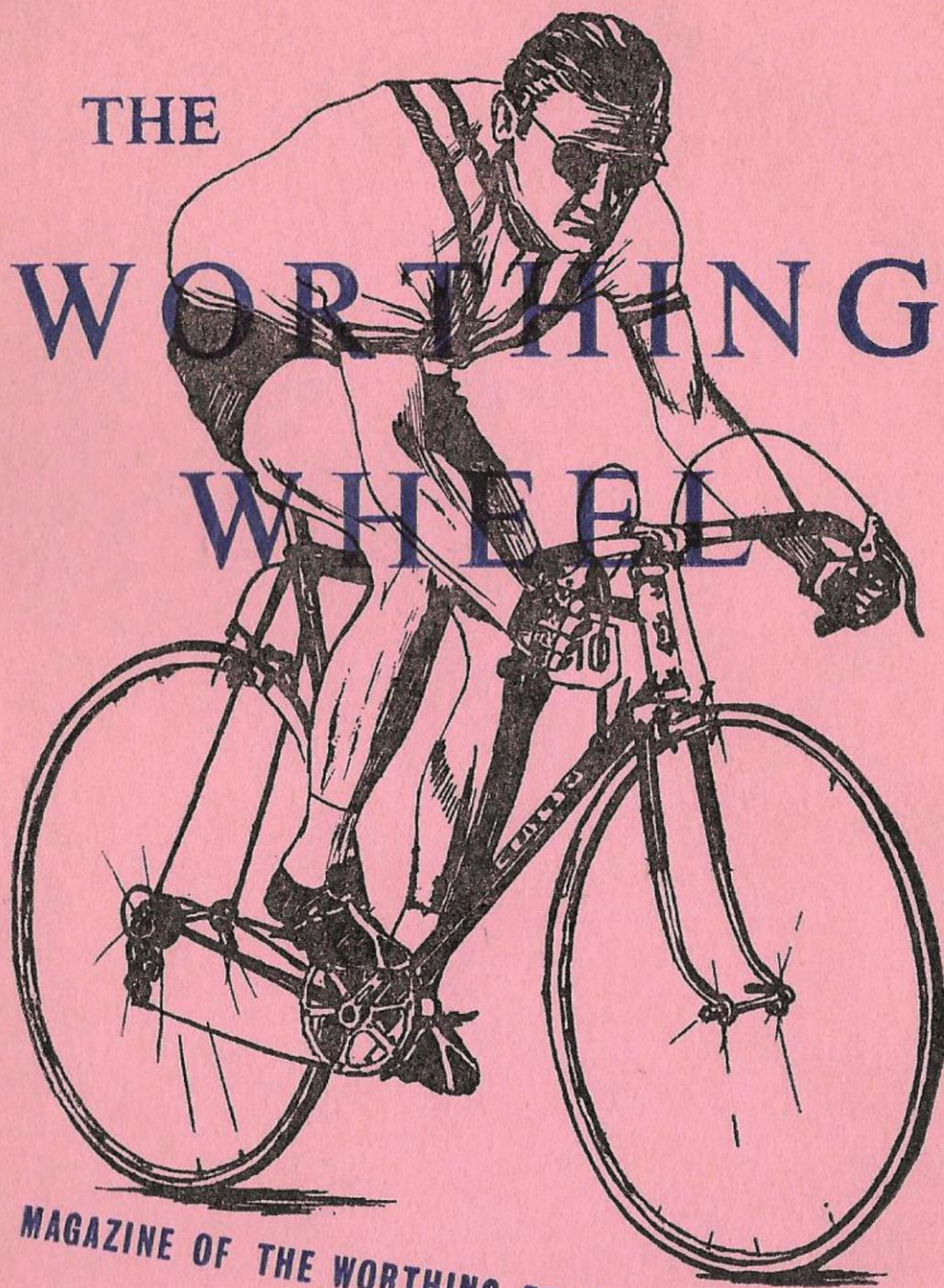


10p

# THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SUMMER 1979

Vol 12 No 2



THE WORTHING WHEEL

The Journal of  
THE WORTHING EXCELSIOR CYCLING CLUB

\*\*\* SUMMER 1979 ISSUE \*\*\*

Headquarters: Broadwater Parish Rooms  
Broadwater Green, W'ing  
(Meetings every Tuesday  
8.00pm - 10.00pm approx)

President: W.D.Argent  
67 St Lawrence Avenue,  
Worthing

Chairman: Charles Lednor,  
5 Uplands Avenue,  
Worthing Tele 62038

Secretary: John Mansell,  
3 Walesbeech, Furnace Gn.,  
Crawley, Tele 35757

Treasurer: Roger Smallman,  
Flat 4, 63 Langdale Rd.  
Hove.

Club Events Sec: Duncan Waghorne,  
57 Leigh Road,  
Worthing Tele 32095

Even. Ten Sec: Ian Reader,  
158 Terrings Avenue,  
Worthing Tele 503343

Press Sec: Don Lock,  
7 Welland Rd., Durrington  
Worthing Tele 62724

Runs & Touring Sec: Derek Smith  
7 Cove Road, Rustington.  
MAG EDITOR. Tele Rust. 4712

## EDITORIAL

If you think that there has been a long interval between the Spring and Summer magazines - then your right. For we are running about a month late - due to lack of spare time, late articles, and a typist who has to fit in the stencils between mouthfuls of lunch at her new full-time job. However we've made it and hopefully the Autumn issue will still arrive 'with' the Club Dinner in November.

Paul Toppin writes his first article for Worthing Wheel (and nearly wrote a book), when he recounts a hardriders Easter bash to Lands End and back. Don's pen has been busy and we have reports from him on all the big Club events. Also recorded for posterity are the early results of the Evening 10 series. Dick and Normans 12hr challenge doesn't go unnoticed, and inbetween are those snippets of general interest - don't miss them.

Derek.



## THE END AND BACK IN SIX DAYS

The time of 8.15am on Thursday 12th April 1979, saw Dick Wiseman, Keith Dodman and myself (Paul Toppin) departing from our meeting place at Wick and heading for Taunton, Somerset, where our first nights digs had been booked. We realised that our destination was at least 140 miles away and had therefore to set a route keeping to main roads wherever possible.

We headed along the A27 through Chichester and Portsmouth, the first stop being Clevenses, which was taken in Fareham town centre. After renourishing ourselves we continued pedalling on towards Southampton where the first mishap of the tour occurred. It involved Keith when, whilst leading Dick and myself through the town centre, negotiating the queues of traffic, realised that the space between a moving and parked car was not wide enough for him to pass through. His brakes were rapidly applied resulting in a manoeuvre almost tuned to perfection, which saw his machine slide clockwise through 90 degrees to end up parallel against the rear of the car.

After ensuring no damage was done, we put Southampton behind us and followed the A 36 to Salisbury for a leisurely roast lunch. During the meal a little rain fell but by 2.45pm, when we departed, the skies were once again clear. Our route was along the A36 to Wilton, from where, for the first time, 'B' roads were used. Some beautiful little villages and lanes were found with gradients obviously designed to test our hill-climbing ability, after riding 80 miles



with heavy saddlebags. The south westerly wind was beginning to turn into a gale as we arrived at the Little Chef at East Knoyle, for an early tea.

After tea the A303 was followed at a much reduced speed due to the headwind, taking us through Mere and Wincanton. Our legs were just starting to tell us we shouldn't have come, when a godsend in the form of a fast moving tractor came past. We didn't think twice before jumping in behind it to be carried for a very easy 10 miles. A snack in a garage cafe was taken at about 7pm and it was at about this point that I began to feel ill and was unable to eat. We left with about 15 miles to go and found the easiest way to negotiate the gale was my means of a slow 'three-up'. This we did right the way along the open road into Taunton, to arrive there at 8.30 pm. After half an hour hunting round the now dark streets without bike lights, we found our digs, and after a shower, went out to finish the day with a meal and some local cider. The mileage was 145 and this being into a gale, made it the hardest ride I have ever known. Even the hardriders Keith and Dick, admitted to feeling well and truly shattered.

## DAY 2

We departed from Taunton at about 9.30am on Friday after a substantial breakfast, and headed through the high-hedged, undulating lanes so typical of the West Country, towards Tiverton where elevenses was taken. More lanes were followed through small villages with comical Devonshire names to Crediton where we stopped for lunch.



We then continued towards Okehampton where we had threeses. After a further 12 miles ride down the A30 we made another halt for tea at Lewdam Services. Before leaving, the cranks were tightened, after making some unusual noises when climbing hills. With this task over we maintained our route along the A 30 to bypass Launceston heading over Bodmin Moor to Bodmin where the second night had been planned. The A 30 provided a picturesque ride across the moor, which reaches a height of 1375 ft, although the main road did not contain any great climbs. The warm evening sun made this the most pleasant part of the day and after a hunt for digs in Bodmin, we eventually found comfortable accommodation in 'The Barleysheaf'.

After tidying ourselves up, we asked the landlord for his recommendations regarding local restaurants, and he told us to go to 'Pancho's', which was on the outskirts of the town. Within 20 minutes we arrived there and found that Pancho's was a Spanish style restaurant and was the 'in' place in Bodmin where everyone went for a meal. We spent the evening enjoying some beautifully cooked steaks before walking back with a satisfied feeling in our stomachs. Fridays milage was 85 and the days ride had been quite pleasant, despite feeling the previous days ride still in our legs.

### DAY 3

Saturday was to see us once again following the major West Country tourist route, the A 30, in order to complete the tour on schedule.

We left the Barleysheaf at 9.30 am and



proceeded towards Redruth. The A 30 by-passes this town and it was in the village of Scorrier, that we halted for elevenpence in a small roadside cafe. We then continued on to by-pass Cambourne and pass through Hayle. It was on Saturday that the holiday traffic made itself noticeable as streams of vehicles and caravans drove past us, heading for a long weekend in Cornwall.

Lunch had been planned at Penzance, a few miles further down the road, and hunting around the narrow streets, congested with shoppers, we discovered a health food restaurant. Lunch consisted of a bowlful of assorted salads, which was new to me, if not the others.

This was followed by a ample helping of Black Forest gateau. After refueling ourselves we left the town and spent the afternoon pedalling down the A 30 towards Lands End. Several motorcyclists and coaches began passing us, obviously heading for the same tourist attraction. We were soon seeing the last and first hotels and garages in England, and this told us that 'The End' was in sight.

We arrived at our destination in the late afternoon and spent an hour or so visiting souvenir shops, buying gifts, sending post cards and eating ice creams. During this 'rest', Dick noticed, to his amazement, that his bottom bracket cup was moving within the thread of the bottom bracket itself. 'Mechanic Wiseman' wasted no time in setting to work with the aid of a nearby rock, and the machine was soon in working order again. Meanwhile Keith and myself had been examining the surrounding area through a telescope. With repairs completed we set off towards



Helston, where the nights stop had been planned. The A 30 was followed back through Penzance and past St. Michaels Mount. At this point we turned onto the A 394 towards Helston and found that we were up on our schedule and could complete a few more miles that day. Using Keith's CTC Handbook suitable accommodation was found at Constantine, near Falmouth. After telephoning to ensure a bed for the night was available we rode onto Constantine via the B 3291 through the village of Gweek. We eventually found High Cross Farm which, as we should have realised by its name, was only to be reached by a substantial climb along a small lane. We were met by the farmer, who it turned out was an extremely jovial character, and were shown our rooms. The large farmhouse appeared to have been purpose built for bed and breakfast and provided an ideal halt for Saturday night.

After changing we took a walk down the lane into the village where we found a small restaurant that was empty. Before leaving Cornwall Keith and myself indulged in a traditional Cornish Pasty, whilst Dick preferred a trout dish. Saturdays mileage was later made to total 85.

We departed from High Cross Farm at 9.15 on Sunday morning and immediately headed through the lanes towards Penryn. Here we joined the A 39 which took us through Truro and beyond passing many small villages which were as yet undisturbed by the flow of traffic usually found during the Easter Holiday weekend. The first stop of the morning was made at Brighton, where we found a garage cum cafe.



Coffee and cake was taken here, whilst Keith puzzled over the Guardian crossword with Dicks help.

The ride continued along the A 39 through Indian Queens and heading in the general direction of Padstow, the route running parallel with the north Cornwall coast line. The A 39 took us through Wadesbridge and began following the River Allen and its tributaries, this in turn stemming from the River Camel.

With 25 miles under our tyres since elevenses a halt for lunch was made at Camelford. We began to think our luck was against us, until we eventually found a small restaurant in the town, and were able to sit down to a roast turkey lunch. The day was beginning to get extremely warm and before we left Camelford, Keith disposed of his shirt in the hope of an early suntan. A climb led us out of the town, towards lanes we were to follow until tea, which had been planned at Holsworthy, just over the Devonshire border. The afternoon was spent riding through picturesque villages, including Otterham, South Wheatley and North Tamerton. A climb up into Holsworthy brought us to an early tea (or so we thought!!). Holsworthy resembled a ghost town on this Easter Sunday afternoon, with not a person (nor open tea shop) in sight. Much annoyed, and having stoked-up with Mars Bars, we headed along the A 388 towards Bibeford, in the hope that a restaurant may reveal itself not too far down the road. We were lucky to find the Woodford Bridge Hotel open at Milton Damerel and made a welcome stop here for tea and fresh cream cakes.



After refreshment, we remounted and continued along the A 388, noticing the rich red soil of the recently ploughed fields surrounding us. The road took us through Bibeford, which is only 3 or 4 miles from the famous coastal holiday resort of Westward Ho!

Approximately 10 miles the other side of Bibeford, we rolled into Barnstable where the nights stay had been planned. The early evening saw us hunting around the town until we found a small terraced house with a 'B. & B.' sign displayed in the window. After ensuring accommodation was available, we deposited our machines in the backyard, and went to our rooms to clean ourselves up.

Later in the evening we wandered around the town in search of a meal. Barnstable did not offer a great choice of eating establishments on Sunday evening and eventually we settled for a take-away pie and chips. The days ride had been comfortable for all of us, although some 90 miles had been covered.

#### DAY 5

An early rise on Monday morning saw us leaving Barnstable at 9.00am, which was fortunate, bearing in mind that the night's accommodation had been booked at Devizes Wiltshire, over 100 miles away. Ray Douglass was to meet us there. We left heading in the direction of Exmoor and that day was to see us following the hilliest roads of the tour. Soon enough they began, and although many of the climbs were agonising, made worse by a well-laden saddlebag, we were rewarded by some breath-taking scenery and some steep, fast descents. Naturally, Keith was to set the pace in the hills and we arrived for



elevenses in Simonsbath after a rather tiring ride, as the day was once again a 'scorcher'. We enjoyed a coffee in a pub garden and set off again across the moor, through Exford and along the north Somerset coast. The A 39 was followed to save time and took us through Williton. We stopped for a snack lunch approximately 8 miles short of Bridgewater and our route was then maintained along the now busy A 39.

With Bridgewater behind us we headed for Glastbury where we joined the A 361, this road taking us into Shepton Mallet where a stop was made for a refreshing cream tea, which we were all in need of. As it was now late afternoon, and we still had 30 miles ahead of us, the stop was made as brief as possible and we pressed on with the aid of a tail wind, to by-pass Frome. It was between here and Trowbridge that Keith was unable to resist the challenge of a passing Clubman out for a training bash. Despite being handicapped by a touring bike, Keith leapt onto his wheel and stayed in that position until the summit of the next hill, leaving Dick and myself struggling at the foot. We regrouped, passed through Trowbridge and headed for Devizes.

We arrived in the town in the early evening after a ride of 110 miles and Keith was able to lead us straight to the 'White Bear' where accommodation had been booked. Ray was midway through a sleep when we disturbed him, and after a change of clothes we headed into the town centre for a meal. We settled for the Bear Hotel and enjoyed a very pleasant meal although it was somewhat expensive when compared to the other ones of the tour! Still it WAS the last night!!



## DAY 6

The last day of our tour began when we left the White Bear on Tuesday morning at 9.00am with 100 miles ahead of us. We left Devizes on the A 360 in the direction of Salisbury Plain and in no time were in the heart of the Wiltshire countryside. The narrow, winding and exposed roads of the plain were followed which carried little traffic at this time.

The Plains' use as an Army Zone soon became evident as several Land Rovers and armoured vehicles passed us. Further on we were to see large buildings, that were obviously used for bombing practice. Our route took us through Tilshead and Larkhill, the latter being married quarters for the use of soldiers and their families.

We were now on the lookout for elevenses and soon found the Rose and Crown at Durrington which was serving coffee. After two refreshing coffees we continued on across the plain and across the Hampshire border along the B 3048. It was along this road and near to Palestine that the only puncture of the tour occurred, myself being the unfortunate victim. Despite using a new pair of Michelin Sports tyres, I still managed to pick-up hedge clippings and progress was delayed for the repair. With the bike in roadworthy condition again, we rode on through Stockbridge and down the scenic River Test valley, to arrive at Romsey for lunch.

After a quick look round, a suitable venue was found in the town centre, in the form of a cafe above a bakers. A cheap but substantial lunch was had, and by 2pm we were on the road again heading in the



direction of Eastleigh, maintaining a route to the north of Southampton. The A 333 took us through Bishops Waltham and across the River Meon to Wickham. Tea was stopped for in a cafe after a battle up Ports Down Hill. We then rode in a homeward direction above Portsmouth Harbour along the A 27 through Havant and Chichester. The route from Chichester saw us following quieter lanes through Oving, Ford and Littlehampton, to eventually arrive home after a mileage of 100.

### Impressions

As this was my first ever tour, my impressions probably differ from those of the others. I thoroughly enjoyed myself and I am sure that it worked wonders the 1979 seasons racing. It was not however a tour for sightseeing due to the limited time allocated, and I am now looking forward to my first 'touring' tour.

We were extremely fortunate with the weather and every days ride, with the exception of the first, was easily within our scope. This was the only point over which we slipped up, as we should have left earlier, bearing in mind the distance ahead of us. We were also lucky as regards overnight accommodation, as all but the last night cost us around £3.00 each. One thing I did learn were the four essentials to bring in one's saddlebag: a daily copy of the Guardian, a game of Travel Scrabble for the evenings, a supply of Dick's mum's bread pudding for bonk rations, and a selection of 1/2" Bartholomews maps.

My only thought now is - where's next years Easter Tour going?

Paul



## THE TWENTY-FIVE CHAMPIONSHIP

The first of the 1979 Club Championships was settled on 22nd April when the twenty five was held on the Chichester Road course on a morning which was cold but got warmer, and with a wind from the west which was light but got stronger.

After the Easter training tour - 6 days to Lands End and back - the trio of Keith Dodman, Dick Wiseman and Paul Toppin were all expected to be fit, but would they also be fast? Richard Shipton had recorded a 61 minute ride the previous weekend and was a clear favourite. Roy Holden, Norman Wright, Ken Atkins, Eddy Gough, Ray Douglass, Don Lock, Pete Reeves, Colin Miller, John Lewis, John Mansell and Robin Holden made up the 15 strong field.

Norman Wright, Ken Atkins and John Mansell did not start and Colin Miller who, in his own words, 'felt about 90' on the morning, did not finish. There was, nevertheless, good competition between the remainder. Paul, off number 2, was soon past John Lewis and despite having no one to chase was making a rapid pace towards the turn. Keith at 5 was also going well, and while he had had only one previous outing in the season so far, no one expected him to be amongst the also-rans. Roy Holden only 2 minutes behind on the road was moving reasonably well but making no impression, while Pete Reeves, No. 8 was struggling to find some form. Eddy Gough was on a brand new machine and having his first race of the year, was passed by Richard Shipton and before the turn by Don, off at No. 12. Dick Wiseman was down on Don and his early seasons long



miles are, perhaps, going to have greater benefits later in the season, especially in the longer distance events which he plans to ride. Robin Holden was close to Dick at the turn and caught him on the return. Ray Douglass brought up the rear and while not threatening to break any records looked comfortable enough, riding his first 25 since last autumn.

Roger Smallman and Charlie Lednor, assisted by Mike Wallis were in charge of the watches and had to wait only 62 minutes for the return of Paul who flashed over the line in 1.02.34, a time so close to a personal that he must soon get himself under the hour. If Paul could do a '2' what would Keith and Richard do? Well that was soon answered, for Keith was next home and his time was 1.03.23, a time which satisfied him - his only previous ride this season had been '8' and he is always a late starter to every season. Then into sight came Richard and he was outside a '1'. Would he beat 2.34? No!, as he went over the line the seconds were recorded as 50 and while there were others to finish it was clear the Club had a new and worthy champion.

#### FULL RESULTS:

1st	Paul Toppin	1.2.34	(4.00)	58.34
2nd	R Shipton	1.2.50	(Scr.)	1.2.50
3rd	Keith Dodman	1.3.23	(1.00)	1.2.50
4th	Roy Holden	1.5.14	(3.15)	1.1.59
5th	Don Lock	1.6.15	(5.30)	1.0.44
6th	Robin Holden	1.7.16	(7.15)	1.0.01
7th	Pete Reeves	1.7.34	(6.30)	1.1.04
8th	Dick Wiseman	1.8.54	(6.45)	1.2.09
9th	Eddy Gough	1.12.49	(11.30)	1.1.19
10th	Ray Douglass	1.14.23	(10.30)	1.3.53
11th	John Lewis	1.24.33	(15.30)	1.9.03



## CLUB 30 CHAMPIONSHIP

Sunday 13th May 1979

Your roving reporter for this event started number four of a field of seven, a number reduced by a clash with a road race. All seven reported to time keepers Douglass, Raymond and Smallman, Roger at the Western end of Hole Street.

Ashington was the start of the tow circuits of this very country tied course. The morning was very misty and cold, it was so misty in fact that I was concerned about my ability to identify the riders going past, however the mist lifted, the morning warmed and generally conditioned were soon very reasonable.

The powerful Eddy Gough was going away first and was soon hammering the big gears down the lane and out to the Washington/Steypning road. Robin Holden who gets closer to his dad with every outing, and the closer he gets the less his dad likes it, was soon away in pursuit and with a lower gear ratio, turning nicely on a wind assisted section, north through Ashurst to Partridge Green.

Scratchman Keith Dodman went off at number three and surprisingly was quite unconcerned about my presence at number four. A somewhat off form Colin Miller was next but was already doubting his ability to cover two laps. He was followed by Roy Holden, who we keep reminding ourselves is really 'W' Holden, otherwise we confuse him with son. What does the 'W' stand for ? Is it Wedgy, the man who wants to Nationalise the Banks? Sorry, having done ten miles my thoughts digress and they shouldn't for up in front I think I see a figure.....

Bringing up the rear is another of the



Club's strong veteran contingent Ken Atkins, another of those whose initials you have to be careful about, this one is 'K.A.' and must not be confused with Ken 'K.L.' of the Central Sussex, Ken was destined to have a rather lonely event.

Observers at Ashington as the riders finished lap number one saw Keith already away and clear at the front and his time was about 38 minutes. Eddy was next but Robin was half a minute up and then flashing into view and showing great style was yours yruly and only ten seconds behind Robin! Colin as promised dropped out at 15 miles. Roy then powered through with that now familiar determined but smooth style; timekeepers checked and agreed he was going well, only about half a minute down on Keith and well up on the rest. Ken seemingly quite happy brought up the rear.

LAP TWO saw a lot of scrapping in mid-field (sounds like an Albion report) when I caught Robin, we caught Eddy, and Roy caught the lot of us, but it was all sorted out in a few miles and the order on the road at West Grinstead was Keith, Roy, Don, Robin, Eddy, and Ken.

Back to the finish now with me trying vainly to pull back Roy - but the string broke- and Eddy hanging on to Robin - the string obviously held - and with Ken bringing up the rear. Sorry Ken, but what else can I say? Keith was first in 1.16.23, Roy second 1.17.58, I was third in 1.20.32, Robin 4th 1.23.04, Eddy 5th 1.25.06 and Ken brought up - sorry- was 6th in 1.26.07. In the handicap section it was first Robin, 2nd Eddy, 3rd Roy, 4th Don, 5th Ken and 6th Keith.

Don.



THE WORTHING EXCELSIOR OPEN 10  
21st June 1979

The Dave Hudson 'first' was a success - it did not have a great entry - the weather was appalling and several, including Club members, failed to start, but it was a success and I hope Dave can be persuaded to do it again next year.

Points out of 10 for efficiency of organisation and promotion - ten! Lots of marshalls, brooms on corners, notices warning motorists, lots of tea and goodies, a good and speedy results service, both at the finish and on my breakfast table about 3 days later. All these things plus Dave's humour and enthusiasm, helped to make it a good evening.

The event was won by speedy Chris Worsfold of the Orpington/SADA Club, who came past me in the Hole Street Farmyard building a spray of diluted dung over bike and rider, turning yours truly from his usual immaculate self - into something emerging from a swamp. Chris recorded 22.57, over a minute clear of the second fastest who was our own veteran Roy Holden, who once again held off son Robin with 24.05 to 24.0. Robin's time was just good enough for third spot and gave him the fastest junior award also. I managed 24.37 (trying to keep in front of the winner must have pulled me out a bit!) and that made sure that the team award also stayed with the Club. Perhaps local knowledge of the course and conditions was having an effect. Other Worthing times were:



Pete Reeves 25.25. Colin Miller 25.32, Eddy Gough 26.06, Ken Attkins 26.17, Norman Wright 26.57, Ray Douglass 27.30, Ken Stanford 28.27, Andrew Lock (a personal best) 28.46 and Mike Wallis 29.07. The Juvenile award went to B McDermot of the Festival Road Club with 25.13 and the veterans award to Wilf How of the Sussex Nomads who recorded an amazing 29.07 at the age of 72 or 73.

Oh! and just one last thing. Thanks to Dave's efforts we narrowly averted the complete disruption of the event by road works traffic lights on the A. 283. Dave's visit to the site at midday, on the day of the event, was very necessary and successful.

Don.

#### TIME OUT

New electric 'stop-watches' were questioned by Roy at a recent committee meeting, when he saw the array of buttons that could be pushed. He recalled the occasion when crossing the finishing line that he pressed a button at the side of his watch to recall his '25' time, to find that he had finished on the same day that he started!!!

Perhaps these watches would be alright if you were familiar with them, but as a Club stopwatch, passing between many timekeepers, there's too much at stake. A dial with hands will still be seen in Sussex at least!



CLUB 100  
15th July, 1979

Incorporated as usual in the Sussex Cyclists Association promotion, Club members can now say that their '100' is part of one of the best organised 100 mile promotions in the country. For, since this event went Open a few years ago, it has grown in stature, under the very hard working guidance of promotor Ray Douglass. In this last event, with the added sponsorship of the Sussex Mutual Building Society, it has become a very high standard event which may have said warrents a National Championship. Of the 67 entries there were 10 from Worthing and the Club can also feel proud to have provided, I should think, about three times that number of helpers, marshalls and officials. Of the Club riders it looked like another fight between Keith Dodman and Richard Shipton and these two were placed well back in the field, while the others were all off fairly early. Brian Weir went off first but Eddy Gough with machanical trouble missed his number 2 start and went away with a time penalty, he was in fact to pick up a couple of punctures and eventually called it a day at about 70 miles. I was off at number 5 and by Findon found myself out in front of the field. Dick Wiseman hovered always close at No. 7. Jeremy Hollis with knee trouble was unable to start at No. 9 and Norman Wright was unable to proceed far - also with knee trouble. Roy Holden, however, had started from number 14 like an express train and was gaining on Dick. Young Robin Holden had suffered a recent crash in some



fund-raising charity ride and was, unfortunately, another non-starter. As for the two at the back, they were locked in combat and had gone through 25 miles, in times that most of us would have been proud of for that distance, without having another 75 to do. As for the rest of the field, Tom Smith of the Antelope Racing Club had hurtled through 25 in 59 minutes and several others were showing very fast times. Last year's winner Bob Crayford of Gravesend, last year's runner-up Ian Dow of Oxford, and SCA President (and several times past winner) Cliff Sharp, were all close to the hour.

Back to the Club competition and we had Roy having caught Dick by 50 miles, now looking decidedly sick and Dick beginning to ride away from him. I was still about level with Dick at 50 but from then on he went much more easily and rode alongside at 70 miles looking very comfortable. We stayed in contact until about 85 miles but at Chichester my legs seemed to say that if I wanted them to go round, then I was going to have to go down the gears and take it slowly - as we neared Westhampnett I waved Dick goodbye. Roy was still going, but much slower now, and I didn't think at the 75 mile turn, that he was much up on me. Brian Weir was heroically pushing his three wheels out to the far turn and regretting that his build-up for this event had not been as thorough as last year - when he had actually done two training runs! Richard Shipton had started to pull a bit out on Keith at 75 miles and was looking much more full of racing. The hope for tail wind



over the last 25 miles from the Hayling Island roundabout, on the Havant by-pass, did not materialise and while the NNW wind was not too bad, only the strongest were able to keep a good speed back to the finish.

Tom Smith gave a great boost to the course, and the event, by creating a new course and event record of 4 hours 5 mins 14 secs, and Bob Crayford was relegated to 2nd with 4.13.58. Cliff Sharp won the SCA Championship finishing 3rd in 4.14.39. Richard Shipton clocked 4.21.13 for 6th place and won not only the Club Championship, but also another Club record to add to his two '25' records of earlier in the year. Keith had suffered over the last stretch but was still home in an excellent personal best of 4.26.09. In the County Championship those rides were 2nd and 3rd fastest. Dick finished 3rd of the Club riders having judged it perfectly to record 4.42.23 and this completed a Worthing team aggregate of 13.29.45. In the team event this meant they were just beaten by Eastbourne, led home by Sharp, to an aggregate of 13.27.24. Roy Holden hung on - damn it - to finish in 4.46.12 just 18 seconds ahead of yours truly at 4.46.30. Brian Weir dragged his barrow over the line in 5 hours 56 mins 1 secs and was then told by me that he was riding the Western 12 hour - the reply cannot be printed.

I'm sure all the Club riders would like me to say here a very big thanks to Ray for all his hardwork and this old course goes to all his helpers. It was a jolly good event.

Don.



## CLAPSHAW 25

5th August 1979

Duncan Waghorne wasn't going to allow the 'opposition' to take the two awards, as he did last year, without some battling. Duncan, who's age has caught up with him, again won the Clapshaw memorial trophy but left Robin Holden to take the Sherwin Trophy - awarded annually to the fastest 'under 18' rider.

The Clapshaw memorial trophy is awarded annually to the handicap winner, and Duncan's 1.05.14, less handicap allowance, gave him 58.29 - just fast enough to prevent Robin securing the two awards with a handicap time of 58.36.

### Full Result:

1	D Waghorne	1.05.14	6.45	58.29
2	R Holden	1.03.16	4.40	58.36
3	W Holden	1.01.55	2.15	59.40
4	D Lock	1.04.56	4.45	1.00.11
5	K Atkins	1.07.42	6.15	1.00.27
6	E Gough	1.07.16	6.30	1.00.46
7	P Toppin	1.01.29	Scr	1.01.29
8	R Douglass	1.09.30	7.40	1.01.50

RACING CAPS Will be available early in 1980 printed with Club name and costing just over £1. Those wishing to order one (or more) please do so with Dave Hudson by the end of October.



## MORE TIME TRIAL RESULTS

missed from the previous list:

1st April - San Fairy Ann '25'

R Shipton 1.05.27

8th April - Thanet RC '25'

R Shipton 1.06.47

\* \* \* \* \*

21st April - Bognor Regis '10'

N Lelliott 22.57, R Shipton 24.14,

D Lock 26.08, R Douglass 28.50,

A Lock 32.36 (Nick was 1st and we won the 1st team)

28th April - Croydon RC '10'

R Shipton 24.45

East Sussex CA '10'

D Lock 26.19, K Atkins 27.02,

A Lock 32.02.

Poole Wheelers '25'

P Toppin 1.1.16, R Wiseman 1.5.55,

P Reeves 1.6.55, (Paul 1st Junior)

29th April - East Sussex CA '25'

R Shipton 1.04.06, D Lock 1.07.56,

C Miller 1.10.23, K Atkins 1.12.04

7th May - Hampshire RC '25'

N Lelliott 57.44, R Shipton 1.1.32,

K Dodman 1.2.56 (Nick was 1st and we won 1st team)

8th May - Eastbourne Rovers '10'

R Shipton 23.43

12th May - Royal Navy '10'

K Dodman 23.31, D Lock 25.22,

K Atkins 26.14, R Douglass 27.54,

A Lock 29.55 (Don 3rd fastest Vet)

Beacontree Wheelers '25'

R Shipton 29.52

13th May - Viking RC '25' R Shipton 59.52

15th May - Eastbourne Rovers '10'

R Shipton 23.30

19th May - Basildon '25' R Shipton 55.56

(New Club Record)

20th May - Addiscombe CC '25' P Toppin

1.1.16, R Wiseman 1.7.34 (puncture)

J Mansell 1.7.29



27th May - Southern Counties '50'  
 W Holden 2.14.10, K Dodman 2.17.30  
 (puncture), J Mansell 2.19.31.  
 R Holden 2.20.08, K Atkins 2.23.21  
 Colchester Rovers '50'  
 D Lock 2.12.52, R Wiseman 2.15.01,  
 C Miller 2.15.56 (Dick 2nd H'Cap)  
 3rd June - National Championship '25'  
 R Shipton 58.36.  
 9th June - San Fairy Ann '10'  
 N Lelliott 21.47(2nd),  
 Southend & County '25'  
 R Shipton 55.21 (New Club Record)  
 10th June - East Sussex '50'  
 D Lock 2.14.11, K Atkins 2.26.33,  
 R Douglass 2.28.00  
 Hertfordshire '30'  
 R Shipton 1.14.32  
 June - Otley '50' K Dodman 1.57.21  
 Harrogate '10' W Holden 23.19,  
 K Dodman 23.35  
 Harrogate Nova '25'  
 W Holden 1.00.06  
 Richmond & Darlington '25'  
 K Dodman 58.55  
 13th June - Weston Super Mare '25'  
 P Toppin 1.02.26, (1st Junior),  
 R Wiseman 1.06.08, C Miller 1.06.16  
 D Hudson 1.07.39, R Douglass 1.12.45  
 20th June - West Kent RC '25'  
 R Shipton 56.20, K Dodman 58.22



1979 RTTC NATIONAL CHAMPIONSHIP 12 HOUR.  
19th August, 1979

BEHIND THE SCENES

I was pleased to be asked to help two of our lads riding in the above 12 hr at Essex. Having had some experience of such events, I knew roughly what to expect. However, anything could happen. Although the two set off with just a four minute interval, there were many factors such as cut-offs, bad patches stopping at feeds - or not, and above all the rider on the day, that could split the gap considerably.

Norman Wright and Dick Wiseman journeyed to Essex on Saturday and stopped for the night at the 'Start Lay-by', in a caravan. As they left the time-keeper just after 6.00am on Sunday, Sarah and I were heading north from Rustington to meet them, with a car packed with fruit and drink and the essential tea making equipment. The pre-arranged place and time for the first 'feed' was Witham, just off the A12, at 9.25am - them having covered some 68 miles and us about 115.

Enquiries to the marshalls in that area established that they had already come through, so now the chase started. We were on one of the legs, 7½ miles long, heading towards Braintree. Riders were therefore on both sides and we were scrutinizing every one. Number order was already haywire, so that was no guide. Our pair were eventually espied at the end of the leg - neither looking too comfortable. Our general instructions from the riders had been mainly for sweet, warm tea. This had been made



'down-the-road', so it was just a question of stopping. When stopping to hand-up, a fair distance past the riders must be achieved, otherwise they are past before you have a chance to turn the ignition off!

However a hand-up was not enough for Dick, who was in a near 'desperate' state. He hadn't been able to eat and 'course' hand-up, and his glucose doped orange drink didn't agree while on the move. He had nearly caught Norman at one stage but was loosing him now. So he stopped, downed nearly all the tea we had (in flasks), eat a few 'milky ways' and felt better again. Off then to catch Norman who hadn't been far in front. A hand up of sweet tea was all he wanted and we waited again for Dick who readily grabbed another swig before disappearing down the road, looking much more himself.

Again we didn't waste much time, but it was ages before we saw them battling down the A12 towards Chelmsford. Dick was content, but Norman wanted some fruit salad in a bottle. Although duly administered, we were later to find that this fruit was never digested. Dick threw us his cape and was gone again.

We then set off to the first of the cut-off's. At 105 miles from the start, the riders were given just 5 hours to reach it - or be turned, and loose 14 odd miles. So we waited at village green at Great Totham, the cut-off timekeeper in place, as were the marshalls. I looked at my watch and thought that they would both be turned. We had time to brew-up again to replenish the flasks, and visit



the village shop. Norman arrived first with Dick hard on his wheels. They both wanted another stop. Norman was by now suffering badly with cramp in his thigh and calf muscles, and Dick just wanted to eat and drink something. Norman had recorded 'personals' at the 50 and 100 mile boards - as indeed others were to do. Fruit and rice were administered and thought given to Normans cramp. Salt was a possible cure (although he thought it could be the cold - for it was damp, misty and not at all pleasant).

They left soon afterwards happily heading for Heybridge and another leg out to Tolleshunt D'Arcy and Peldon. We raided the village store again and laid in wait for them at the return from the leg. Dick came through first looking as comfortable as could be expected after some 130 miles on the saddle. Norman was still suffering cramp so his next drink was 'doped' with salt. Warning him what to expect, he just swallowed the contents of the bottle. This was followed by sweet tea just up the road. We left him to recover and went to catch Dick. All appeared well with him as he shouted out his requirements and location for his next stop. 10 miles further on (back on the Chelmsford by-pass), we were waiting with his order. A quick sponge down, a hedge visit, and a light lunch of fruit and rice was washed down with sweet tea. Dick mounted his steed, and was off to Brentwood.

How long were we to wait for Norman? Not long, was the answer, for no sooner had we cleared up after Dick, than



another 'white' jersey was espied. Norman also wanted a stop. His cramp had improved and he was making up some lost time. However his early morning fruit didn't stay down and his stomach had to start afresh with creamed rice, a little fruit, some sweet tea and lots of water. He wasted little time; was told that the next cut-off was well within his grasp, and was sent off to Brentford.

Waiting for their return, just 5 miles from the cut-off, it was easy to know if they would make it. This time the distance was 185 miles in 10 hours. John Woodburn came thithering by while we were waiting, having gained about 1hr 20 mins on our two. Frank Godwin and Adrian Loska of BEDD paid us a surprise visit and we whiled away the time chatting. Dick came into view, rising up the slip road off the A12 at Margaretting. He wanted another stop and this time had sandwiches and biscuits with his tea. Stretching his back and generally resting, it was not quite the scene I had imagined - having been told that they were not going to stop for food. A longish wait for Norman revealed he was o.k. and didn't want to stop. Tea was handed up later.

Another brew-up near Blackmore provided a hand-up for Dick and a rest stop for Norman. Almost 185 miles (for them - having missed the first cut-off in the morning), Norman too, stretched out and took his time over biscuits and tea. With just two hours to the finish, he climbed onto his bike and disappeared.

This time we left them to venture the 15 miles to Ongar and back, and made one



final pot of tea, that would last to the circuit if required. Dick stopped and Norman didn't but wanted biscuits and milky way handed up. We hurried past and handed up his 'order', just as he started on the 16.7 mile circuit. We turned round and started going around the circuit 'backwards' - for this is the only way to catch them.

Neither required any further hand up from us - there were two feeds and sponges around the circuit. The finishing circuit was of mixed main road and country lane, neither well surfaced, with some sharp corners and always twisting, rising and falling. It was easy to see justification in a remark made by Phil Griffiths earlier, "that it would spell doom for anyone on the brink of competition record". But that didn't stop one John Woodburn clocking 285.49, a provisional 3.62 mile beating of John Watson's ten year old record.

Dick timed his finish well and ended up near the event headquarters at Abbis Roding, but Norman was to be at the opposite end. He deserved a lift back to the caravan, and said he been looking forward to this since lunch time.

Dick finished with 226 miles and Norman with 219. We clocked up about 150 around the course, and left them to rest while we headed south once again - this time to feed ourselves!!

Derek

### SOUNDS IRISH

Word has it, that Dave Hudsons training for something! Have you seen him along the A 27 too? - or is he too early for you Watch this spece!



## EVENING TEN MILE SERIES

### Event No 1 - 3rd May 1979

	Name	Act Time	H'C	H'C Time	H'C Pos.
1	P Toppin	23.08	0.45	22.23	1
2	W Holden	23.32	1.05	22.27	2
3	R Holden	24.30	1.45	22.45	4
4	D Lock	24.38	1.35	23.03	7
5	R Wiseman	25.09	2.10	22.59	5
6	E Gough	25.52	3.20	22.32	3
7	D Hudson	26.33	1.30	25.03	8
8	A Lock	29.54	6.55	22.59	5
9	S Jukes	30.33	5.00	25.33	9

### Event No 2 - 10th May 1979

1	K Dodman	25.17	0.20	24.57	5
2	W Holden	25.40	1.00	24.40	2
3	D Hudson	26.18	1.35	24.43	4
4	R Holden	26.56	1.40	25.16	6
5	E Gough	28.01	3.20	24.41	3
6	R Douglass	30.12	4.30	25.42	7
7	S Jukes	31.40	7.30	24.10	1

### Event No 3 - 17th May 1979

1	P Toppin	24.52	0.35	24.17	4
2	W Holden	25.49	1.00	24.49	9
3	D Hudson	26.10	1.35	24.35	6
4	D Wiseman	26.26	2.10	24.16	3
5	R Holden	26.37	1.40	24.57	10
6	P Reeves	26.48	1.25	25.23	12
7	C Miller	27.11	2.05	25.06	11
8	E Gough	27.41	3.20	24.21	5
9	K Atkins	27.54	3.10	24.44	8
10	P Macmillan	30.50	7.30	23.20	1
11	A Lock	31.01	7.00	24.01	2
12	M Wallis	31.33	5.20	26.13	13
13	S Jukes	32.12	7.30	24.42	7
14	B Weir	33.57	6.55	27.02	14



Event No 4 - 24th May 1979

1	P Toppin	23.37	0.35	23.02	6
2	W Holden	24.09	1.00	23.09	9
3	R Holden	24.45	1.40	23.05	7
4	D Hudson	24.48	1.30	23.18	10
5	P Reeves	24.57	1.25	23.32	12
6	R Wiseman	24.59	2.10	22.49	4
7	E Gough	26.04	3.20	22.44	3
8	N Wright	26.42	3.35	23.07	8
9	R Douglass	27.19	4.30	22.49	4
10	K Stanford	28.23	5.00	23.23	11
11	P Macmillan	29.03	7.15	21.48	1
12	M Wallis	29.41	5.30	24.11	14
13	S Jukes	29.52	7.40	22.12	2
14	B Weir	30.47	7.15	23.32	12
15	J Gildersleve	32.42	6.55	25.47	15

Event No 5 31st May 1979

1	K Dodman	23.19	0.20	22.59	10
2	P Toppin	23.28	0.35	22.53	9
3	W Holden	24.12	1.00	23.12	14
4	R Holden	24.15	1.40	22.35	7
5	D Lock	24.39	1.40	22.59	10
6	N Hodgson	24.56	2.30	22.26	4
7	P Reeves	25.08	1.25	23.43	16
8	C Miller	25.19	2.15	23.04	13
9	E Gough	25.52	3.20	22.32	6
10	K Atkins	26.11	3.10	23.01	12
11	R Douglass	27.00	4.30	22.30	5
12	N Wright	27.02	3.35	23.27	15
13	S Jukes	28.31	7.20	21.11	1
14	P Macmillan	28.38	6.35	22.03	2
15	R Wiseman	29.17	2.10	27.07	19
16	M Wallis	29.20	5.30	23.50	17
17	A Lock	29.25	7.00	22.25	3
18	B Weir	30.09	7.15	22.52	8
19	J Gildersleve	31.04	6.55	24.09	18



Event No 6 - Cancelled due to bad weather

Event No 7 - 14th June 1979

1	R Holden	25.00	1.40	23.20	7
2	D Lock	25.01	1.40	23.21	8
3	P Reeves	25.11	1.25	23.46	9
4	A Oremán	25.15	2.10	23.05	5
5	E Gough	26.17	3.20	22.57	2
6	K Atkins	26.21	3.20	23.01	3
7	K Stanford	28.47	5.40	23.07	6
8	P Macmillan	28.51	6.10	22.41	1
9	S Jukes	29.56	6.10	23.46	9
10	A Lock	30.01	7.00	23.01	3

Event No 8 - 28th June 1979

1	P Toppin	23.52	0.35	23.17	8
2	W Holden	24.16	1.00	23.16	7
3	D Lock	24.46	1.40	23.06	6
4	D Hudson	24.50	1.30	23.20	10
5	P Reeves	25.03	1.30	23.33	11
6	R Wiseman	25.06	2.10	22.56	3
7	D Waghorne	25.38	-	-	
8	K Atkins	26.19	3.20	22.59	4
9	E Gough	26.37	3.20	23.17	8
10	R Douglass	27.23	4.30	22.53	2
11	P Macmillan	27.59	6.05	21.54	1
12	P West	28.36	-	-	
13	A Lock	28.57	5.55	23.02	5

Event No 9 - July 26th 1979

1	P Toppin	22.47	0.20	22.27	7
2	R Wiseman	24.21	2.00	22.21	6
3	D Lock	24.22	1.40	22.42	11
4	A Oremán	24.28	1.55	22.23	9
5	P Reeves	24.43	1.40	23.03	12
6	E Gough	25.27	3.00	22.27	7
7	K Atkins	25.39	3.20	22.19	5
8	R Douglass	26.11	4.30	21.41	3



Event No 9 Cont.....

9	P West	26.35	5.00	21.35	2
10	P Macmillan	26.54	5.35	21.19	1
11	S Jukes	27.38	5.55	21.43	4
12	M Wallis	28.07	5.30	22.37	10
13	B Weir	30.05	6.00	24.05	13

Event No 10 - 2nd August 1979

1	P Toppin	23.25	0.15	23.10	4
2	D Lock	25.03	1.40	23.23	6
3	R Holden	25.07	1.40	23.27	8
4	D Hudson	25.15	1.30	23.45	10
5	E Gough	26.06	3.00	23.06	2
6	P Macmillan	27.04	4.30	22.34	1
7	R Douglass	27.29	4.00	23.29	9
8	S Jukes	28.16	5.10	23.06	2
9	A Lock	29.17	5.55	23.22	5
10	J Grant	30.23	7.00	23.23	6

Event No 11 - 9th August 1979

1	P Toppin	23.29	0.15	23.14	5
2	K Dodman	23.43	0.05	23.38	9
3	W Holden	24.00	1.00	23.00	1
4	R Holden	24.41	1.40	23.01	2
5	D Hudson	24.42	1.30	23.12	4
6	E Gough	26.28	3.00	23.28	8
7	K Atkins	26.41	3.15	23.26	6
8	P Macmillan	27.36	4.30	23.06	3
9	S Jukes	29.00	5.10	23.50	10
10	A Lock	29.22	5.55	23.27	7

EXCELSIOR TRAVEL Are you interested in visiting a Winter 'Six' early in 1980 on the Continent, travelling by mini-coach. If you are please let Dave Hudson know by the end of October, so that further arrangements can be made.



## MARS - BARRED.

Norman Wright's secret is out at last - 'A Mars a day, helps you work rest and ride faster time trials'.

Following routine dope tests carried out on a winning horse, traces of stimulants Caffeine and Theobromine were found. It was also found that they came from the horse having eaten a Mars bar. Both these mild stimulants occur naturally in all chocolate, and would have the effect of making anyone run faster.

We are told, by a man from the Ministry, that it is fair to say, that there is nothing in a Mars which is likely to do any harm.

How long then, have we to wait, before the RTTC clampdown on all forms of chocolate bars being consumed before or during an event! But until then, if you see Norman purchasing a dozen or so 'bars' at the Clubroom servey, watch his times the following weekend - and keep his 'secret' under your racing cap.

## RECORD BREAKING

The '25' has gone twice this year, and both to Richard Shipton. In the Basildon '25' on the 19th May 1979 Richard recorded a 55.56 and on the 9th June 1979 in the Southend & County '25' lowered this to 55.21.

Not content with these, Richard lowered the '100' time set by Dave Funnell in 1964 of 4.21.24 to 4.21.13 in the SCA 100 on the 15th July 1979. Well done!



## CLUB JERSEY'S

A change in the design and fabric of the Club 'vest' had been asked for at the AGM. Through numerous committee meetings a design evolved and eighteen advanced orders were received.

However approval of the new design had to be given by the BCF, but now that that has been given an order has been despatched - so you should be seeing the shirts by the New Year (if not before). Roy Holden is the person to contact should YOU want to wear one of the NEW Club Jersey's.

\* \* \* \* \*

And while on clothing, our Chairman's eye was caught by a catalogue of printed shirts. Raised at a committee meeting, we chose a sweatshirt and tee shirt in the colours of dark blue with a light blue badge. Don Lock promptly ordered a selection of types and sizes. Demand outstripped supply and a further order was placed...and a further.... Priced at £4.95 for the sweatshirts and £2.25 for the tee shirts, Don is the person to see if you would like one.

An EX TRACKIE wishes to make a come-back and requires a frame - 23/23½ (or complete bike) suitable for Track riding. He also requires a bike suitable for Winter riding/Club runs. If you are able to assist in any way, please phone Trevor Tullett on Worthing 209249 (Day) or contact Dave Hudson.



### A NEW RECORD

Of all time trial records its the 25 which somehow carries the glamour even though the days when it was magic to beat the hour are long since gone, and things are, I believe, no different at Club level. It is therefore tremendous to record Richard Shipton's record breaking ride in the Basildon event on the E31 course on the A127 in Essex, on the morning of Saturday 19th May. Richard's time of 55 minutes 56 seconds lowered Nick Lelliotts performance in 1969 of 56.01. It's good I think, that it has been done at a time when Nick is back racing with us, for although he does not apparently intend to ride many time trials, he might now tackle one with something to go for, and that could be interesting.

A great ride Richard and may you still go faster.

Don

\*\*\* SEE ALSO PAGE 34 \*\*\* - ED.

### MORE FUND RAISING WINNERS 1979

May - Alan Limrey

June - Charles Lednor

July - Mrs E Dunn

August - John Mansell

### CLUB DINNER

10th November 1979 at the Royal Coach Shoreham. Similar format to previous years and prizes for the LARGE raffle would be gratefully received by Theo.



