

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

THE WORTHING WHEEL

The journal of the Worthing Excelsior Cycling Club having its Clubroom at Broadwater Parish Rooms, Broadwater Green, Worthing and meeting every Tuesday between 7.30pm and 10.00pm

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GRAND PRIX DE GENTLEMEN

The two up on Sunday October 9th was our first running of this and the entry was a little disappointing when you think how many vets we have that have been racing during the year. It did admittedly clash with the Bognor Open Hilly, but in fact this only attracted two or three. If we can avoid any clash next season it would be good to have a much bigger entry.

As it was the event run off in damp conditions was a nice enjoyable club event with plenty of support, particularly Roger Smallman with the watch and his wife Jean with the tea and cake.

Ken Atkins had been pressing for the event to include a Veteran Standard Award and the Club Committee meeting only a few days previously had agreed this. There were then, with six teams entered, just two awards; fastest and fastest on standard.

Tony Palmer, who by the time you read this will be a veteran himself, was the first pacer away, with Peter Aslett in tow. They were followed and, just before the finish, caught, by Andrew Lock with John Lucas tucked in behind. Ken Atkins drove from the back seat with Paul West taking the orders in the third team, while a less than fit Paul Toppin gave

our Ed. a more comfortable ride than he had expected.

A 'well built' Peter Kibbles had the hardest ride
trying to find shelter behind 'matchstick' Steve
Jukes and these were caught by the Father and Son
team of Stuart and 'Coachy' Mike Gibbs.

The Washington ten course is very suitable for this kind of event with plenty of ups and downs, twists and turns and tight corners. Let's hope all our vets are able to ride next year. We've got plenty of pacers and now, thanks to Ken Atkins you've all got a chance at the standard award. How about this list of veterans, still 'reasonably mobile' - Roy Holden, Keith Dodman, Don Lock, Peter Aslett, Ken Atkins, Tony Palmer, John Lucas, Peter Kibbles, Mike Stanbridge, Mike Gibbs, Bill Procter, Peter King, Reg Searle, Betty Cox, Geoffrey Weston, John Grant, Jack Smith, Brian Cox. There might be others, but that is 18 so surely next year we can have a far better event. Treated seriously or as an end of season novelty it was still a good morning's sport. The result :-

1st. Don Lock (pacer Paul Toppin) 23.42 + 2.12 2nd. Mike Gibbs (pacer Stuart Gibbs) 24.58 + 2.09 3rd. John Lucas (pacer Andrew Lock) 25.01 + 0.29 4th. Ken Atkins (pacer Paul West) 26.12 + 2.26 5th. Peter Aslett (pacer Tony Palmer) 27.06 - 1.24 6th, Peter Kibbles (pacer Steve Jukes) 28.07 - 0.34 Veteran standard winner - Ken Atkins.

TRACK

Our 1983 performances were I suppose still fairly unremarkable, but we had far more riders competing (9) than for several years, and this created greater competition and enjoyment generally. Paul Toppin is our track champion for the year, scoring 31 points and finishing 11th in the Sussex Cycle Racing League Points Championship. Andrew Lock, able to ride only part of the season because of college was next best with 22 and in third place came Paul West with 10. Others who scored were Stuart Gibbs 4, Paul Reeves 3, and Dave Best 2. Other riders were Steve Jukes. Mike Gibbs and Graham Tooley. I wonder if Nick Lelliott might be riding track in 1984. would certainly help boost our points total, although for '83 we did well to finish third behind the Velo Club Etoile and Central Sussex.

Don.

SOME SOUND ADVICE.

Don't swallow too much cold water when hot.

Don't ride without a brake.

Don't start with an empty oil can

Don't get confused when going down hill.

Don't cut corners too closely.

Don't go out without a lamp.

Don't start out on a days ride without eighteenpence (about $7\frac{1}{2}p$) in your pocket.

Don't ride too soon after feeding.

Don't sit on damp grass after riding.

"PREMIER" in the Worthing Gazette, 13th June, 1888.

In the same article, this writer speaks up for the use of the ordinary rather than the safety for youngsters.... "Does not a fall or two do him good and develop the manliness of his constitution?

What England would become if her youth did not get knocked about in early life I do not care to think"

....."But "Rattler" was missing when we got to the "Gun" on the way back (for non-drinkers, this is the pub at Findon) and had hit a stone and come off and smashed his nose"....no doubt the writer would feel that "Rattler's manliness was improved, if at the expense of a deformed nose.... very character-forming.

Gad sir, if I'd had you in my wegiment!

John Grant.

THE	TOP	TWENTY	TWENTYFIVES	1983
			The second secon	

1. Paul Toppin	55.59	Sussex Nomads P.T.T.
2. Paul Reeves	56.21	New Forest C.C.
3. Paul Toppin	56.44	Poole Wheelers
4. Richard Shipton	56.57	Glade C.C.
5. Paul Toppin	57.01	Unity C.C.
6. Paul Toppin	57.43	Club Event
7. Richard Shipton	57.50	Redbridge
8. Richard Shipton	57.51	Whitewebbs
Paul Toppin	57.51	Vegetarian
10. Richard Shipton	57.55	Unity C.C.
11. Paul Toppin	58.00	Club Event
12. Nick Lelliott	58.02	Sussex C.A.
13. Paul Reeves	58.03	Hants R.C.
14. Richard Shipton	58.19	Sydenham Whs.
15. Richard Shipton		Elite C.C.
16. Richard Shipton	58.23	Edgware
17. Paul Reeves	58.27	Bognor
18. Paul Toppin	58.30	Middlesex
19. Andrew Lock	58.32	Sussex Nomads P.T.T.
20. Paul Reeves	58.33	Feltham R.C.

A very real improvement over any similar table prepared in the past, for in addition to these, we found another dozen under the hour rides. Stuart Gibbs just missed the top twenty but 1983 saw his first sub-hour ride with 59.01 in that Sussex Nomads evening event on the Chichester Road.

* * * * * *

It's rumoured that Nick Lelliott may do some training next season !

It's rumoured that Paul Toppin may not.

It's rumoured that Cliff Hawkins was so disappointed that his ten mile effort went unrecorded in the Club Mag that he is to set up his own publication — "The Cliff Hawkins Wheel"..... Sorry Cliff, but if you would like to let me have your account of the ride in not more than 500 words I should be pleased to consider the item for a future issue.

Don.

TOP TEN FIFTIES 1983.

1.	Richard Shipton	1.57.16	Pennine R.C.
2.	Richard Shipton	1.58.06	National Championship
3.	Paul Toppin	1.59.52	Oxford University
4.	Paul Toppin	2.01.17	Sussex C.A.
5.	Paul Reeves	2.02.02	Hants R.C.
6.	Don Lock	2.04.46	Reading C.C.
7,	Paul Toppin	2.04.49	Hants R.C.
8.	Keith Dodman	2.05.04	Hants R.C.
9.	Andrew Lock	2.07.42	Middlesex R.C.
10.	Don Lock	2.07.52	Oxford University

A better standard, although nothing ultra fast. There were a number of other rides coming inside 2.10.

TRIATHLON

It's rumoured that Reg Searle expressed disappointment in not receiving a club award for this. He
thought he qualified by riding his trike in an
evening ten, the hardriders and the hill climb.

Now that the true make up of a triathlon has been
explained, he is practising running with the trike,
but admits to being apprehensive about swimming
with it.

AWAY DAY WITH DOUGLASS

It was on a cold and breezy Sunday when two and a half merry souls (Graham Tooley, Dave Hudson and I) turned out at Broadwater for a club run. After leaving Broadwater. Graham set the pace into a head wind, and after a pacing exercise with a tractor at the Hammerpot we proceeded to Arundel and then had a sprint up a hill in Binsted, but of course Graham won. Then it was through the lanes to Eastergate, Westergate and on to Oving. through the Chichester precinct and then on to Fishbourne, through the hand operated level crossing. When we arrived at the cafe, at the Roman Palace. Ray Douglass was waiting for us. After a snack and the news from Ray of the S.C.A. 25 where he thought Paul Reeves was in the lead, we proceeded to Bosham.

The route was fairly flat, but with an occasional hill as we went through West Ashling to Woodmancote and then across the county border to Havant. We rode then through beautiful forest country around Rowlands Castle and over the hills to Dean Lane End where we stopped to study the map. We made our way down a long hill through Stansted Forest and finally to Bosham.

We had lunch at The Wishing Well Restaurant and after a smashing main meal we all tried to work out what "It's a cross between was on top of Ray's desert. a cherry and a nut" he said to himself. Anyway, after leaving empty plates we pushed on. On the return journey Dave took us down a footpath near Tangmere Airfield and out into Oving. Dave then showed us some rough stuff as we raced up a track in Binsted, at least Graham did and I did. This took us through Tortington and we came out on the A.27 at the top of Arundel Hill near the Hospital. We got to the Lantern Cafe which was packed with C.T.C. cyclists. After tea and tea cakes we headed home. A very pleasant day.

Bradley (Mighty Atom) Walters.

FROM THE "TIMES" OF 6th OCTOBER 1983

- "Cycling
- " A random test in the Tour de Corse at the weekend
- " led to disqualification of Dutch star Rick van Flinders.
- " He was found guilty of having a forbidden substance, namely refined helium, concealed in his bicycle tyres.
- " Officials first became suspicious when Rick came
- " to the top of a hill climb and sailed into mid-
- " air, keeping aloft for fifty yards. They found
- " that with the addition of the lighter-than-air
- " substance, his bike weighed no more than two or
- " three grammes.
- " "I was quite relieved, actually", commented the
- "Dutch ace later. "I thought I was on a bad
- " trip".

Tony Palmer has been given a wigging in Wigan, "46.2 in a 30" the officer said, "but I'm over 40 now" said Tony - "sorry Sir, that'll be £28 please !!

SUSSEX CYCLISTS ASSOCIATION BEST ALL ROUNDER 1983.

The number of finishers increased to 18 is ample justification for the Association for their continuing with a proper B.A.R., i.e. over 50 and 100 miles and 12 hours. In the opinion of some, it is a truer and fairer competition than the National, where hundreds of events are available for the riders to choose from, giving different courses and conditions. The S.C.A. counting events are just their three Open events at the distances, so everyone has the same chance.

The 1983 events saw Paul Toppin come second in the fifty, just pipped by Mark Jones, Central Sussex, after a puncture. In the 100 he was further down the field in 7th spot but with a good time, and in the 12 hour he was fourth. An aggregate effort good enough to put him above the rest in a tight competition. Our Ed. was just less than one m.p.h. slower and clinched third place. Roy Holden who seemed to save his top form until the very end of the season finished 9th and Reg Searle was 18th.

Top Ten

1st.Paul Toppin - Worthing Excelsion	22.34
2nd, Andy Attwood - Lewes Wanderers	21.98
3rd Don Lock - Worthing Excelsion	21.44
4th. Matthew Rabbetts - Lewes Wanderers	21.34

5th.	Bruce McNally - Bognor Regis	21.88
6th.	John Yates - Central Sussex	21.16
7th.	D. Harrison - Crawley Wheelers	21.07
8th.	Simon Roberts - Brighton Excelsior	21.05
9th.	Roy Holden - Worthing Excelsior	20.94
10th.	Rick Stringer - Brighton Excelsior	20.88

POETRY ?

On my bike I had a squeak,
it drove me quite insane.
I cleaned and oiled and greased it,
but all of this in vain.
I tried the pedal spindles,
and bottom bracket too.
But now at last I've cured it,
It was me bloomin shoe!

ST. MALO - CHERBOURG 3 DAY

This is the story of a three day tour of North West France which I made in October 1982. I disembarked at St. Malo at 9.30 on the morning of the 19th October. After a quick look round inside the massive walls of the ancient city, which was just coming to life, I took the road to Cancale. This fishing village has its main square high up on the cliff-top overlooking the Bay of Mont. St. Michel.

It's harbour is about one hundred feet below. The quay is lined with pucturesque cafes famous for their seafood. In one of these I partook of morning coffee, then on towards Mont St. Michel, along a road running through fields full of cabbages, carrots and onions, and trees laden with apples. There are apples by the ton everywhere at this time of year, small red and sweet, which are loaded onto lorries by the shovelful, and taken to the cider presses. I rode to the end of the causeway leading to Mont St. Michel to see the great monument once again from afar. Then I turned right along a narrow side road for Avranches.

There were enormous roadworks at Avranches. I think they are building a motorway. A gigantic scar had been ripped through the green countryside along which crawled immense diesel powered yellow monsters. I stopped, not knowing where to go, but the locals waved me on across the site. I followed their advice and picked my way through giant earthmovers and bulldozers, feeling like an ant walking across a crowded pavement.

Through Avranches and on along the D911 to Granville. My approach was along a deserted side-road, but Granville, perched high on its rocky summit, was big and bustling. Strangeley enough, I could find no hotels, so I left along the D971, asking at two

Routier, which were already full, and so to Brehal.

A small neat town with a pleasant square, Brehal
also boasted an Hotel de la Gare, at which I secured
room and board for the night. The people were
friendly and the food and wine were good. After
calculating my days mileage (72) I went to bed and
slept soundly.

Next morning I arose at 7 and went down to breakfast of croissants and coffee. I shall never get used to the French habit of dipping croissants in coffee. I am not particularly fond of croissants, but I do think they taste better crisp than soggy! There were several commercial travellers at breakfast and as each one left he solemnly came round and shook everyone by the hand and bade us "goodmorning" and "bon voyage", so I did the same.

By 8.30 I was on the road again, picking the side roads to St. Lo. These roads were very quiet and pass through a patchwork of tiny hedged fields with 2 or 3 cows or other animals in each. Soon I was struggling up a long steep hill to a village called Mont Pinchon. This is built on a ridge, with magnificent views in three directions over the surrounding plains several hundred feet below. I stopped here for a while to rest and enjoy the view and then on to St. Lo. This has a very impressive hilltop Citadel and Cathedral, with the newer part

of the town nestling at the foot of the cliff below them.

My next stop after St. Lo. was a small market town

called St. Cerisy La Foret. Here I stopped in the wide main street and found a small cafe for eleven-A beer-'Pression' and an enormous 'Sandwich ses. avec beurre et jambon' cost me Fcs. 8.20 (75p). Lunch time found me just outside Bayeux where I ate at the Cafe Noes Routier. Here I enjoyed a good set meal of four courses with wine and coffee for which was was charged Fcs. 35, about £3. Bayeux is a delightful old town full of picturesque stone buildings and the inevitable pave. The Musee du Tappiserie is well worth a visit. The Tapistry is most interesting not only because it depicts the invasion which changed the course of English history, but also because of its frieze which depicts scenes of everyday life of 900 years ago. It's detail and colours are superbly preserved.

Leaving Bayeux I found that I had a following wind and a downhill road to Arromanches, on the north coast. This small clean and pleasant town was the scene of one of the D day landings. I stopped for a beer in a beach-side bar, and decided that instead of going East as I had planned, I would go West and have a look at the Cherbourg Peninsular. So I grovelled back up the long hill out of Arromanches,

only to find 'Road Closed' notices on the road which I wished to take. I went on along the main road and soon found a little side road which went in the direction I wished to take. This, however, soon joined the other road which was marked 'Closed'. I pressed on and soon found out why the road was They were laying a new water main. road would have been impassable to cars. but of course it was quite an easy passage for my bicycle, an altogether superior form of transport ! road I followed now was near the sea, but there were no views as it was hidden behind the hedges and trees. The road passed through a succession of small villages and by several very old farms with enormous stone walls and fortified gateways and towers which must surely have been built for defensive purposes in years gone by, possibly against pirates from England, or St. Malo. At about 5.30 I arrived at a small town called Grand Camp Maisey where I found I had covered 75 miles that day. following morning I awoke at 7.30 and breakfasted at 8, and set off at 8.30.

I found that my front tyre was nearly flat, so I stopped and pumped it up. After 5 miles it was flat again, so I stopped and changed it. Having carefully stuck on the spare I pumped it up and after a few minutes it was flat! A careful

examination revealed two flints in the tread, so off it came. Fortunately the next spare I tried was okay. On to Caretan where I branched right along the road to the coast. This is the area where the Americans landed on the 6th June 1944. It is very flat and marshy with a beach of sand dunes. Many of the roads have signs set up naming them after young American soldiers who were killed on that day. The weather was dull and quite frankly the whole area was pretty depressing. The holiday chalets along the sand dunes were empty and shuttered and added to the feeling of desolation.

I stopped at Quettehou for lunch. This is a very workaday busy fishing port with cafes along the quayside. I stopped at one of these for my meal, which was very good. While I ate I watched the fishing boats unloading their catch. This was not as I had expected, a silver harvest of fish, but sackful after sackful of mussels ! After lunch I rode on to Barfleur. This is a lovely little harbour town on the North East corner of the Cherbourg Peninsular. Lovely old buildings line the quayside and an exquisite old grey granite church with a tower and behind that a smaller tower with a dome (many churches around here have domes instead of spires). The main street leads off the quayside and is lined with granite houses, some of

which have shops in their front rooms. There was

even a small cycle shop !

From Barfleur I again headed Westwards along the coast road. This is about half a mile from the sea and is lined with tiny hedged fields in which are grown cabbages, leeks and parsley — field after field of it. And everywhere are brown and white spotted cows, and horses, and grey rabbits in hutches. In the cottage gardens, nasty looking doogs usually chained up, thank goodness, do their best to justify the 'Chien Merchant' signs on their gates. Soon I passed a field where an old man was sitting on a three legged stool milking a cow. Around the edge of the field was a sawdust gallop where a trotting horse was pulling a sulky driven by an old woman as fast as they could go.

Just before Cherbourg the land changes and becomes rocky, and the fields are bounded by dry-stone walls, with gate posts of stone. Soon the road reaches the coast and plunges down into a valley where stands a water mill beside a gushing stream. Then up the other side, and what a climb! Over the top of the ridge and Cherbourg is in sight with its inner and outer harbours clearly visible.

I arrived in Cherbourg at 3.30pm and found that the ferry was due to leave at 4.30. What a stroke of luck, especially as it had just started to rain. On the ferry I met a Frenchman who was visiting England for the first time. His destination was

Worthing and when he saw my "John Spooner" bag he asked if I would guide him to Worthing in exchange for a lift. As by the time we docked it was late evening, pitch dark, pouring with rain and blowing a gale I was pleased to agree. Thus I had to ride only from Worthing to home where I arrived at midnight soaked and tired. Total mileage that day was 70.

Roy Holden.

OCTOBER 16th 1983

For pretty well everybody this was the last day of the 1983 racing season. For Worthing riders, it meant three different competitions, some drawn to Grand Prix de Gentlemen events, some still trying to get in faster 25's by riding the annual Mitre 'season closer' on the Chichester Road, and others struggling against gravity with the Club's annual hill climb up Bury.

To look at these in reverse order and, in any case, we feel a Club Championship must have priority, first the Hill Climb:

Champion Paul Toppin was not defending (shame) and ace hill climber Keith Dodman was not entered. It was therefore, handed on a plate to comeback man Nick Lelliott who scaled the north side of Bury with very little stretch to his normal lung power. His

time of 4 minutes 10 seconds was, however, still some way off the record which is under 4 minutes. Paul West was second in 4.32, clearly all the hills he covers in his road racing stand him in good stead. Third was new (1983) member Richard Knight with a fine 4 minutes 43 seconds. Other times were: Stuart Gibbs 4.50, Steve Jukes 4.57, Reg Searle(bike) 7.45 and (trike) 8.43. A number rode privates - strange this in a Club event - Graham Tooley with 4 minutes 28 seconds could have been second for example. Also Jack Smith 5.04 and Peter Scopes 5.21.

Brighton Mitre 25:

To say this was wind affected would be something of an understatement. A lot of the fastmen did not start and Richard Shipton and Paul Reeves from Worthing were also D.N.S. Roy Holden who has shown good form in the last weeks of the season was not to be rewarded with a sub-hour ride in these conditions and went back 2/3 minutes on form, to finish, our fastest, in 1.3.39. Other times were: Jack Smith 1.10.37, Steve Jukes 1.11.36, Tony Palmer 1.12.13, Bill Procter 1.13.3, Robert Downham 1.19.57, Mike Stanbridge 1.20.06, Reg Searle 1.30. + There was a first class entry with 45 riders having personal bests inside 60 minutes. On this day just three managed it.

Paul Cookson - Harp C.C. 59.05, John Woodburn - Manchester Wheeler, 59.16, and Pete Pickers - Antelope Racing Team 59.33. It was so hard on the outward trip that the fastest first ten miles was 26.29.

Ashford Wheelers Grand Prix de Gentlemen: has attracted teams from Worthing for three years Rumour is they enter because it's the only time of the year that they are referred to as 'Gentlemen'...however, in 83 the Gibbs' and Locks represented the Worthing in this 15 miles through the narrow winding lanes of Kent. It was dry but very windy - well for those up front - Andrew and Don went a minute quicker than last year but the course, due to roadworks was about 1 mile shorter. Their 36.05 was not good enough to repeat their 1982 3rd place, this time relegated to 4th, 1 minute 6 seconds behind the winners. Stuart and Mike had an action packed ride including a spell for Stuart off the road, but fortunately not off the bike. They recorded 38.37 and were placed 20th. teams took part.

1983	POINTS CUP	TOP PLACINGS
1st.	Andrew Lock	93
2nd.	Steve Jukes	108
3rd.	Graham Tooley	114
4th.	Reg Searle	117
5th.	Angela Walker	118
6th.	Mike Stanbridge	120
7th.	Richard West	124
8th.	Paul Toppin	128
9th.	Roy Holden	131
10th.	Don Lock	132
11th.	Stuart Gibbs	133
12th.	Paul West	139
13th.	Tom Lainsbury	141
14th.	Tony Palmer	143
15th.	Bill Procter	149
16th.	Andy Smith	160
17th.	Mike Gibbs	163

These figures represent the aggregate of handicap placings in all the handicapped club events other than the evening tens. Those failing to finish score one point more than the last handicap placing, and those not entering or not starting score two more points. These are the members who have really supported the Club events and ridden consistently close to their form.

1983 BEST ALL ROUNDER CHAMPIONSHIPS

SENIOR

1st.	Paul To	oppin			
	50	1.59.	.52	25.028	mph
	100	4.24.	.40	22.670	mph
	12hr.	235.3	390	19.616	mph
	Average	speed	22.438	mph	

2nd. Don Lock 50 2.04.46 24.045 mph 100 4.32.46 21.997 mph 12hr. 229.412 19.117 mph Average speed 21.720 mph

3rd.	Roy Hold	den			
	50	2.10.	.59	22.904	mph
	100	4.39.	.30	21.467	mph
	12hr.	219.2	259	18.272	mph
	Average	speed	20.881	mph	•

4th.	Reg Searle				
	50	2.31	.47	19.765	mph
	100	5.34.	.27	17.900	mph
	12hr.	189.6	65	15.804	mph
	Average	speed	17.169	mph	

VETERANS

1st.	Don I	ock (age 46)		
	Actua	06,5,5	Standard	
	10.	23.57	26.42	
	25.	1.1.29	1.9.02	
	50.	2.4.46	2.23.19	
	Avera	ige	Average	
	speed	1 24.498	<pre>speed 21.711 plus = 2.787 mph</pre>	

2nd.	Roy H	Holden (age 44)		
	Actua	al	Stand	ard
	10.	23.32	26.	18
	25.	1.0.29	1.08.	00
	50.	2.10.59	2.21.	10
	Avera	age	Avera	ge
*	speed	1 24.400	speed	22.041 Plus =
			2.359	mph

3rd. Ken Atkins (age 54/55)

Actu	al	Standard			
10. 25.23		28.38			
25. 1.12.48		1.13.16			
50.	2.30.48	2.32.06			
Average		Average			
speed 21.379		speed 20.384 Plus =			
		0.995 mph			

4th. Bill Procter (Age 45)

Actual		Standard			
10.	25.16	28.25			
25.	1.7.12	1.8.31			
50.	2.23.13	2.22.14			
Aver	age	Average			
speed	d 22.338	speed 21.875 Plus =			
		0.463 mph			

5th Jack Smith (age 41)

Actual		Standard				
10.	25.59	25.42				
25.	1.5.18	1.6.30				
50.	2.13.07	2.18.03				
Avera	age	Average				
speed 22.867		speed 22.544 Plus = 0.323 mph				

6th	Reg :	Searle (Age 54)	
	Actu	al	Standard
	10.	27.37	28.25
	25.	1.13.27	1.13.16
	50.	2.31.47	2.32.06
	Avera	age	Average
	speed	d 20.538	speed 20.437 Plus =
			0.101 mph

JUNIORS

1st.	Andr	ew Lock					
	10.	22.35					4
	15.	36.51					
	25.	59.09	Average	speed	=	25.450	mph
2nd.	Vinc	ent Webb					

10. 25.00 15. 40.42 25. 1.10.00 Average speed = 22.547 mph

LADIES

1st.	Betty	Cox					
	10.	27.26					
	15.	45.10					
	25. 1	.11.07	Average	speed	=	20.963	mph

2nd. Angela Walker

10. 27.51

15. 45.35

25. 1.14.00 Average speed = 20.519 mph

MOST IMPROVED RIDER AWARD

This trophy goes very deservedly to junior rider Robert Downham who has managed to knock almost six minutes off his 1982 25 mile time. Reducing a 1.15.16 to 1.9.18; a miles per hour improvement of 1.716. It was a close run thing though, for Steve Jukes turned in a 2.20.09 for 50 miles in his first outing at the distance in 1982 and some thought he had set himself up for the award in '83 when he stormed round the Hants Road Club event in 2.10.27. That was, however, an improvement of just 1.591 mph. Still, take another ten minutes off in 1984 Steve and you could do it !

WORTHING CYCLISTS CLUB

A dinner in connection with this club took place at the Lamb Inn, Angmering, last Wednesday evening, the catering of Mr. & Mrs. Wilkinson being most satisfactory. Mr. E.T. Cooksey, the Vice-President occupied the chair, and the evening was most pleasantly spent. In the course of the proceedings Mr. Bouts was presented with a gold medal to commemorate his success at the Worthing Athletic Sports

Members are advised not to endeavour to join this body, not least because Mr. Bouts was fined for riding without lights in mid-September, but more importantly because the above took place in October, 1885.

By the way, Henry Bouts' fine was 1/- (5p) with $7/6d(37\frac{1}{2}p)$ costs, probably about half his week's wages.

In that same September, telegraphic communications (sic) were mooted between Worthing and Findon, but were delayed because land owners didn't want poles on their property!

HARDRIDERS

Paul Toppin although not riding, organised both the event and the weather, producing a well supported event on a fairly fast morning.

The event was convincingly won by Veteran Roy Holden over another veteran, scratchman and race favourite Keith Dodman.

Roy took the lead early on and was never headed, making light work of the sporting course which runs from Findon to Arundel and back. This scenic route takes in Storrington - Amberley - Houghton (and Hill) Whiteways (down and up !!) returning to finish in Findon Valley (is it a coincidence, just after the Worthing sign ?).

Early contenders for the other places were Andy
(Junior) Lock, Graham (Posty) Tooley, Steve
(Flasher) Jukes and Stu (Wally) Gibbs. However,
Keith's hill climbing prowess over the later
stages took him well clear of the others, but not
quick enough to pull back Roy, (riding his training
route). Andrew finished third fastest (minus
three chain ring bolts) with the handicap award
going deservedly to Posty Tooley.

It's interesting to see the Excelsior Vets.

maintaining the National trend - beating the
youngsters !! Must be the BREW er.

Note Reg did eventually finish on his trike - he deserves an award for taking it round.

Result		Actual	Handicap
1st.	W. Holden	1.30.36	1.28.06
2nd.	K. Dodman	1.32.17	1.32.17
3rd.	A. Lock	1.34.58	1.30.58
4th.	G. Tooley	1.36.03	1.27.33
5th.	S. Jukes	1.37.07	1.29.37
6th.	S. Gibbs	1.38.49	1.32.49

2		Actual	Handicap
7th.	P. West	1.41.50	1.32.20
8th.	J. Smith	1.42.05	1.29.05
9th.	K. Atkins	1.48.32	1.32.32
10th.	R. Downham	1.52.18	1.30.18
11th.	C. Kennard	1.53.04	1.29.04
12th.	R. West	1.53.12	1.40.12
13th.	R. Searle	2.19.43	1.39.43

Mike Gibbs.

YET ANOTHER JOURNEY TO THE MOD CONS OF TOWCESTER AND NORTHAMPTONSHIRE.

A cool summer's morning as I rode along the A.27 at 6.13am to arrive at Offington Corner at 6.15am, bang on by my watch anyway - other remarks to the contrary were totally ignored.

However, once under way and just north of Horsham
Paul Toppin in his newly christened Maxi decided to
try and make us late by obtaining a puncture.
Once at a halt all jumped out and the stopwatch
started. Could we beat the Brabham pitstop of
11 seconds? Five seconds went by, 10, 11, and
finally in 13 seconds we had got the spare out
from under the car. In the end I'm afraid a very
poor 3 minutes were recorded.

At 8 o'clock we had stopped again, this time in an attempt to beat the might Chris Beckingham to the Little Chef menu. We succeeded and eventually left after half an hour's munching.

At 8.45 precisely we arrived at the new residence of Derek and Sarah. A quick decko of the Smith estate and then departing with Derek in tow (not literally, at this stage).

With my newly acquired mileometer (that's where it went Ed.) I had informed everybody as we passed each tenth of a mile for the first mile, until the bunch was left in some disarray as we arrived at a main road junction. After a few complaints, Derek quickly veered left into the lanes, passing through Lillingstone, Lovell, and Potterspury. We crossed over the A5 and caused confusion in Castlethorpe as we took over the narrow high street. With 15.7 miles covered and at exactly 10 o'clock we stopped for 11's and what an eventful arrival that was, with some knowing, and others not knowing, where we were going. Some spectacular bike handling here from Angela. Dick Wiseman (Hello Sailor) back for a few weeks from Portugal won the sprint. taking with him the toilet roll flung across the gate posts.

The residence of Sue and Dick Galloway was the venue and how kind and generous they were to us, with beans on toast and cakes and tea by the gallon, all of which soon disappeared. One and a half hours later we were back on the road, free-wheeling down through Salcey Forest by now in

glorious sunshine, Stoke Goldington, Olney, and Yardley Hastings before arriving through the grounds of Castle Ashby. Various comments made here, like "nice little summer house" and "what about that for a bike shed then". The Falcon Inn was the venue for lunch and after two previous breakfasts, only a few were hungry! It was a good job too because it took half an hour to get served. Although, by the numbers there it must be popular, it left much to be desired - still no blame on Derek for this. After lunch and five more miles we were bashing down the A45 with a big push from a helpful wind. Toppin (on 64" fixed) went off the back, (stop laughing Andrew). At 13 miles into the afternoon we stopped at Harlestone, at a garden centre ! No we were not buying pansies for Bradley or a poppy for Toppy, - there was a cafe for more tea and cakes. Some daredevils went across a weighbridge, but without John Lewis had no affect. Next stop, due to a mechanical fault, was at Whilton Locks where it was interesting to see some boats making their way through.

Norton and the radio masts at Dodford were next on route and then - well done Derek - another cafe - at Weedon on the A45. Here we chatted to a Quadrathlete who the previous day had been in the National Championship, but had withdrawn suffering

from exposure. We were not as heavily laden as he was with an enormous rucksack on his back looking very uncomfortable.

From then on it was all downhill for us, with just a few "uphills" creeping into Derek's legs before returning through a back route to the Smith Villa at 6 pm with 68 miles covered.

The food (the main attraction for nine hungry cyclists) was delicious (thanks Sarah) and there wasn't much left afterwards. By 8.30 we were ready to go and after farewells and bike loading we disappeared into the night sky.

Those who enjoyed this trip were, Dave Hudson, Chris Beckingham, Paul Toppin, Angela Walker, Bradley Walters, Dick Wiseman, Mick Kennard, yours truly, and of course - well we hope he enjoyed it - Derek Smith.

Andrew Lock.

Cliff Hawkins has his bad off days, when without his Milky Ways.

The club canteenwas out of stock, the one to blame - our Ed. Don Lock. Oh the lack our Cliff did rue,

So Don showed off with packs of two.

THE SUSSEX CYCLISTS ASSOCIATION CHARLIE LEDNOR TROPHY POINTS COMPETITION 1983.

This trophy presented to the S.C.A. by the Worthing Excelsior for first competition in 1982 has been won for the second time by our own Paul Toppin. increased his points score by 50 and left his nearest challenger more than 100 points in arrear. points are awarded for scratch placings in all S.C.A. events except the 2-up on a basis of 40 points for first down to 2 points for 20th. Also, for handicap placings down to 20th scoring 20 for first down to 1 for 20th. Further points are earned for placings in the final B.A.R. table, again scoring 40 down to 2 for 20th position. Very well done With our Ed 4th and Richard Shipton 5th old Charlie would have been quite proud of that.

Top p	lacings :-	Points
1st	Paul Toppin Worthing Excelsior	276
2nd	Andy Attwood Lewes Wanderers	172
3rd	Mark Jones Central Sussex	144
4th	Don Lock Worthing Excelsior	133
5th	Richard Shipton Worthing Excelsior	124
6th	Chris Hill Brighton Mitre	111
7th	D. Harrison Crawley Wheelers	106
8th	Richard Holkham Brighton Excelsior	105
	Matthew Rabbetts Lewes Wanderers	105
10th	B. McNally Bognor Regis	104

SPOONERBUILT

To spend an evening with John Spooner quickly demonstrates John's enthusiasm for cycling, his chosen sport, and his chosen business in recent John was born, a Salopian, in Much Wenlock in 1942 and his Father was a cyclist who rubbed shoulders with the great Frank Southall. parents however, soon moved to the London area and his school days were spent mainly in the Watford and Aylesbury area. His first bike was in fact Brighton produced, a 'Struddy', but his first cycling club, one of many, was the Aylesbury C.C. which he joined at the age of 16. John has had many moves in his 41 years and before the fifties were out he was in Hastings and a member of the Spartan Club. Looking through John's records of his races there's one thing different from other similar records; the very keen regard to technical data; the complete specification of the bike was shown for each year, with any changes noted. His next machine was a Fred Dean. His racing interests were almost exclusively road racing in those early years and his most successful period was in 1960/1962. In 1961 he achieved first category status and entered events on the principle of 'best possible' rather than 'easiest possible'. The

status he reached is indicated by the inclusion of his name in events like London Holyhead and the National Road Race Championship. To find his name alongside those of Metcalfe, Bradley, Holmes, Porter and Hoban is evidence of John's ability in that period, and, bear in mind, he was still only 19/20. He feels he was better suited to the longer gruelling type of events, as witness one of his few time trial appearances in 1962 when in hard conditions he romped home an easy winner of the Sussex 100 in 4.25 catching and putting 9 minutes into our Ed who was to finish second. One of his early employments was with Alan West the engineering firm in Brighton, where he worked as a fitter until 1965. This was his first engineering While he was at Brighton (Patcham) he was with the Southern Coureurs until the end of 1963. At that time he was set to turn semi professional for a cycle dealer, but the plans did not materialise and rather disappointed at this. John joined the Brighton Velo, riding for them for the next season. Cartilege trouble was to ruin his 1964 season and with the removal operation in 1965 there was no racing that year either. Such operations were not quite so easy twenty years ago. There was also no competitive cycling in the following year.

After Alan West's, he moved to ITT Creed and was with them working on teleprinters until 1973. We should, however, go back to 1967 when there were a few events and noticeable in the comments column was "not very fit", although at the end of that season there was a burst of hill climb performances, a branch of our sport that John has always enjoyed, revelling in the atmosphere which surrounds such races.

It was in 1967 that he married Wendy and after a couple of blank years, so far as competition is concerned, (is that significant I ask myself !). their first child Douglas was born. After a brief spell with the Brighton Excelsior, they moved house and job to the Pulborough area. John was working there on a fruit farm where he eventually found himself virtually running the place. It was while living in Pulborough that John attended Brinsbury College and passed out with honours in a welding course of some six months duration. He finished top of the class and proudly shows that certificate. It was in 1970 that John first tried frame building but this was a joint effort with a friend and the result was christened 'Brooker' after the friends This frame was tested by John in no garage. uncertain manner in the National Hill Climb, that

year held on Nick O Pendle.

The second child to the family, Suzanne, arrived in In that year and in 1972, not able to devote much time to training John managed a few time trials including the National Fifty when held here in In 1974 he joined the Haslemere and Sussex. District C.C. riding mainly their club events in that area. It was in 1976 that John started with his first frames, made and designed entirely by The first was a track frame with 73 parallel angles and the second was a road frame. The first frame that John built and sold in that year went to a member of the Charlotteville and it was made specifically for cyclo cross. All of those were built with Reynolds Double butted 531 tubing. It is interesting to look at John's carefully kept records of frames built. All are given a serial number which indicates the number of the frame and the month and the year in which it was built. next frames were supplied to Worthing Excelsior members and many have subsequently been purchased by our members doing much in the early days to spread the name. John is now approaching his 100th frame and that he tells me is reserved. In 1978 he was a member for a short time of the Central Sussex and in 1979 acquired the run down

cycle shop in South Farm Road, Worthing, and set about building a lightweight business. He moved to Durrington in May 1980. In that year he was a member of the Velo Club Etoile. He has been a Worthing Excelsior member for two years now. 1982 saw his attendance on a course organised by Reynolds for frame building with the new and very light 753 tubing and I was shown the certificate appointing him as a recognised frame builder with this tubing, an appointment not given lightly, for the manufacturers were concerned that those using this material should be proficient, and they would only supply the tubing to those so appointed. frames are now in the hands of discerning cyclists of road racing, time trialling, track and touring affiliation, and he has built tandems and cyclo cross frames. He has an enthusiasm for perfection and style which is catching. It is fun to go over the finer points and details of a frame or equipment, no detail is too small.

John suffered a slipped disc in the early part of 1983 and spent some weeks in Southlands Hospital at Shoreham and was away from his shop for three months, leaving it then in the capable hands of Wendy and his right hand man Martin White. He would like to express his thanks to all those cyclists who visited

him while he was in Hospital. His back is improving slowly and a new bike is ready for 1984. How much time John will be able to give to that depends on his back, and on his business, but whatever consumes John's time in 1984, my bet is that cycling from one aspect or another will be a major part, and it will have John's 100% enthusiasm.

Don.

It's rumoured that Pete Kibbles now lives in John Spooners cycle shop.

TOURIST TRIAL 1983

This year's Tourist Trial started from the Clubroom at 9am on a bright sunny morning. A good crowd of members lined up and were sent off at minute intervals on Stage 1. This required us to proceed to Worthing Crematorium via Offington Corner and Findon Roundabout.

I went off, and as is usual with me, I took a little while to settle into the routine of taking notice of my surroundings. However, I noticed that there was a white horse on a pub sign and I stopped to look at the Worthing boundary stone. This I must have

ridden by many times in the past and had never noticed.

Further up the road Roger and Jean Smallman were stationed and were asking questions such as how far have you travelled, where did you see a white horse and several others. These I didn't manage very well and decided that I ought to start concentrating. (Yes I know it's fun, but it is a competition). The next stage took me via three map references starting up a tarmac bridleway just up the road from the crematorium and eastwards. This climbed up the Downs and past Rest House and I wondered how The tarmac turned to farm this got its name. bridleway where a signpost showed the way. the bottom of the post had been inscribed W.E.C.C. and this was duly noted. On course so far, and the next leg climbed gently upwards towards Chantonbury Ring where I joined the South Downs Way Up here the day was magnificent and turned east. bright sunshine and superb views south east out across Shoreham Harbour out to sea, and northwards way over the Weald. I stood taking in the scene with Tony Palmer, he having just mended a puncture. The track took me down to join the Downs road from Sompting to Steyning at the top of the round hill. By the car park Cliff Hawkins was holding another

quiz, and as I seemed to answer all the questions. (not necessarily correctly) I freewheeled off down the concrete bridleway to Steyning and Bramber roundabout. Here Jean had the elevenses wagon. and two cups of tea later Roger took me into the front of the car for more questions - not all the answers this time though. One very clever one about braking stumped just about everyone I understand. Stage 3 required us to start by looking round Bramber Castle and the Parish Church, and so off I went in the right direction. One member went into Church half-way through the sermon, but retired quickly ! I then went off through Bramber, and Upper Beeding and along the back of the Downs to Fulking. of things to look out for had been given to me and so it was rather in fits and starts that I went along. From Fulking I went north on a minor road and then west and north again to cross the A281 and on to Blackstone Village where I missed Nanny Barnes and had to retrace until I found her. organiser Ray Douglass was mending a puncture - I thought this poetic justice - but offered to help just the same in case he was testing club spirit as well !! Lunch, and end of the stage was at the Wheatsheaf P.H. where a pint and a ploughmans was greatly appreciated. At this point, a check put Don Lock in the lead, so it had to be a concentrated

afternoon.

The first stage after lunch took us north on the Wineham road and left down Fraylands Lane. Here I took particular note of the pillar box as instructed but didn't get asked a question on it! Further on a bridleway took us through the woods and past Shermanbury Church, a very interesting building. From there we joined the A281 to Henfield and by devious roads and tracks crossed the Adur and then on to Horsebridge Common where Ray held another quiz. Here I found out that Sussex had a patron Saint — it took me two days of searching to find out who he was.

The next section required us to ride along the lane towards Wiston, and, taking all left turns, retrace to the starting point riding at 12mph. Roger held the watch in true R.T.T.C. fashion and off I went. I measured the course with my thumb joint in true Boy Scout fashion and worked out my time at a mile every five minutes. By a mixture of luck and low cunning I managed to get back to Roger within 45 seconds of the right time — ready for the next round. This was very good as the clue sheet told us where tea was — the end was in sight! — but the sting of this day was really in the tail. A route took us into Steyning and along the lane at the back of

Wiston House then joining the lane back to the A283 at Buncton Corner. Here Paul West was having a question session at which I didn't do very well at all. One question was "What is Primula Vulgaris" and I very long windedly explained that the "Vulgaris was not the true version" (All he wanted was "a primrose").

The course then went up Hole Street and on a concrete bridleway, across a field, through a wood and then more fields to East Wolves Farm. Here an aeroplane in a field was observed - how did it get there I wondered? The field didn't seem large enough for it to have landed. A short stretch of the A24 down to Ashington and then through a housing estate and the edge of the playing field brought me to the village hall from the correct westerly direction.

Here the ladies had soup and beefburgers prepared and very welcome it was.

One more inquisition remained. A very well prepared sheet for us to fill in covering a wide range of geographical and touring knowledge.

After the final count up, Ray announced the result in reverse order, and to my surprise, I had won by one point only.

Many thanks to Ray Douglass for a very well thought

out trial, to all the helpers and to the ladies for the tea.

Brian Cox.

TOURIST TRIAL RESULT

1st	Brian Cox	601	points
2nd	John Mansell	59 1	11
3rd	Don Lock	$56\frac{1}{3}$	11
4th	Tony Palmer	541	11
5th	Bill Christie	51	11
6th	Paul Toppin	46	11
7th	Dave Hudson	42	11
8th	Andrew Lock	34	***
9th	Graham Tooley	193	**
	Tracy Hester	19 3	11
11th	Ian Leeding	19	11
12th	Bradley Walters	18 3	11
13th	Chris Kennard	18	

THE GENERAL COMMITTEE REQUEST ALL MEMBERS IN ANY WAY INVOLVED WITH THE 1984 EVENING TEN SERIES NOT TO PARK ON THE WEST SIDE OF THE DUAL CARRIAGEWAY OPPOSITE THE FINISH.

IT IS CONSIDERED THAT ALL CROSSING OF THE ROAD AT THIS POINT IS POTENTIALLY DANGEROUS.

WE DO NOT WANT TO LOSE THE USE OF THIS COURSE.

