here and then to continue on that basis. Each Association taking it in turns to promote and for the course to go, as it were, with the promoter.

We had four entries on a morning that was fine and warm but rather too rapidly became hot. The wind was described as light north westerly and increasing in strength. Richard Shipton was our first counter. He was backed by Karl Roberton, and making their debuts at the distance Paul Carruthers and Stephen Trott.

The course was principally based on the A22 between Uckfield by pass, Polegate and Little Common near Bexhill. Lots of undulations, poor surface and at times very exposed.

At the 50 mile check all four - according to times were going OK. Although as far as Richard was concerned the time was not special and, as sadly we were to learn later, was not telling us the full story. He at that point had recorded 2.11.45. Paul seemed fine on 2.15.00, Karl steady, as ever, on 2.17.00 and Stephen on 2.19.39 looked OK.

Richard retired shortly after this point.

A long long section stretching from Bexhill in the east to Uckfield at the north western end of the course now faced riders. It was head wind all the way, it was getting stronger and the temperature was now in the eighties. This was a combination which hit many at that point of the race when they had covered about 65 miles, and were into that third quarter of the distance which can often prove to be the hardest.

Karl's pacing was to prove the winner so far as our Club Championship was concerned. He maintained speed so well that his second 50 was only 2 minutes 52 seconds slower than the first, and his total time of 4.36.52 was a very creditable ride and a personal best, on a difficult morning, of around 12 minutes.

Stephen has sworn he will never ride another, but that cannot be right. He suffered and slowed significantly in the second half, but he finished well inside 20mph with a time of 4.51.42. That's a very fast debut and it can be knocked down by 15 minutes next year.

If Stephen suffered then it was, Paul assures us, as nothing to the latter part of his ride. Dehydration saw him almost at walking pace over parts of the course, and he's not sure whether it was determination or simply the fact that his car was back at the finish, that he ever made the chequered flag. Paul was given a time of 5.06.52. Paul - forget the time but learn the lessons, pace and drink - drink, drink. Sure you will.

Simon Prior of Eastbourne was the winner on 4.05.17 a long way ahead of Dave Pollard, Lewes 4.14.52 and Andy Seltzer, East Grinstead 4.15.45.

Karl's ride secured for him the Club 100 mile championship and with that personal best he was also a clear winner of the handicap prize.

RICHARD SHIPTON

Richard's death from a heart attack on Sunday 5th July came as an awful shock to us all. As sad though as we may have felt at this loss, it could be nothing to the heartbreak for his wife Dot and for their son and daughter Daniel and Karen. Our thoughts were, and remain with them. Worthing Excelsior was well represented at his funeral with a dozen members getting over to the Eastbourne Crematorium to form part of a great gathering of Sussex cyclists who had known him as a friend and respected and admired him as a cyclist. The club also sent a wreath and a donation was made to the British Heart Foundation in his memory.

Richard was only 51 and seemed so vigourously fit. Maybe his speed was marginally down from his peak years but his enthusiasm for the sport was undiminished.

He had started in the East Sussex/Sussex combined 100 mile event at 6.41 that morning. He had passed through the 50 mile point in a moderate 2 hours 11 minutes. He did not finish. He had indicated to a marshal that he would be retiring from the event, and a little later in the Stone Cross area had handed his number to a marshal, saying he did not feel very well. It appears that after resting awhile he attempted to ride home, only just a few miles from Stone Cross. He never made it. A car driver saw him riding very unsteadily and dismount. Continuing to observe through his rear view mirror he then saw Richard collapse. He went to help, called for an ambulance and attempted in vain to revive him.

Richard was a member of the Worthing Excelsior for 35 years and no one could have been more loyal. When he moved away from the area, first to north east Kent, and then returned a little closer to Hailsham in East Sussex, his membership renewal was never missed. He grew from being just one of the guys in the club who had an occasional and not very quick time trial, to our champion and record breaker extraordinary.

I have been allowed by Dot to borrow Richard's Time Trial records book, it starts in 1963 with just 8 events. Dave Funnell won the first event he rode. It was only 18 miles and he was beaten by 10 minutes, but suffered a puncture. He rode five 25's with the best being 1.10.07 and one was outside of 'evens' (20mph)! 1964 saw the 25 down to a '3' and half a dozen or so trike outings plus 1st place in a 4000 metre pursuit at Preston Park, a sign of the speed to come perhaps. 1965 saw only a few outings and 1966 racing was mainly as a guest with the Thanet RC.

A break then until 1971 when he managed a few time trials with Worthing and I assume was now operating from Hailsham.

The racing involvement picked up a lot by '73 and now more detail was being recorded. Fixed gear of 84" seemed favourite for a while but then he used gears, and I notice a number of handicap wins. It was not until 1975 that he improved his 25, clocking a 1.1.21 in the New Forest. In the following year he recorded his first 'under the hour' 25 finishing the Sydenham Wheelers event in 59 mins 13 secs. That season was full of '0's and '1's and short 24's for 10's. He was stretching his distances now, a couple of 50's not bad, an '8' and a '9' and then a first ever '100' of 4.34.35. He was taking off now. In '77 the 50 came down to a 2.6.30, the 100 to 4.25.16, and the 25 to 56.50 in the Doncaster Wheelers. He was beginning to travel for the competition as well! Under the hour was now a regular thing and the ten's were mostly short 23's. The 50 came down to 2.0.33 and the 10 to 22.27. By the end of 1978 he had notched up 23 sub hour rides He revelled in matching himself against the stars of the time. His book records the winners and it reads like a Who's Who of time trialling - S.Yates, D.Akam, R.Queen, E.Adkins, A.Engers, G.Longland, D.Cottingham and J.Woodburn. In 1979 he rode 44 events between 4th March and 14th October, seven in August alone. Fourteen times under the hour and the best was now down to 55.53. He also notes his first sub 2 hour 50 with 1.59.36 in the Yorkshire Road Club event.

The 1980's started with a slightly less hectic year, only 34 events, but 10 under the hour and two cracking rides in Yorkshire to bring the season to an early close (end of August), first the Yorkshire 100 in 4.15.15 and then 7 days later the Clifton 50 in 1.53.53. Other notable winners that he shaped up to in this year were - I.Cammish, P.Wells, M.Pyne, T.Stevens, M.Ballard and D.Lloyd. In '81 he improved his 100 slightly but this time on the more sporting local course, 4.15.03. Over '82/3 and '84 it was just consistently fast. The Club 30 record he lowered twice, it was now down to 1.7.09 and he had noted 84, 25 mile times under 60 minutes. At the end of 1984 his notes say 'New bike Low Profile'

To give an idea of his performances over the next four seasons it is easier to say that he did another 40, 25's under the hour, in fact 49, 25's with the slowest a 1.3.22! The 30 record came down again to 1.6.42.

1989 was a quiet year, but he started 1990 and tragically what was to be his last decade, with an early season personal best 10 of 21.57. He continued to be 'under' more often than not whether it was 25's or 50's. He had by the end of the year knocked out 142 sub hour 25's and 22 sub 2 hour 50's.

He tried tandem with Martin Penfold in 1991 which seemed to tune him in nicely for another few seconds off that Club 30 record. It was now 1.6.09. Then in July he tore out an incredible 1.47.22 in the Essex Roads 50 to leave what is probably going to be the longest standing record on our books.

Over the remainder of the years, I pick out a personal best 25 of 53.09 in 1991, a 100 of 4.10.54 in 1995, and an improvement to 4.10.22 in 1996. His 'average' for 25 seemed to be a '57', for 50 miles a 1.58.00. He was eventually to record no less than 203 rides of 25 miles in under 1 hour, and 58 times he beat 2 hours for 50 miles. He only ever rode one 12 hour and in 1997 recorded 230.888. His notes just say 'very hot', but I saw then that he could go slow, that he

could suffer like the rest of us, and I know that 'guts' alone achieved that one ambition.

Over the past few years he found considerable enjoyment in riding the Audax type events especially the longer ones, and especially those on the continent with a cast of thousands. If he had any regrets about cycling it was that we as a club had not produced or had failed to retain a new breed of youngsters like those that were there when he was young. It seemed almost to worry him that he was winning our trophies when he felt that younger ones should have been knocking him back. "They should be thrashing me by now" he said only a year or two ago. He set a very high standard. It required dedication and motivation. His preparation was always 100%, both he and his bikes were always immaculate, but above all there was the enthusiasm and the sheer physical effort of a lad in his 'teens'

I had the privilege of riding quite a number of two-ups with Richard. Some were genuine two-ups where I was supposed to do my share at the front, but most were the Grand Prix type where the 'olden' stayed at the back. At close quarters I saw the intensity of his effort and his determination. Going fast wasn't easy. It was hard, and he knew that, and that's how he rode - hard - very hard and what a phenomenal racing career he had.

He was to become a Life Member and then a Life Vice President - a life now so tragically and so soon ended. He will remain in our records for a long while, and also in our memories.

Dot, his wife, summed everything up to perfection when she told me that "We've arranged for his last ride to be in his Worthing Excelsior skin suit - it seemed appropriate" she said.

Don

The GHS Ten Mile Championship
London South District
Saturday 4th July

This was really the London South heat of the 'schoolpersons' National 10 mile Championship and didn't we do well! The fastest three, the fastest girl and the winning team of three automatically qualify for the final.

Our entry was Sean McClelland, Chris Dransfield and Kathryn McClelland. They all did brilliantly. Sean was fifth in 25.40, Chris 7th in 26.29 and Kathryn in her very first ten, and remember she is only 12, got home in 31.07. Between them they won the team and Kathryn was fastest girl. These are excellent times. Those of you who have ridden the Capel by-pass course south of Dorking will know that it is far from easy - exposed and lumpy.

They will now travel, fortunately not too far, to the final on Saturday 5th September on a course to the west of Farnham. Their goal must be to better those times and we are sure they will. We may even squeeze the result in before we go to print.

'GHS' incidentally stands for George Herbert Stancer. He was from Yorkshire and born in 1878. He was one of the great cyclists and cycling journalists in the first half of this century as well as being the Secretary of the CTC for 25 years. His services to the sport were recognised by the award of an OBE. He died in 1962 and the Fund created in his memory initiated the annual ten mile event for young riders.

SOUTHERN COUNTIES C.U 100 MILES

This was the "Counties" Centenary year '100' and they certainly made an effort, putting up some £400 in prize money with a winner's pot of a nice round £100.

They attracted a field of 55 including a number with sub 4 hour rides to their credit. The event also attracted, if that's

the right word, Paul Carruthers from Worthing Excelsior, who was determined to improve on what he considered was a very poor showing in the ESCA/SCA event.

Paul knew he could do better, but that 5 hours+ in ESCA land had not done his confidence much good. Now he was wondering whether the rules would allow a following water tanker - he was apprehensive about dehydration, and he was almost too determined not to set off at too fast a gallop.

What happened was that he had a good day, which was not as hot or as windy as his first one. Also he found the course much more to his liking. Consequently he spent the first 50 miles drinking like the proverbial fish and taking in the scenery! With regular glances at his on board computer he made sure that he did not exceed the permitted - whatever it was - he had the limiter set at.

Of course, when he reached 50 miles in 2.18.03 he felt as fresh as a daisy and decided on racing the next 50. This he did, to record 2.13.40 and an aggregate of 4.31.43 a personal best and 17 overall in the event. He also picked up 3rd handicap prize, and can anyone else remember a 3rd handicap prize being worth £30? So you would have thought all in all he would have been pretty pleased with himself. Well he wasn't - "Should have gone harder over the first 50", he told us on the telephone in the afternoon, but we think, in retrospect he'll admit to being satisfied.

Eamonn Deane of Bournemouth Jubilee, a top ten National BBAR man, led three sub 4 hour rides to win in 3.53.43. Dave Birch, Stourbridge was second in 3.57.03 and Pete Hamilton 34th Nomads was third in 3.57.59.

Disappointingly 'Cycling Weekly' showed Paul as being in the Crawley Wheelers. They even included him in their winning team! Did you get the extra Tenner, Paul?

CLUB 30 MILE CHAMPIONSHIP

19th July

With the poor weather of the last few weeks, it made a pleasant change to have a dry and warm morning with relatively calm conditions, although the wind did start to pick up a little during the later stages. Ten riders had entered, but Stephen Trott was unable to start and Ian Cheesman pulled out soon after West Grinstead due to chest pains. Too early a return to competition after a chest infection it seems. Jeremy Wootton was riding his new monocoque machine for the first time in an event. A 'Joker' by name, but it did not look funny, mean would be a better description. If it goes well he should be in for some new personal bests before the end of the season.

The leg from Wiston north to West Grinstead was fast but the return leg down the A24 proved quite hard against a rising breeze. The stretch from Washington to Shoreham also proved a bit tough, but it provided a fast finish back to Wiston.

Don Lock who was time keeping recorded riders times as they passed through Wiston on the way out to Shoreham, at approximately 20 miles. It showed Chris Bacon and Jeremy locked together in a very close battle. Jeremy was on 46.25 and Chris was only 5 seconds slower. These two were clear of the rest, who were being led by Mel Roberton. The advantage was certainly small but it looked as if Jeremy and his new machine were going to clinch another championship.

Jeremy, who started from the No 5 spot was first back and had recorded an excellent 1.11.30. He soon dismounted and was back to the Time Keeper. In his opinion Chris had been slightly up as they crossed towards the Shoreham turn. Chris was No 10 so he had five minutes - Jeremy stared down the road, and the seconds ticked by. Soon he was in sight and as he crossed the line he had just 9 seconds in hand. He had managed to gain 14 seconds in the last 10 miles and won the trophy in one of the best contested

championships for years.

Mel hung on for the bronze and Chris won the handicap which displeased the Handicapper Don (Our Ed). He doesn't like scratch, or near scratch markers winning handicaps. Otherwise the handicapping had worked out pretty well.

FULL RESULT (With 20 mile times in brackets)

	<u>Actual</u>	<u>H'Cap</u>	<u>Net Time</u>
1. Chris Bacon	1.11.21 (46.30)	1.00	1.10.21
2. Jeremy Wootton	1.11.30 (46.25)	Scr	1.11.30
3. Mel Roberton	1.15.34 (48.49)	3.00	1.12.34
4. Paul Carruthers	1.16.19 (49.33)	5.15	1.11.04
5. Karl Roberton	1.16.49 (50.19)	4.45	1.12.04
6. Matt Gould	1.18.24 (50.36)	5.30	1.12.54
7. Ken Retallick	1.20.32 (52.06)	10.00	1.10.32
8. Ron Bardouveau	1.27.31 (56.54)	15.00	1.12.31

Awards 1st: Chris Bacon 2nd: Jeremy Wootton
 Handicap: Chris Bacon
Officials Timekeeper/Handicapper: Don Lock
 Marshall: Mike Poland
 Organiser & Assistant: Mel Roberton &
 Alan Stepney

RUNS LEADER'S REPORT

19th July

Tony Palmer and Pete Weston met at Washington and headed for Wiston to the finish of the Club 30. Don Lock, time keeper for the event, was the only member waiting for

us. The others probably could not face the rigours of a club run after a time trial!

We turned towards Partridge Green then off at Ashurst through the quiet lanes to the A24 at Dial Post. Straight over here and on to Broomer's Corner to join the north south road below Coolham. Now it was a right, through Coolham to Brooks Green, and over the railway at the 'Bax Castle' Pub. Does anyone know why this is called the 'Bax Castle'? Proceeding north we passed the eastern perimeter to Christ's Hospital to join the A24 just to the north of the Southwater by pass. Turning south and away from that main road, we rode through Southwater to elevenses at the Country Park.

During our break, which was taken outside in the sun, Diana Trafford turned up with another cycling group to which she belongs, and proceeded to strip off for a swim in the lake! I think I would have used the showers in the changing room - the water would certainly have been warmer.

Tea stop over, the group now joined by Colin Miller returned to Washington by a familiar but pleasant route - Shipley, Broomer's Corner, Dan Hill cross roads, Goose Green and Thakeham.

(37.4 miles)

RUNS LEADER'S REPORT

26 July

Departing Washington at ten past nine the run comprising, the Leader - Tony Palmer, the President - Don Lock, the Club Events Secretary - Mel Roberton, the Weston brothers - Peter and Alan and Ron Bardouveau, ventured eastwards towards Steyning to turn left into Hole Street and then right via Spithandle Lane to Ashurst and Partridge Green. Instead of turning north as usual we continued east to join the A281 at Shermanbury, where right past 'The Bull' and then left at Chesham Park Corner. Still continuing east past the greyhound centre then north to Twineham before a right turn in to Bob Lane and over the A23 at Hickstead. A short

ride now on the old approach road to Burgess Hill before crossing the new road and riding south on a narrow lane parallel to the A23 to Cobb's Mill, Knowle's Tooth and Hurstpierpoint. Taking the narrow lane below the Downs, and competing for space with all the horses, brought us out at the northern railway tunnel exit at Clayton, a right turn then took us up Clayton Hill, easily the worst climb of the day.

It is amazing that those who sit at the back all morning can suddenly smell the coffee and toast at elevenses, and sprint up the hill leaving the leader behind to plod on alone! It seems to happen all the time! But on this occasion the leader had the last laugh, he was the only one who knew where the cafe was located!

The Forge Tearooms is a pleasant venue that we have used once before, it has a limited menu but provides an adequate watering hole for cyclists on a mid morning break. The proprietor is apt to be a trifle harassed and confused sometimes, but we all seem to get served and be made welcome.

We were joined at this stop by the Runs Leader's brother and his wife who were out for a Sunday ride (he used to race in the Sixties) from their home in Burgess Hill, Don excercised his sales technique to try to convince him that he needed to come to the Club Dinner, it may have worked - we are still waiting to hear! Colin Miller also arrived taking the easier route along the back of the Downs.

The return route was via a footbridge over the A23 to join the A281 at Pyecombe and continue to Newtimber, Poynings and Edburton. The recovery from the short sharp climb from Edburton down the long slope towards Toddington Manor saw Don Lock and Coln Miller in conversation - others would have thought it was a shouting match - but these two gentlemen, who are both hard of hearing, having a chat to each other whilst on their bikes is like a pair of opposing loud speakers! (Don't laugh at the afflicted - you'll be old

yourself one day - and it was just a question of getting on Colin's right side, are three comments that come to mind! Ed)

The Weston brothers left us at Upper Beeding whilst the remainder continued towards Washington, Colin turned off down the Coombes Road and we went on through Steyning where Mel's block gave us cause for concern, as a knocking he had had most of the morning was now becoming louder and louder with each revolution. Arrival at Wiston crossroads saw the end, with the ball bearings discharging themselves into the gutter, Mel's ride was over for the day. Fortunately the President had his carriage waiting at Washington so was able to give the distressed rider and machine a lift home.

RUNS LEADER'S REPORT 9 August

A quick sprint up the lane past Warminghurst Church started this run for Tony Palmer, Ron Bardouveau and Peter Weston, a nice pipe opener to start with, leaving two members cursing the runs leader for wanting to go up a lane that he had not been up since last winter.

There were only three of us on this sunny morning and despite a stiff northerly breeze, keeping to the lanes enabled us to remain sheltered as we left Ashington to continue to Broomer's Corner and Dragon's Green. A left turn by the pub, the lane curved further northwards until we reached the centre of Southwater. Turning right at the 'T' junction in Southwater we rode on the old A24 until reaching the roundabout at the southern end of the Southwater by pass, right again and in single file to keep out of the way of the coast bound traffic, we carried on south with the wind behind us before returning to the lanes after a left turn to Copsale. On through to Maplehurst and Newell's Rough, past the very smelly chicken farm to emerge onto the A281 south of Monk's Gate.

A rapid descent followed as we sped past Leonardslee

Gardens and on to elevenses at St Peter's Tearooms at Cowfold.

Our break was taken outside under the sun brolly as the conditions were so pleasant. We were joined by Don Lock who had been out since the early hours assisting in the SCA 12 hour championships, and was anxious to maintain his time checks on our 2 riders, Paul Carruthers and Karl Robertson - so he was up and down from the table rushing out to see the riders pass all the time. John and Sheila Lucas both gained a point each when they arrived also, they had come from a gentle ride from Upper Beeding.

Well fed and watered, we departed along the A272 westwards towards Buck Barn cross roads, turning off at Clock House to pass through Littleworth and Partridge Green. The tail wind was still assisting us as we went over the River Adur at Bines Common to Ashurst, and then right into Spithandle Lane. This pleasant lane, (known by many simply as 'Snakey' on account of its many bends) is used frequently on our rides, and it took us back to Wiston and Washington.

THE ANTIQUE SHOP/CAFE - ADVERSANE

You will all know this establishment which has been a regular elevenses venue for our club runs. It's at the Adversane cross roads, north east corner - low ceilings - nice fire in the winter - good cakes and toasted tea cakes, Oh Yes! and Mike Poland reckons they've got some pretty young serving girls!

Anyway, acknowledging our custom and no doubt grateful for the prestige that our frequent visits brings to their establishment, they have advised us that from now on if you tell them, that you are from the Worthing Excelsior Cycling Club they will give you a discount of 10%. They did not make any conditions, but it's probably not acceptable if you turn up in your Mercedes.

CONNIE HUGHES

Connie Hughes died, after a long illness, on 16th July. She had borne her pain and suffering over a long period, very bravely and with the same wonderful spirit that those of us who knew her will always remember. Husband Jim who looked after her to the end, has received from the Club our deepest sympathy, and we have made a donation to The Lourdes Pilgrimage Fund in her memory. It was a great joy for her that she was able to visit Lourdes. Members were present in good numbers at Worthing Crematorium after the Mass at St Michaels. Some came so far they had to stay overnight. Such was the love for 'Our Connie' who was like a second Mum to so many of us in our younger cycling days.

Connie - (Hilda Constance) - she never liked Hilda and Constance was far too formal - was born in Aylesford in Kent in 1912. It was just after the Second World War that she met up with young engineer Jim (James) Hughes. No racer Jim, but he didn't waste any time when he knew what he wanted. He swept Connie off her feet, produced a tandem with a vacant seat and married her on 6th July 1946.

It was a tandem ride to Balcombe to see her sister that was her first contact with the Worthing Excelsior. Jim had protested that it was too far for her, but she insisted that she could do it. At Cowfold, at 'The Chalet' they met up with the Club run. Perhaps it was all those short shorts and fit young men that she found attractive, anyway membership followed. It was a membership that would stretch over 52 years. The tandem ride progressed and she even rode up front for a while leaving Jim as 'stoker'. They made it to her sisters OK, but the journey back was something of a nightmare. Darkness fell, lights failed, and at Shoreham poor Connie was to collect what Jim still believes to have been her biggest packet of 'Bonk' ever! How lucky for the Club that it never put her off.

Jim's old club was the Doncaster Wheelers and it was back to that area that he took his new 'Lass' for a honeymoon. He

came in for some stick from his old mates for Jim was 'never going to get married' - and here he was, so soon back with Connie at his side.

Connie's cycling was the club runs and social outings. She threatened to ride a time trial but never did. Instead she concerned herself with looking after all her young boys. She and Jim took turns in the Clubroom canteen, eventually taking the job on almost permanently for several years. 'Club Hostess' as the position was once known was never better filled than when Connie was in charge. Club Social functions were never missed and it was with regret that Jim had to tell us before last years Annual Dinner that his Connie was not well enough to attend, the first time ever.

For all her long service to the Club, Connie was made a Life Vice President, an honour of which she was very proud. It was around that time that she and Jim instituted the 'Jim and Con' Award, to be awarded annually at the discretion of the general committee, to a junior member for performance of merit. A sum of money was provided and that has been topped up from time to time by their generous donations. Jim now informs us that in memory of Connie we shall receive a further £250 for this fund. Our older members do not need an aid to remember Connie by, but it will be nice in the future if youngsters ask 'Who was Connie?' to be able to tell them.

An old injury which recurred after an accident meant that her cycling days were over rather sooner than they might have been, but in no way did that affect her interest or involvement with the Club. Typical of this and the generosity of both of them was the camp site at Linwood in the New Forest, at the back of the Red Shoot Inn, where members were always welcome. Many time trial weekends on the Ringwood based courses were made doubly enjoyable by their accommodation and hospitality. Jim recalls one day when our riders were taking part in the Wessex 12 hour. It was a dreadful day, wet and cold, and around 11 o'clock, Worthing Excelsior's Dick Wiseman was seen dragging his

bike across the field. He was soaking wet and shivering with the cold. Under the awning to the tent he tried to get his clothes off and get himself dry. It was difficult trying to do this and preserve a degree of modesty at the same time. 'Come here' said Connie, 'You've got nothing I haven't seen before' and promptly stripped him off and rubbed him down. As Jim said 'She'd topped and tailed a few youngsters before but Dick was a big boy'.

Bless you Connie, we shall miss you, but we shall not forget you.

Don

TOUR DES TROIS VALLÉES
The Dieppe Raid 20 - 22nd June

This was the 27th Annual promotion of this series of randonnées organised by the Cyclo Club Dieppois based on roads and lanes in the countryside beyond Dieppe, offering distances of 40, 60, 90, 140 and 200km. We have had entries before and this year were represented by Alan Matthews, Ken Retallick, Paul Toppin and Don Lock. They were among some 300 riders from this side of the channel.

Angela Toppin kindly travelled with them to Newhaven early on Saturday morning so as to bring Paul's car back, and, also fetched them and delivered them safely home on the Monday evening.

They enjoyed two crossings of La Manche which could not have upset the poorest of sailors and in between enjoyed a superb weekend.

The 140km distance had been their choice and they could start from 7a.m on the Sunday morning. In fact a superb meal washed down with good French wine on the Saturday evening suggested that a start around 8.30 would be more to their liking!

Early morning mist rolling in off the sea kept it cool for the first

couple of hours but the weather was suddenly not our team's main concern - Ken's crank was loose and no one had a 10mm alan key. An 8mm plus a screwdriver kept them going but only with stops every 2 or 3 km. Other riders were stopped but not one 10mm alan key seemed to be abroad that morning. Then just as Ken was thinking of turning back, a car was spotted outside a house and a road bike was projecting from the boot. Further investigation revealed another bike by the door. In no time at all Ken was in their bike shed and the offending crank was soon dealt with.

It was a very picturesque route and as the sun burnt away the mist everything was developing nicely. 'Ravitaillement' - refreshments, were at St. Aubin le Cauf in the grounds of an old chateau, and at this point about 60km had been covered. French bread, ham, cream cheese, bananas, apples, beer, coke or cans of orange plus cake were on offer and saw them sustained for further effort. It was nice sitting on the grass in the sunshine. Good job it wasn't wet because there didn't seem to be any cover. A mug of tea would have gone down well but, when in France do as the French do

For those of you who know the area or have a Michelin 52 "Le Havre, Dieppe, Amiens" the route had travelled west along the coast as far as Quiberville and then south to Brachy following the River Saâne. It then headed east through Hermanville and Manéhouville to a magnificent view over the Varenne Valley. This was treated as a comfort stop before dropping down to St. Germain d'Etables and, for a short while back north to the picnic lunch.

The route, very well marked on the roads, crossed further east and into the Valley of the Béthune. It was south westerly now, at times close to the main D1 but at other points zig zagging away and back again. Somewhere along this stretch a group of four French riders came along. Paul had them down as 'posers' straight away, with their stripped down bikes, even Shamal deep rim wheels on one! Anyway it got a bit competitive especially when Chairman Alan Matthews joined in their chain gang. Speed now in the 20mph not kph region was being averaged. Ken Retallick reported later that the

French girl was 'no spring chicken'. It was however noted that she led 'Grandad' over the first major climb by a comfortable margin! Ex racer El Presidente was now showing off and led the group at a fast pace past four riders from the CC Walsall Roads who were riding the 200km distance. This was his undoing - they not only joined in but set an even faster pace. On a very long climb which followed, first one then two broke away. El Presidente (the silly old fool (Typist)) hung on for fourth place at the summit - but now had troubles that a drink and a banana, before the rest arrived, would not put right - his bottom bracket had seized up. For any non cycling readers, and there are some, this is a part of the bike, not Don's anatomy! Ken Retallick with a CTC degree in engineering advised that every time it cracked or got tight to turn the pedals backward. Don, not technically minded, had suspicions now that this was to achieve a more moderate pace for the remaining 60km. It was very effective, eight revs forward and two back is quite restricting, especially up hill. Anyway they'd blown the French away!

The outskirts of Neufchâtel-en-Bray were reached after a short stretch on the D1 but then it was north to Londinières where a bar provided some liquid (what else?) refreshment, a meet up with someone from the Brighton Excel - who said they know every Bar? - and also another encounter with World traveller Nev Chanin doing the 200 "Well of course dear boy, better value".

The group were on the homeward stretch now. The lanes were pleasant and quiet to Envermeu but then came the longest stretch of main road, the D920 bringing riders back to the Ferry Terminal and then back through Dieppe to the finish control.

A comfortable day's riding in good countryside, weather that was kind, and company - well except for that burn up in the early afternoon - which was sociable. About 84 miles in English money, average overall speed about 11mph, actual riding average probably about 15mph, and if you allow for the wild estimates of the time lost to mechanical problems then they would clearly only have taken about 4 hours!

They dutifully attended the prize presentations in the evening when every conceivable category received an award. There was even one for the team that hadn't won anything else! They beat Worthing though because they had more riders who hadn't won anything else. The French took ten minutes and much gesticulation over each award and the English interpreter took as many seconds. Still the free beer kept everyone happy, and when it was all over free wine turned everyone into great friends. Even 'she's no spring chicken' was seen to give Don a smile and a wave!

A splendid meal in the evening was washed down with wines selected by (Anglophiles) Ken and Paul and the much travelled Alan. Don found them similar to Tesco's but much cheaper - he's a philistine this guy. A bar on the way back to the hotel served a few of his favourite 'Baileys' and he slept soundly while the others planned the ride for Monday morning.

The 40km route of the previous day would be marked so why not take it? This was decided on and with a break for coffee took them nicely back to Dieppe and yet another bar before the Ferry home.

They thoroughly recommend this as a superb weekend, the rides available cater for all abilities. Alan M will no doubt get the details again next year.

EVENING TEN SERIES 1998

Event No 6 11th June

1.	Mel Robertson	23.40
2.	Chris Bacon	23.47
3.	Karl Robertson	23.52
4.	Paul Carruthers	24.18
5.	Jonathan Ford-Dunn	25.17
6.	Colin Miller	25.43
7.	Mike Poland	32.43

Comments A cold evening with a fresh north westerly wind. Times generally slow but nice to see Mel

Robertson leading the result. Fastest tonight was Richard Bonner of GS Stella with 22.58.

Event No 7 18th June

1.	Chris Bacon	22.52
2.	Mel Robertson	23.00
3.	Stephen Trott	23.44
4.	Paul Carruthers	23.45
5.	Karl Robertson	23.46
6.	Mike Feesey	24.21
7.	Jonathan Ford-Dunn	24.42
8.	Nick Attaway	25.14
9.	Colin Miller	25.51
10.	Diana Trafford	27.22

Comments Another evening of grey cool and windy conditions. Wind from the south west and perhaps a little better than last week.

Event No 8 9th July

1.	Chris Bacon	22.05
2.	Mel Robertson	22.47
3.	Paul Carruthers	22.53
4.	Karl Robertson	23.11
5.	Paul Toppin	23.19
6.	John Poland	23.32
7.	Jonathan Ford-Dunn	23.36
8.	Mike Feesey	23.44
9.	Ken Retallick	24.19
10.	Andy Lock	24.43
11.	Colin Miller	25.10
12.	Ed Andrew	25.16
13.	Ian Cheesman	25.18
14.	Ron Bardouveau	26.06
15.	Mike Poland	30.42

Comments A better evening and more riders. Although a strong south west wind was blowing times start to improve. A good one from Chris really

pulled him away from the rest. A one off from Paul Toppin did enough to show what he could do if he wanted to. A shame that the talent is not being used.

Event No 9 16th July

1.	Chris Bacon	22.05
2.	Mel Roberton	22.33
3.	Stephen Trott	22.38
4.	Paul Carruthers	22.53
5.	John Poland	23.09
6.	Karl Roberton	23.22
7.	Jonathan Ford-Dunn	23.25
8.	Mike Feesey	23.26
9.	Adrian Brown	24.01
10.	Ian Cheesman	24.09
11.	Ed Andrew	25.17
12.	Colin Miller	25.21
13.	Ron Bardouveau	25.29
14.	Diana Trafford	26.34
15.	Mike Irons	26.42
16.	Mike Poland	29.29

Comments Well if you are going to get stuck in a rut choose a fast one. Chris Bacon well out in front and exactly the same time as last week. Three guest riders recorded 21's though, so it was a good evening.

Event No 10 23rd July

1.	Jeremy Wootton	21.33
2.	Chris Bacon	21.45
3.	Karl Roberton	22.34
4.	Mel Roberton	22.45
5.	Stephen Trott	22.46
6.	John Poland	23.36
7.	Jonathan Ford-Dunn	23.57
8.	Ken Retallick	24.03
9.	Ed Andrew	25.38

9.	Ron Bardouveau	25.38
11.	Peter Baird	25.43
12.	Don Lock	26.24
13.	Diana Trafford	26.38

Comments Great to have Jeremy riding and look what it did to Chris, pulled another 20 seconds out of his previous two weeks. The appearance of Our Ed (next to last) -thanks Diana! - was a total mistake. Congratulations to Stephen Trott 22.46 in his first season, that's great. But what a ride from Chris Birch of the Alton CC - 19.43! That's the fastest ever on this course.

Event No 11 30th July

1.	Chris Bacon	22.53
2.	Mel Roberton	23.14
3.	Karl Roberton	23.51
4.	Mike Feesey	24.19
5.	Ken Retallick	24.27
6.	Jonathan Ford-Dunn	24.41
7.	Sean McClelland	26.03
8.	Ron Bardouveau	26.16

Comments Cold hard night attracted only 15 in all and times were slow. Chris Birch rode on tandem with Rob Allen and was still nearly 40 seconds slower than his solo record of the previous week.

Event No12 6th August

1.	Chris Bacon	22.15
2.	Karl Roberton	22.42
3.	Paul Carruthers	22.45
4.	Mel Roberton	22.51
5.	Mike Feesey	23.21
6.	Jonathan Ford-Dunn	23.23
7.	Ken Retallick	23.50

8.	Andy Lock	24.41
9.	Colin Miller	24.42
10.	Ron Bardouveau	25.01
11.	Peter Baird	25.51
12.	Alan Stepney	25.55

Comments At last a nice evening and 29 riders. Perhaps it wasn't that quick though. Chris must have won the series by now. Nice to see Alan Stepney riding again, not slow either.

Event No 13 13th August

1.	Chris Bacon	22.09
2.	Karl Robertson	22.39
3.	Mel Robertson	22.40
4.	Paul Carruthers	23.00
5.	Mike Feesey	23.28
6.	Jonathan Ford-Dunn	23.43
7.	Ken Retallick	24.13
8.	Andy Lock	24.40
9.	Colin Miller	25.00
10.	Alan Stepney	25.26
11.	Ron Bardouveau	25.27
12.	Stuart Gibbs	26.45
13.	Mike Poland	30.27

Comments A good turn out for the last race. Simon Barnes produced a cracker with 20.27. Stuart Gibbs rode his first time trial for ten years and he really must have a go next season. Nice to see also a debut time trial from Matthew Lelliott but it would appear he went off course. Starting at No 22 he somehow managed to finish behind No 23 without being overtaken. Did you go up through the old A24 at Ashington perhaps?

SUSSEX CA 12 HOUR

We could not find a third man this year which was a shame,

but as it turned out we would still not have finished a full team. Paul Carruthers was making his second '12' and Karl Robertson his debut. Paul has demonstrated considerable determination in his riding, while Karl's ability to ride to a very steady pace was the aspect that should help him. To do a good '12' you really need both.

On 9th August the deciding factor was going to be the weather. It was very hot for the second year, and the effect on riders exposed to it for the whole day while testing their endurance abilities to the limit, was pretty tough. Drink is essential but the ability to stomach it along with food while still trying to ride at 20mph is sometimes more than the digestive system can stand. Both were to suffer, with Paul being sick twice and being unable to keep food down, and with the heat giving Karl a dreadful headache. The traffic also adds to the problems with noise and fumes.

The early part of the course down towards Worthing and Chichester was OK although even by 8 O'clock temperatures were getting uncomfortable. Up to Washington, east to Shoreham then north to Broadbridge Heath and both seemed OK. They were checked through at Cowfold as they made their first trip out to Poynings and Paul was around 10 minutes up at this stage and the 100 mile check saw this increased. Paul timed at 4.47 and Karl at 5.05.

It would seem that the third 50 was the hardest of the day for everyone. Even the eventual winner was outside of 'evens'. Paul took 3.03 and Karl 3.14. This stretch took them right round Horsham and out to Crawley and it's where Paul lost his stomach.

Karl called it a day after about 8½ hours. Paul was also looking sorry for himself and needed nursing along with lots of sponges and encouragement. You have to get them to a time where they can begin to see the end. Then you can start to bully them and get them going again. Set them targets and boost their morale.

Paul's determination had fortunately never left him, but this

would only have sufficed to make sure he finished. The extra push saw him trying for targets . . . could he make 230, could he get a personal best? Well he did - pretty whacked as he was by the end, he had nevertheless recorded 233.221 miles. It was his best and he finished 6th overall in a field of 33.

David Shepherd of Rother Valley won for the third year with 262.296 miles, holding off the challenge of Simon Prior of Eastbourne, who finished with 258.146. Lewes veteran Dave Pollard was third, but some way back on 245.810.

THE BELL FOR THE LAST LAP

I think it must have been in the Worthing Wheel which celebrated the Club's Centenary in 1987 that I wrote about how I started on the magazine at the beginning of 1968. It was, I said, like starting an unknown distance event. As soon as I put the idea forward there were a host of suggestions as to the format and publication. I've usually been better at longer distances and so I felt a need to take the pace easy to start with. This must have been the right thing because here we are in 1998 and still going.

But after 30 and a bit years at 4 issues per annum I can hear that last lap bell. I guess I'm the one who's been ringing it for a while now and at last I really am taking notice. I'm not going for double points with a sprint finish and I will continue the four issues of Vol 32. That is up to and including Winter 98/99, but I shall not continue after that.

With notice given to the General Committee that gives about 6 months to find a new Editor. I really do hope that someone or perhaps more than one person will come forward. It would be the biggest compliment, and the only one I want, if the Worthing Wheel was continued.

I have taken the greater part of the writing but have received enormous help over the years from Barbara Ford-Dunn, Brian Weir, Derek Smith, John Grant, my wife Maureen, and Mike Gibbs and Bonner & Jenkins Printing Limited. Technology has moved on considerably over the period and has become more

easily available, but the hours of manhandling Brian Weir's duplicator with ink everywhere, and then hours more of stapling the pages together all over the lounge floor are a happy and distant memory.

John Grant will still be willing to help with typing, he's got an all singing and dancing computer system that will entertain you with Rachmaninov and pretty colour pictures while printing reports on the evening tens.

Karl Robertson has been providing me with the race results and I would think be prepared to try and turn these into articles as well.

Richard Cooley says he'd 'love to give it a go if only he had the time'

Tony Palmer produces club run reports. You designate people who are taking part in special events to give you a report and I'm sure I will still be able to contribute something from time to time. So really it's only a matter of organisation a piece of cake. You take it to Eric Bonner and he makes it look professional and then you distribute it.

Distribution, since Ray Douglass died has become a problem. One hundred plus mags sent out by post needing envelopes to be addressed and stamped would add something in the region of £40 to the cost of each issue. Making it about £100 instead of £60 at current prices. We have until recently never needed to send more than about 20 by post. Without Ray however, it has taken weeks, hoping to see people at the club room or at events to get them all delivered, and frankly that has become a pain. Anybody like to do that? Or should we stick the subs up to pay the postage.

I do believe it has been a useful way of keeping in touch with members and I'm sure it would take on a new lease of life in different hands. Thirty one years is an odd number, so I look forward to receiving Vol 32 No 1. It would be great to receive a club magazine and not to have previously drafted and /or

proof read every item. Yes, despite the errors that have leaped out at me after printing, I have tried.

Don

THE ROLLERS

In case any of you did not know, we own a £3000 set of four competition rollers, and for those of you who did know and wondered where they were, well we've been having problems. The gearing keeps slipping. We keep referring back to the Bike Store where we got them and they keep taking the matter up with TACX the manufacturers in Holland. Things keep being corrected and we are not, of course, being asked to pay, but the clock with the gearing on the back is not easy to move around and it has been a bit wearisome getting them back and fro to the shop. Even now Alan Matthews is endeavouring to finalise repairs.

We did have the rollers in action on the Worthing seafront as part of the Seafront Fayre on Saturday 25th July - well three out of four were working and they were kept pretty busy throughout the six hour spell. I'm grateful to Alan Matthews, Peter and Alan Weston, Richard Cooley, Andrew Lock, Ed Andrew, Ian Cheesman, Ron Bardouveau, Tony Palmer, Gavin Baylis and Andrea McClelland for coming along. Andrea's Kathryn performed briefly but Sean did not ride which was disappointing. The Seafront Fayre Programme had announced that National Title winners Kathryn and Sean McClelland 'will be riding at 55mph'! Not quite what I told them, but still any publicity they say

In between 'demonstrations' by our members a goodly number were persuaded to try their hands, or rather legs. We have probably secured a couple of new members and at least reminded people who we are and what we do.

One of the biggest problems with the rollers is the difficulty of moving them around. You certainly need a big estate car and preferably a transit type van. One of the very good things to come from the event on the seafront was an offer

by Alan Weston to move them around for us, because he does have such a vehicle. This is an offer we are taking up and it is planned to have the rollers in operation in the clubroom one Tuesday in every month. Probably starting in October and going through until March. They are not noisy so normal conversation remains possible and when we have tried this before it has proved quite an attraction, so look out for further announcements - possibly even later in this mag. Keep in touch with your clubroom. You can all have a go. You don't have to ride a track bike.

Marshals and Checkers

For the benefit of new members, whether acting as a Marshal or a Checker, or if involved in riding a time trial, it is worthwhile setting out what you should do, or not do, as the case may be. If asked to assist an event in this capacity, or equally if you are one of the riders, you should know the duties, and what as a rider you can expect.

The London South District of the Road Time Trials Council to which we are affiliated has issued some 'Guidance Notes' and these are repeated below.

GUIDANCE NOTES FOR CHECKERS AND MARSHALS

Whilst Regulation 36 states 'the onus of keeping to the course must rest with the rider', a promoter will want to attract competitors and some may be riding in the area for the first time. A well run event will therefore have marshals at least at all major road junctions and your duty is a responsible one.

- 1. As a Marshal or Checker you are requested to wear a high visibility jacket or bib. This helps riders to see you and alerts other road users that 'something is happening'.*
- 2. Ensure you know before the day of the event the precise point where you are expected to marshal.*

3. *The promoter should be advising you beforehand the time you should be in position. Be on time. If arriving by car, make certain your vehicle is parked off the highway. Do not park on the verge of a clearway, in a private drive or in a layby which is likely to be used by public transport during the event. You may be moved on or summonsed!*
4. *Stand at a point where you can be seen by the approaching competitor and where you will not endanger yourself or be a hazard to other road users. Avoid obstructing road signs.*
5. *As an event marshal your duty is solely to indicate clearly the route the rider is to follow. Indicate before the rider reaches you preferably by holding something visible, i.e the start sheet, to point the way. The rider may not be familiar with the course and is looking to you for reassurance and direction. It is NOT your task to direct, or attempt to control, other traffic in any way, nor to interfere with its movement on the highway. YOUR DUTY IS TO INDICATE THE CORRECT ROUTE THE RIDER IS TO FOLLOW.*
6. *If you are appointed as a CHECKER you should observe the general requirements in 1 to 4 above. You should be issued with a Check Card by the promoter on which you record the rider's number as he/she passes you. It is also useful to have the time of day recorded. The card is then returned to the promoter as soon as possible after the event for the promoter to check that all competitors completed the full course. In the event of a query, complaint or accident, it is also a very useful way of ascertaining the names of the preceding or following competitors. It is not sufficient to tick off the competitors on a start sheet when they have passed, as this does not indicate their position on the road.*
7. *If you receive a complaint from a member of the public,*

do not get into an argument with them. Remember the public image of the sport is in your hands at such a time.

A MUSICAL EVENING PERHAPS?

John Grant's research into our early years told of lovely evenings when members would entertain themselves performing on various musical instruments, singing, storytelling and reading of poetry. Old papers and club minutes also included on an inventory of club property, a bugle. It seems no self respecting club of the Victorian/Edwardian era's would be without one.

It was when Mike Poland admitted to having played a bugle in the Boy's Brigade, that it started me on a line of enquiry. I discovered that Mel (Duane Eddy) Robertson was a dab hand on guitar. I know that John (Fingers) Grant loves a dabble on the old Joanna and also there's Colin Miller. Did you see the photograph in the Evening Argus a while back? The snap sent in by a reader, showed his group "The Typhoons" in action at the Brighton Boys Club 40 years ago. Instruments included guitars and the classic skiffle duo of a bass made out of a tea chest, and a washboard. The lad on washboard was none other than our Colin. Mel's partner Pen owned up to playing a recorder.

Now, shall we go for a quintet or are there other musicians among you? Give me enough to drink and I'll even play the spoons No perhaps not

Don

GHS FINAL September 5th

The National Schools 10 mile championship was decided on a course near Alton on a very windy afternoon. Six miles into the wind left only four miles with assistance, which put paid to any hopes of fast times. Our team which qualified for the final through the local heat were short of their fastest times

but rode well. Chris Dransfield (it must have been that new club skinsuit) got the better of Sean McClelland for the first time, recording 26.42 to 27.40 and young Kathryn finished in 32.09. Team Brite's youngsters who seemed to qualify from regions all over the County won the team, but were upstaged by an Isle of Wight youngster Kieran Page who won in 22.18. Watch that name!

SUSSEX CA

25 MILE INDIVIDUAL CHAMPIONSHIP - 6th September

Mel Roberton promoted this for the Association and around thirty others assisted in one way or another to ensure that it was a good event. So it's disappointing when only 39 riders enter. Certainly there was a clash with a Southern Counties CU 25 on the faster Crawley course, and that would have been better avoided, but that is not the whole answer.

It turned out, despite forecasts to the contrary, to be a near perfect morning and many managed - if not outright personal bests - at least their best for the Ashurst Circuit course.

Shane Faulkner of Lewes is the new champion recording an excellent 56.16 to head Steve Woodbridge GS Stella 57.10, and Steve Dennis East Grinstead 57.12, at the top of the result. The first ten beat 60 minutes with Chris Bacon clocking 59.34 for 9th place.

Now what could Jeremy Wootton have done, for the previous week in the Old Portlians event he beat both Faulkner and Woodbridge. Pity he couldn't ride this one.

Paul Carruthers, obviously benefitting from the 12 hour! clocked 1.00.42, and other Worthing times were:

Karl Roberton (on Dad's 'Joker')	1.02.32
Stephen Trott	1.03.46
Jonathan Ford-Dunn	1.04.16
Ron Bardouveau	1.08.07
Mike Poland	1.20.19

NEXT ISSUE

We've put this baby to bed just too soon for the Richard Cooley 'Dieppe Experience' and Tony Palmer's third assault on the Isle of Wight, but we shall include these reports next issue, along with the end of season time trial wind up. Mel is just waiting for the Hardriders and the Hill Climb to be decided. We should also be able to bring you a report on the Open 10 and on the Audax, Rollers in the Clubroom, The Tourist Trial, The Auction Sale, then the Dinner. After that it's the Barn Dance and the Ray Douglass Tea. Aren't we a busy lot!

CYCLING AUCTION SALE

in the Clubroom on

TUESDAY 27TH OCTOBER 1998



ROLLER RACING

With the kind assistance of Alan Weston who is going to get all the gear to the Clubroom, we shall have rollers available for use every Third Tuesday in the month from October to March.

In case you can't work it out this will be on:

20th October
17th November
15th December
19th January
16th February
16th March

So get up to your clubroom and have a go. Bring your bike of course, but if you haven't got a track bike, don't worry use your road bike.

Knocked off your bike?

We can help you . . .

Contact:
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