

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

Worthing Excelsior Cycling Club's quarterly magazine. The Club meets at Broadwater Parish Rooms between 7.30 and 10.30 on Tuesdays. Canteen available until 10 p.m.

The opinions expressed herein are those of the individual contributor and not necessarily of the Club or its General Committee.

PRESIDENT:	Ray Douglass 25 Guildford Road
	Worthing. Tel. Wor. 38686
CHAIRMAN:	Tony Palmer 23 Brentwood Cres,
	Hollingdean, Brighton. Tel. 558597
SECRETARY:	John Mansell 3 Walesbeech, Furnace
	Green, Crawley. Tel. Craw. 35757.
TREASURER:	Roger Smallman 25 Melrose Avenue
	Worthing
MEMBERSHIP SE	C: Angela Toppin, Flat 3 Sheen Ct.
	30 Offington Lane Worthing.
CLUB EVENTS:	Paul Toppin Flat 3 Sheen Ct.
	(as for Angela) Tel:W.68221.
PRESS SEC:	Bob Withers 154 Littlehampton Rd.
	Worthing Tel.W. 68825
CLUB RUNS:	Bradley Walters 29 Ashurst Drive,
	Goring, Worthing. Tel. W. 504119
SOCIAL SEC:	Andrew Lock 7 Welland Rd. Worthing
	Tel. W. 62724
CLUB COACH:	Andy Smith 67 The Winter Knoll,
	Littlehampton Tel.L.723227
EDITOR:	Don Lock 7 Welland Rd. Worthing
	Tel. W. 62724.
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THE 1985 EVENING TENS SERIES

With the coming of the spring - if only someone would tell the weatherman - we have the evening tens. We hope to include the first half of the series results in this issue:- EVENT NO.1. MAY 2nd.

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1.	Andy Smith	22.54	Scr	22.54
2.	Dave Dallimore	23.30	0.30	23.00
3.	Mike Mansell	23.55	1.00	22.55
4.	Stuart Gibbs	24.04	1.30	22.34
5.	John Lucas	24.25	1.00	23.25
6.	Dave Elson	24.35	1.00	23.35
7.	Andrew Lock	24.38	1.30	23.08
8.	Paul West	25.26	2.00	23.26
9.	Ian Leeding	25.47	2.00	23.47
10.	John Gilbert	25.51	3.00	22.51
	Colin Miller	25.51	2.30	23.21
12.	Bob Withers	26.04	5.30	20.34
13.	Bradley Walters	26.22	3.00	23.22
14.	Andy Boyle	26.53	4.00	22.53
15.	Ken Atkins	27.09	2.30	24.39
16.	Dave Nightingale	27.16	5.00	22.16
17.	Clive Goward	27.45	6.30	21.15
18.	Peter Kibbles	27.48	6.00	21.48
19.	Christine Barnett	27.50	6.00	21.50
20.	Mike Gibbs	27.56	3.30	24.26
21.	Peter King	27.59	6.00	21.59
22.	Tom Lainsbury	28.02	5.00	23.02
23.	Marvin Lucas	28.06	5.00	23.06
24.	Peter Scarsbrook	28.09	5.00	23.09
25.	Peter Aslett	28.54	6.30	22.24
	David Priest	28.54	5.00	23.54

The Editor got into trouble after the last mag for referring to Mrs. Grange as Carmen wrong. Carm does not sound right, but as I went past her in the second of the evening tens I permitted myself a smile and said " Carm on"

EVE	NT NO.2. MAY 9th.	40		
1.	Andy Smith	23.04	Scr	23.04
2.	Dave Dallimore	23.22	0.30	22.52
3.	Mike Mansell	23.49	1.00	22.49
4.	Don Lock	23.54	1.40	22.14
5.	Paul Toppin	24.10	1.00	23.10
6.	Andrew Lock	24.19	1.40	22.39
7.	Dave Elson	24.21	1.40	22.41
8.	Stuart Gibbs	24.27	1.10	23.17
9.	John Lucas	24.45	1.30	23.15
10.	Robert Downham	25.27	3.00	22.27
11.	Jonnie Betteridge	e25.42	3.00	22.42
12.	Ian Leeding	25.44	2.50	22.54
13.	Tony Palmer	25.45	3.00	22.45
14.	Paul West	26.09	2.30	23.39
15.	Ken Atkins	26.12	4.10	22.02
16.	John Gilbert	26.29	3.00	23.29
17.	Marvin Lucas	26.41	5.10	21.31
18.	Andy Boyle	26.44	4.00	22.44
19.	Dave Nightingale	26.45	4.20	22.25
20.	Jeff Russell	26.54	3.00	23.54
21.	Christine Barnett	27.11	4.50	22.21
22.	Bill Procter	27.22	3.30	23.52
	Mike Gibbs	27.22	5.00	22.22

24.	Clive Goward	27.36	4.50	22.46
25.	Peter Kibbles	27.46	4.50	22.56
26.	Tom Lainsbury	28.19	5.00	23.19
27.	Mike Poland	28.21	5.00	23.21
28.	Gary Collier	28.30	6.00	22.30
29.	Peter King	28.45	5.00	23.45
30.	David Priest	28.49	6.00	22.49
31.	Mike Stanbridge	28.57	7.00	21.57
32.	Peter Aslett	29.00	6.00	23.00
33.	Reg Searle	32.37	9.00	23.37
34.	Carm Grange	33.03	10.20	22.43

Old vets don't go slower they just raise their standards.

I think just here I'll pause to thank Joe Simpson for all his help in the delivery of these mags in and around Worthing. If you see him coming, ask him in for he's always ready for a cuppa. It helps him get a few miles in but thanks all the same Joe. Each one delivered saves us presently 18p.

BALANCE

I looked at our last issue and pondered on my own complaint that "it isn't balanced". By that I meant that to have everything or nearly everything composed by one person - no matter how he may try - leaves you with a one style magazine. The only way to overcome this is to have far more contribution from many more Club members. So you can take that as an appeal to start with.

It was, however, now being suggested to me

that it wasn't balanced, because it did not deal adequately with road racing. I looked again and I had to agree - initially - but then I thought, well what percentage of the membership take part in road racing or are involved with it? I reckoned that to say 20% would be generous. Had I allowed 20% road racing coverage (8.8 pages) in the last issue? No I had not.

Now last year Paul West was giving me a regular diary of reports which was tremendous, but Paul is one of those willing members who tend to get lumbered. He now has so much on for the Club, quite apart from his home committments that he has been unable to keep this flow of information coming.

We have been, for many years, a Club primarily involved with time trials, but we do not wish to be so labelled. The ideal Club in my opinion wants that same balance that we strive for in the mag; it wants to cater for all bike riders. We have for years done our share of road race promotion and in 1985 we shall again have seafront racing (see details in this mag), and we have now ventured into the world of the long distance tourist with the Randonnee.

By the end of the 1984 season we were proudly claiming that we had five second category roadmen. This was indeed quite a nucleus and things looked promising. In the early months of 1985 the way ahead was demonstrated by Mike Coyle with two wins and a second place in the

the Surrey League events. But where did I learn of these fine performances? From 'Cycling' a fortnight later.

Please let me have results and details of your activities whether they be road, track, touring, roughstuff, randonnee, or how else can balance be truly struck?

Don.

CLUB 25 INCLUDING SHERWIN TROPHY

Sunday 21st April was a reasonable morning for the event on the Chichester Road course and there was a good entry with 25 down to ride and 22 of these eventually getting back to the timekeepers Roger Smallman and Mike Gibbs.

Andy Smith continued to show invincible form and, again, a clean pair of heels to the rest and the rumour is growing that our 'Coach' is of the express variety and not the slow stopping kind. He seems to show a dislike for all courses getting them over with as quickly as possible. On this morning which no one else seemed to find particularly fast he required just 1 hour 1 minute and 52 seconds. This I suspect he found boring and will do it quicker next time.

The Sherwin Trophy, for the best junior on handicap went to Ian Leeding with an actual of 1.8.21 and a winning net time of 1.2.21. Robert Downham was second with an actual of 1.11.49 and a net of 1.5.49.

Full result:

1. Andy Smith 1. 1.52 1. 1.52

2.	Don Lock	1. 4.05	1. 2.35
3.	Mike Mansell	1. 4.19.	1. 3.39
4.	Stuart Gibbs	1. 4.57.	1. 3.12
5.	Roy Holden	1. 5.27.	1. 4.27
6.	John Lucas	1. 5.31.	1. 3.16
7.	Paul West	1. 8.06.	1. 3.06
8.	Ian Leeding	1. 8.21.	1. 2.21
9.	Peter Shaw	1. 8.33.	58.33
10.	Tony Palmer	1. 8.58.	1. 4.43
11.	Jonnie Betteridge	1.10.06.	1. 1.06
12.	Bob Withers	1.11.33.	1. 0.33
	Bob Grange	1.11.33.	1. 1.03
14.	Robert Downham	1.11.49.	1. 5.49
15.	Andy Boyle	1.12.44.	1. 4.14
16.	Bill Procter	1.13.38.	1. 7.08
17.	Peter Kibbles	1.15.07.	1. 4.07
18.	Peter King	1.15.27.	1. 3.57
19.	Jeff Russell	1.16.09.	1. 9.39
20.	Christine Barnett	1.17.45.	1. 6.15
21.	Peter Aslett	1.18.08.	1. 8.38
22.	Mike Stanbridge	1.28.23.	1.15.53

Overall handicap first three places:

- 1. Peter Shaw 58.33 (10.00)
- 2. Bob Withers 1.00.33 (11.00)
- 3. Jonnie Betteridge 1.01.06 (9.00)

Handicap by Tony Palmer

IT'S RUMOURED that John Grant was finding the ride from Offington to the Clubroom too far, so he has moved to 73 Bramley Road, Broadwater. The proverbial stones throw from the back door of Connies canteen.

A copy of this handbook has recently been sent to us by our Vice President Maurice Reeve-Black down in Ilfracombe. It is dated round about the turn of the century. Some of its contents make amusing reading in 1985 :-"THE ROADS .- Of course the surface of the roads "is not permanent, but is dependent upon the "state of the weather affecting the constituents "of the road, in conjunction with the condition "of repair. The Principal roads are macadamised, "i.e., made of broken stones (none should be "larger than two inches in its greatest "dimension), and well raised in the centre. The "stone of which the roads are made varies "according to the districts; the different "granites and sandstones make the best. In the "more mountainous parts limestone roads "predominate. These are best in fine weather. "being sticky and slippery in wet. The colite "roads are the worst; they are actually "dangerous when wet, being then so greasy that "the rider loses control of the machine. "Fortunately the colite only occurs in a few "places. mostly between Oxford and Gloucester. "Roads made of gravel, flint, or surface picked "stones are splendid when the traffic is not "too heavy and the weather not too dry, for "continued drought causes them to become loose "and sandy. Roads in hilly districts soon dry "after rain, but those overhung by trees, "especially in level or low-lying stretches,

"are muddy and heavy-running for some days. Other "factors which have to be taken into consider - "ation are the direction of the wind, the "gradient of the road, and whether it is wet or "fine overhead".

My dictionary informs me that 'oolite' is a granular limestone, so called because its grains resemble the eggs of roe of fish. It must have been lethal. (Ed.)

EVENING TEN NO.3 MAY	16mH		
1. Andy Smith	22.34	scr	22.34
2. Dave Dallimore	23.04	0.20	22.44
3. Mike Mansell	23.11	0.50	
4. Don Lock	23.27	0.50	22.37
5. Paul Toppin	23.37	1.10	22.27
6. Dave Elson	23.40	1.20	22.20
7. Andrew Lock	23.45	1.20	22.25
8. John Lucas	23.50	1.40	22.10
9. Stuart Gibbs	24.13	1.30	22.43
10. Tony Palmer	25.05	2.40	22.25
ll. John Gilbert	25.18.	3.30	21.48
12. Jonnie Betteridge	25.26	2.40	22.46
13. Bradley Walters	25.29	3.30	21.59
13. Colin Miller	25.29	2.50	22.39
15. Paul West	25.46	3.10	22.36
15. Dave Nightingale	25.46	3.40	22.06
15. Ken Atkins	25.46	3.10	22.36
18. Robert Downham	25.47	2.30	23.17
19. Ian Leeding	25.48	2.40	23.08
20. Bob Withers	25.52	3.10	22.42
21. Bill Procter	26.25	4.20	22.05

22.	Mike Gibbs	26.28	4.20	22.08
23.	Christine Barnett	26.32	4.10	22.22
24.	Jeff Russell	26.39	3.50	22.49
25.	Clive Goward	26.47	4.40	22.07
26.	David Priest	26.55	5.50	21.05
27.	Peter Kibbles	27.16	4.50	22.26
27.	Peter King	27.16	5.40	21.36
29.	Tom Lainsbury	27.36	5.20	22.16
30.	Mike Poland	27.38	5.20	22.18
31.	Marvin Lucas	27.41	3.40	24.01
32.	Gary Collier	27.56	5.30	22.26
33.	Peter Aslett	28.05	6.00	22.05
34.	Mike Stanbridge	28.59	6.00	22.59
35.	Geoffrey Weston	29.05	4.00	25.05
36.	Betty Cox	29.35	6.00	23.35
37.	Carm Grange	31.30	10.00	21.30
38.	Reg Searle	32.07	9.40	22.27

CONGRATULATIONS to Christine Barnett for her ride in event number three, for the time of 26.32 sets a new club record, lowering that which she set herself last season. Right that's the first now let's see what else can be

improved.

NEW CLUBROOM First things first - we need a piece of land. The area about 30 feet X 90 feet. It needs to be within say 5 miles of Worthing Pier - preferably north east or west! It needs to be within easy reach of services i.e. drainage, water and electricity. It does not necessarily have to have vehicular access. If you know of such an area which you know or think might be available and suitable please

let someone on the General Committee know.

The building fund continues to grow but we have ways of raising money in fairly rapid time if the right site comes available.

CONUNDRUM

I expect you've heard the explanation of cricket, How a man goes out and is then in, and stays out until he's out and then comes in so that someone else whose not been in can go out until he's out and so on and so on. Well we've now heard of a cyclist who couldn't go so took something to help, then when he was going had to stop so that he could go because he could not go until he stopped.

All further enquiries on this one to Paul Toppin.

THE SUSSEX 25 MILE TEAM CHAMPIONSHIP

Last year we were relegated to an unacustomed third place in one of the most competitive races for years, in 1985 it looked as if we might do better. The champions Lewes were entered in strength but Central Sussex were without the strongmen who had come within a few seconds of winning in 1984. East Grinstead might comprise a threat and Brighton Excelsior should not be overlooked. For our part we did not have Nick Lelliott or Richard Shipton but in came Andy Smith and Mick Mansell.

The course first used last year had been retained although this was not a popular move in the eyes of many competitors. The start was about a mile east of Cowfold and the route

was firstly a tough climb up to Anstey and back through Cowfold, before taking the old course south to Henfield. From here riders went east and south to Poynings before retracing to finish about a mile short of Cowfold. It must be reasonable to call it sporting if only on the basis that Lewes fastman Tony Deacon requires about 7 minutes more than his personal best.

The morning was arctic with a hard frost and this only two days from May. It was not however quite as windy as 1984 - thank goodness for that!

Tony Goodsell did a good one, recording 1.1.56 but Tony Deacon for Lewes was two minutes faster. Simon Barnes gained another $1\frac{1}{4}$ minutes on our second counter Andy Smith, who nevertheless did well to finish in 1.4.3. Lewes were stretching their lead relentlessly, the trophy was as good as theirs; Martin White with 1.5.49 gained another $1\frac{1}{4}$ minutes on Stuart Gibbs and Andy Attwood was nearly $1\frac{3}{4}$ minutes faster than Dave Dallimore. So there it was a hefty beating and some 6 minutes 6 seconds adrift on the aggregate.

Consolation was only to be found in the fact that we had managed second place to win the runners up "Henty"Cup. While the "B" team again collected the medals in the secondary event.

Despite a fine 1.2.06 from Steve Dennis we had kept East Grinstead back in third place by a healthy 42 minutes.

Principal results:

	Tony Deacon	59.30
	Simon Barnes	1.2.49
	Martin White	1.5.49
	Andy Attwood	1.6.02
the section of		4.14.58
2nd. Worthing Ex	celsior	
	Tony Goodsell	1.1.56
	Andy Smith	1.4.03
	Stuart Gibbs	1.7.15
	Dave Dallimore	1.7.50
		4.21.04
3rd. East Grinst	ead	
	Steve Dennis	1.2.06
	Alan Starsmear	e 1.6.32
	Paul Blackmore	1.8.20
	Dave Stubbings	1.8.36
		4.25.34
"B" Teams		
Company of the Compan	xoelsior Bl	3
	John Lucas	1.7.18
	Don Lock	1.7.54
	Keith Dodman	1.8.35
	* ta - 1	3.23.47
2nd. Worthing E	xcelsior B2	
	John Gilbert	1.11.28
	Paul West	1.12.14
	Tony Palmer	1.12.35
		3.36.17
Other Worthing ri	ides:-	
	Mike Mansell	1.9.17
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	Andrew Lock	107021
"B" Teams	Ian Leeding	1.9.21

Robert Downham 1.14.47
Bradley Walters 1.16.55

IT'S RUMOURED that in a conversation between two veterans the following was overheard:— "My stamina has improved a lot as I've got older, I used to ride a hundred in about 4.15, now I can hold out for 5 hours"

POLICE in the New Forest are seeking the cyclist who folded his heavyweight waterproof against a wall in Ringwood and succeeded in wobbling the whole structure. Could Brighton Excelsiorite Chris Beckingham be their man? He has been down that way and he is now sporting a Lillywhite lightweight!!!

MIKE MANSELL proudly shows the badge of the C.T.C., and good on him, for they are a splendid body, but have you seen Mike lately in those silky smooth black training bottoms. They just do not somehow say C.T.C. to me but Ooh ! they are lovely I do like 'em.

THE AMERICANS

They've been dubbed funny bikes they are the new breed of machines designed to cheat the wind in the comparative still air of the velodrome. The theory is that they will cut tenths of a second off track events that are decided by such fractions. The bikes weigh about 5.85kg, that's under 13 lbs and some 21bs less than the standard racing bikes. The frames are of aluminium alloy, not steel, with a cross section shaped

like a tear drop. The handlebars are turned up not down, and the diameters of the front wheels (depending on the event) have been reduced from 68 to 60 cm. The spokes have been flattened. The hubs are 20 to 30 per cent thinner to cut down the width of the wheel. The tyres contain helium, not air, which reduces the weight by 28 grams at 90 kg of pressure.

The "funny bike" is at the centre of the remarkable example of applied technology that has propelled the United States from a cycling backwater to principal medal winners at the Los Angeles Olympics. The change happened in just two years. The Americans were sick of being beaten. They were ashamed of a record that showed only two bronze medals since 1912. The only way they could learn was to take pictures of the continentals and their bikes and try to copy them. The Union Cycliste Internationale (UCI), the sport's governing body then relaxed what could be done to the racing bike. Aerodynamics can now be modified, so long as no object is added to the bicycle or the rider.

The United States Olympic Committee decided in 1982 to use every science and technology available to them to improve six specific sports. Cycling was one. Ed Burke gave up his work in cardio-vascular research and was given the job of technical director of the U.S. Cycling Federation's elite athletic programme and of course, there was no lack of money. He pulled together manufacturers sponsors, athletes, and scientists and engineers. Ed Burke was also a cycling enthusiast.

About seven generations of 'funny bikes' have

now been produced. The aim, all the time, to overcome wind resistance. As a rider and bike travel through still air there is a trail of moving air and they lose the energy required to set this air in motion. Each time the speed doubles there is a fourfold increase in wind resistance. At 20 kilometres per hour it is only a little greater than rolling resistance generated by the tyres and internal resistance of the bike. But at 40km/h, air resistance can consume up to 90 per cent of the cyclists energy output. The answer is streamlining to make the air flow smoothly around the bike and rider. Modifying the headset, the complex junction of the main frame, the handlebars and the front forks is an example of what has been done. Michael Melton a bike builder with Raleigh in Dayton Ohio placed the main working parts of the head set inside the frame, he reduced its size by 25 per cent and cut down drag. Similarly by reducing the size of the front wheel riders in a team pursuit, if riding well together, can have a total length .6meter shorter than normal enabling the following riders to take more advantage of the slipstream of the one in front and again to reduce drag.

The racing helmet received wind tunnel testing and was designed to allow the air to stream over the head and down the back in one continuous flow called a laminar flow. This is, however, only fully effective when the rider is right down on the drops in racing action. It is not likely to be seen therefore on the road, except perhaps in team time trials.

The shoe and the pedal have received the same precise scrutiny. The pedal will be hand made in titanium. It is flat like a platform and the shoe bolts into it. A cover will be worn over the shoe to reduce drag. Slightly different designs will be available for different events. For longer races more mobility for the foot is required. A one-piece pedal and shoe has been prepared but its legality for competition has yet to be determined. The American's wind tunnel testing has shown clearly the advantage of one piece skin suits, indeed they actually want the whole body covered, but this has been declared illegal.

They reckon they can reduce drag by 7 per cent and save a second per 1000 meters. Wind tunnel tests bear out the claim. The actual savings will also be affected by the skill of the rider and they are of course working on that as well.

A sports psychologist has been with the team to sort out emotional problems and to help mould the team. At Pennsylvania University they are analising the direction of the forces that top cyclists apply to their pedals to detect any flaws in their technique.

Solid disc wheels without spokes, made of high tensile-strength Kevlar and this combined with moulded plastics or carbon fibres for the lightest frames yet.

We are going to revolutionise the whole bicycling industry said Mr.Burke and he may not be far wrong.

(With acknowledgments to New Scientist)

IT'S RUMOURED that John Lucas is so determined to keep his 10 mile times down to 23's this season, that when asked what he did in evening ten number four, he answered " 23.69".

EVENING TEN NO.4.23RD MA	Y		
lst. Mike Mansell	23.32	0.40	22.52
2nd. Paul Toppin	23.40	1.10	22.30
3rd. Andrew Lock	23.54	1.10	22.44
4th. Don Lock	23.55	1.00	22.55
5th. Dave Dallimore	23.58	0.30	23.28
6th. John Lucas	24.09	1.20	22.49
6th. Stuart Gibbs	24.09	1.40	22.29
8th. Robert Downham	24.57	3.20	21.37
9th. Alan Orman	25.18	3.10	22.08
10th. Tony Palmer	25.23	2.30	22.53
11th. Jonnie Betteridge	25.33	3.00	22.33
12th. Mike Gibbs	25.45	4.00	21.45
13th. Ken Atkins	25.48	3.20	22.28
14th. Bradley Walters	25.55	3.00	22.55
15th. Paul West	25.58	3.20	22.38
16th. Mike Kennard	26.05	3.30	22.35
16th. Bill Procter	26.05	3.50	22.15
18th. Dave Nightingale	26.10	3.20	22.50
18th. Bob Withers	26.10	3.30	22.40
20th. Andy Boyle	26.25	4.20	22.05
21st. Marvin Lucas	26.31	5.10	21.21
21st. Jeff Russell	26.31	4.10	22.21
23rd. David Priest	27.05	4.30	22.35
24th. Clive Goward	27.11	4.40	22.31
25th. Colin Miller	27.14	3.00	24.14
26th. Tom Lainsbury	27.24	5.30	21.54
27th. Peter King	27.31	4.50	22.41

28th. Peter Kibbles 27.32 4.50 22.42 29th. Mike Poland 27.44 5.00 22.44 30th. Christine Barnett 27.45 4.00.23.45 31st. Peter Aslett 28.29 5.30 22.59 32nd. Mike Stanbridge 29.52 6.30 23.32 33rd. Simon Willems 31.37 10.00 21.37 34th. Reg Searle 31.45 9.40 22.05

IT'S RUMOURED that Micky (the Mauler) Mansell has tried so hard lately that he's cracked his bottom bracket. It's deceptive how much power there is in those natty little legs.

WELL DONE to our two riders in this year's National 25 mile championship at Basildon Essex on Sunday 2nd June. The event was won by Darryl (McEnroe) Webster with 51.16.
Tony Goodsell recorded 56.19 and Richard Shipton 57.24. Only other Sussex rider to finish was Simon Barnes of Lewes with a fine 55.53. Tony Deacon retired after twice unshipping his chain

EVENING TEN NO. 5.30TH MAY

lst.	Mike Mansell	23.57	Sc	23.57
2nd.	Dave Dallimore	24.01	0.30.	23.31
3rd.	Stuart Gibbs	24.09	0.40.	23.29
3rd.	Paul Toppin	24.09	0.10.	23.59
5th.	Andrew Lock	24.38	0.20.	24.18
6th.	John Lucas	24.39	0.40.	23.59
7th.	Colin Miller	26.02	3.00.	23.02

8th.	Andy Boyle	26.06	2.50	23.16
9th.	Ian Leeding	26.09	3.20	22.49
10th.	Mike Kennard	26.10	2.30	23.40
11th.	Steve Curry	26.22	3.20	23.02
12th.	Ken Atkins	26.29	2.20	24.09
13th.	Bob Withers	26.33	2.40	23.53
14th.	Robert Downham	26.34	1.30	25.04
15th.	Paul West	26.38	2.30	24.08
16th.	Jonnie Betteridge	26.47	2.00	24.47
17th.	Mike Gibbs	26.54	2.10	24.44
13th.	Jeff Russell	27.07	3.00	24.07
19th.	Bill Proctor	27.23	2.30	24.53
20th.	Clive Goward	27.32	3.40	23.52
21st.	Tom Lainsbury	27.54	3.50	24.04
22nd.	Ken Hall	28.00	3.50	24.10
23rd.	Peter Kibbles	28.13	4.00	24.13
24th.	David Priest	28.16	3.30	24.46
25th.	Christine Barnett	28.29	4.10	24.19
26th.	Marvin Lucas	28.43	3.00	25.43
27th.	John Grant	29.49	6.40	23.09
28th.	Mike Stanbridge	30.13	6.20	23.58
29th.	Betty Cox	30.23	7.00	23.23
30th.	Reg Searle	32.28	8.10	24.18

INTER TOWN FESTIVAL OF SPORT

The cycling event in the above festival run over the two days September 7th/8th, will be incorporated into the Belle Vue C.C.25 to be held on the G.433 course on Sunday 8th Sept. Entry will be normal individual forms and there is no other fee or formality. Please note you represent your town and not your Club.

CYCLE SPEEDWAY

Things are getting desperate - I was asked to write something for the mag. about coaching, but acquiring the title doesn't really make me qualified to rant and rave just yet, so, I thought I'd say something about 'cycle speedway', a sort of track man's cyclo cross.

It was my first introduction to competitive cycling, brought about by a lazy newspaper boss who waited for us to throw stones at his window to wake him up, leaving us time to thrash round a bumpy field, while he numbered the papers.

Without realizing its previous popularity in the '50's we dug out an oval track twixt the canal and the river and formed a team called the 'Copely Crusaders', this was around 1965. Teams sprang up in the Halifax area and soon formed two divisions (which incidentally still compete much to my surprise).

"Racing" was based on its motorised counterpart speedway, four competitors in each race, each man racing all the others during the course of a match (Note - no fancy words like motos and hole shot). Lined up in four marked positions with an elastic starting gate the basic rule was 'a straight line to the first bend'. After the first bend it was the first across the line having completed four laps. I can't recall there being any other rules, sharp elbows and broad shouldershelped on the bends which was also the most popular place for taking out your opponents spokes.

Bikes of all shapes and sizes were used some using cowhorn handlebars, some straights 3-4 feet long, three-speed sturmey archer gears were popullar for a short time but as usual a norm emerged. A smallish frame with the top tube lowered at the seat tube, like a post office bike. A single freewheel and I think, 26 X 1 3/8 wheels with special knobbly tyres, no brakes and peculiar curved handlebars. Some tried cotterless chainsets but kept snapping them, cotterpins were easier to replace.

Tracks became smoother and banked and the competition fiercer with teams from Manchester (Wheelers!) and Sheffield coming up for matches. I had meantime purchased my old Pennine (which was new once) and attempted my first road race, I soon found that the two didn't quite compare. That's another story - which is why I am coach. Andy Smith

Astrology. Why else would he wear a training top with the word RUSSELL printed on it? Unless, of course, he has noticed the similar waist line in his mirror to that of the character on Breakfast Television. -----

R.T.T.C.

The Third Party Insurance provided by the Council is limited to those riders and officials who are NOT COVERED BY ANY OTHER POLICY. Principally those of the British Cycling Federation or Cyclists' Touring Club but also Personal Liability policies held by the individual riders or officials (normally as part of the Home Insurance Policy). It is not the wish of the Council to enter into competition with the insurance scheme of these bodies, forming as they do an important part of their membership benefits.

Any claim from another party arising out of an incident occuring in or in connection with a time trial should be forwarded immediately to the National Secretary. If the claim is made against a competitor or official who is also a member of the BCF and/or CTC, the National Secretary should be given details of the appropriate membership and he will then forward the claim to the appropriate body for further action.

In the case of claims against competitors or officials who are not members of the BCF and/or CTC, or if they do not hold Personal Liability policies, the National Secretary will forward the claim to the Council's insurers for their attention.

The cover provided by the Council's Policy protects both the National Council and District Councils (and each member thereof), competitors and officials, against Liability at law to pay damages to members of the Public or indeed fellow members who are accidently killed or injured or whose property is accidently damaged as a result of the Council's activities.

The cover extends to include Liability arising out of the temporary hiring of a hall for use as headquarters for a particular time trial and when used for meetings of the National Council and District Councils.

The limit of Indemnity under the Policy is £ 1M each and every claim (but restricted to £ 1M in one year in respect of claims arising out of products supplied e.g. food and drinks).

A "Time Trial" is an event conducted under the Council's Rules and Regulations and officially approved by the appropriate District Council.

A "Competitor" is a rider taking part in an officially approved Time Trial.

An "Official" is a person appointed by the organiser of a Time Trial to carry out any duties in connection with that event e.g. Timekeeping, Marshal, Steward etc.

It is important that where any incident or accident occurs involving a third party, this MUST BE REPORTED IN ACCORDANCE WITH REGULATION 56.

In all cases where a claim is made it MUST be forwarded to the National Secretary without any sort of acknowledgement to the person making the claim.

PERSONAL ACCIDENT INSURANCE

R.T.T.C

Categories of Insured Persons

Sums Insured

Competitors in, and event officials, marshals and timekeepers officiating at, Time Trials held under the rules and regulations of the Road Time Trials Council.

£5,000

Cover is to apply to officially appointed event officials, marshals and timekeepers whilst performing any act on the day in relation to their duties in connection with the event and to competitors whilst subject to the Council's rules and regulations including riding in the vicinity of an event.

In the event of an Insured Person's weekly income being less than the certificate Benefit then Underwriters shall only be liable for an amount equivalent to that income. In the case of an Insured Person having no employment the benefit is limited to £25 per week. For students the weekly benefit is limited to a maximum of £25 per week in respect of Medical Expenses incurred as a direct result of Temporary Disablement.

Definitions

A student is a person in full time education, 12 years of age or older. Medical Expenses are medical, surgical, hospital and nursing home expenses and reasonable travel expenses incurred in connection with treatment by an Insured Person and by any one person who is needed to escort the injured person to and from such treatment.

Schedule of Compensation

Loss of one limb

Total and irrecoverable loss of sight of one eye £5,000

Loss of two limbs

Total and irrecoverable loss of sight of both eyes Loss of one limb and total and irrecoverable loss

of sight of one eye £5,000

Temporary Total Disablement £50 per week*

* Compensation shall be payable for such period or periods during which the Insured Person shall be disabled up to but not beyond 106 weeks from the date on which the Insured Person first becomes disabled, excluding the first 14 days of disablement, and in addition the Underwriters will pay the cost of medical expenses incurred by the Insured Person up to but not exceeding 15 per cent of the total amount of any claim for such Temporary Disablement.

Period of Insurance

From 1 January 1985 to 31 December 1985.

THE RON MILLS OPEN 25

Once again (it was the 24th running of the event) this race was sponsored by Ron Mills, once again it was most ably organised by promoter Tony Palmer, and, once again we were unlucky with the weather. What we have done to upset the Gods I do not know. This particular morning was very windy and it was a biting north easterly that sent competitors scurrying for their arm warmers and some retained their training bottoms - and this was the 12th day of May.

Tony had received over 150 entries, so while the quality of the field was high there were many disappointed. The handicap was again done in five groups and in addition to the five scratch awards, there was the usual incentive to Veterans, Ladies, and Juniors plus a team prize.

Lewes star rider Tony Deacon was in his best form to give his Club their second successive win, after Simon Barnes in '84. He tore more than 1½ minutes into Anglia Sport's John Oakes with his winning effort of 56.38, while Oakes managed to keep 18 seconds ahead of super-vet John Woodburn. Their times 58.13 and 58.31 were the only others inside the hour. Two minutes and more to the next place saw a deadheat between two Worthing riders, with both Tony Goodsell and Andy Smith recording 1.0.53.

Andy's ride was a particularly good one and gave him a very clear win in Group 'B' of the handicap where he beat Mike Mansell into second

place by just over two minutes.

M.D.Yates of the Crawley Wheelers headed the third handicap group with 1.4.37 and another Crawley Wheeler, R.Courtier was the winner of Group 'D' with 1.7.42. In the final group Peter Shaw was second to East Grinstead's T.Hulme who must have done a personal best to record 1.5.39

Fourteen of the riders were also competing in the South Eastern Region of the Post Office and Telecom Championships. This was probably also a factor in the increase of the size of the entry. This event within an event was won by John Woodburn (yes he does have time to work as well!) who was well clear of Lewes rider Andy Attwood.

Mr.Woodburn had quite a successful morning for he was also fastest veteran on standard with a plus of 11.33 with Alan Limbrey of the Sussex Nomads second on +7.26.

Some problems for the refreshment ladies with getting enough tea boiling in the windy cold conditions has the Club Committee looking for a large thermos urn or a portable boiler, so if you know of one anywhere let us know. Apart from this all seemed to go off very well. There was the usual su=erb result board and most informative start and result sheets. I know Tony Palmer would like thanks to be passed to Bob Grange for his computer/typing facility which made a lot of this possible.

Thanks again to Ron Mills - allright if we run it in the south of France next year Ron?

RON MILLS 25 - Worthing times:-

Tony Goodsell	1. 0.53	4th)	1-+
Andy Smith	1. 0.53	" }	lst.
Richard Shipton	1. 2.03	9th)	Team
Mike Mansell	1. 2.56	12th	
Roy Holden	1. 4.28	19th	
Don Lock	1. 5.12	23rd	
Stuart Gibbs	1. 6.02	33rd	
Paul Toppin	1. 6.10	34th	
John Lucas	1. 6.37	36th	
Peter Shaw	1. 7.49	43rd	
Ian Leeding	1.11.14	63rd	
Mike Gibbs	1.11.23	65th	
Bill Procter	1.11.51	68th	
Bob Grange	1.12.31	74th	
Ken Atkins	1.14.37	85th	
Jeff Russell	1.15.15	89th	
Robert Downham	1.15.44	91st	
Tom Lainsbury	1.16.24	93rd	
Christine Barnet	t1. 16.52	95th	
Peter Aslett	1.17.00	97th	

CONGRATULATIONS to Angela Walker and Paul Toppin who tied the matrimonial knot on Saturday 15th June at Broadwater Church. They were given a good send off with plenty of W.E.C.C. members present. The bride was given away by Mike Gibbs who has never been so well behaved and the 'Best' 'Man' was Andrew Lock . It is widely believed that the Bride and Groom were working on the basis that, if we can survive that, then we can survive anything. We wish them every happiness and good luck.

IT'S RUMOURED that Dave Hudson - a good early morning man, but not known for his late nights, has indeed been enjoying some of the latter recently. The late nights coincide with the visit to this country of some lady acquaintance from Canada. As always with Dave these things are kept pretty quite and the Editor would welcome any more details. He has the suspicion that there may be a story there somewhere.

Well done to our two youngsters in this year's London South heat of the G.H.S.SCHOOLBOYS TEN run on the Capel Bypass on the afternoon of Saturday 8th June. It was a hard windy afternoon and Marvin Lucas did very well to finish 10th in 26.46. He was the fastest 12 year old and won himself a McDonalds FAST FOOD FEED - very appropriate. Remember Marvin you can ride it for five more years yet - just knock a minute off each year and you'll win it. David Priest was unlucky to puncture and is reckoned to have lost a couple of minutes before John Lucas gave him a pressure to finish on. He still managed 29.41

EVENING TEN NO.6 6TH JUNE			
1st. Andy Smith	23.08	Sc	23.08
2nd. Mike Mansell	23.29	Sc	23.29
3rd. Dave Dallimore	23.34	Sc	23.34
4th. Paul Toppin	23.43	0.10	23.33
5th. Andrew Lock	23.54	0.40	23.14
6th. Stuart Gibbs	24.03	0.10	23.53

7th. Don Lock	24.13	0.20	23.53
8th. John Lucas	24.20	0.40	23.40
9th. Ian Leeding	24.51	2.10	22.41
10th.Steve Curry	25.29	2.20	23.09
11th.Andy Boyle	25.30	2.10	23.20
12th.Dave Nightingale	25.47	2.40	23.07
12th.Mike Kennard	25.47	2.10	23.37
14th. Tony Palmer	25.54	2.30	23.24
15th.Bob Withers	25.57	2.30	23.27
16th.Mike Gibbs	26.00	2.50	23.10
17th.Robert Downham	26.03	2.30	23.33
18th.Ken Atkins	26.10	2.30	23.40
19th.Jeff Russell	26.20	3.10	23.10
20th.Ken Hall	26.40	1.00	22.40
21st.Marvin Lucas	26.42	4.40	22.02
22nd.Clive Goward	26.43	3.30	23.13
23rd.David Priest	26.55	4.20	22.35
24th.Peter Kibbles	27.04	4.10	22.54
25th. Tom Lainsbury	27.10	3.50	23.20
26th.Christine Bernett	27.12	4.30	22.42
27th. Peter King	27.43	4.00	23.43
28th.Bill Procter	27.46	3.20	24.26
29th.Betty Cox	29.08	6.20	22.48
30th.Mike Stanbridge	29.39	6.20	23.19
31st.Reg Searle	31.14	8.30	22.44
32nd. Carm Grange	32.20	9.00	23.20

安张长长长长长长长长长长长长长

IT'S RUMOURED that Mike Kennard is following the Toppin man into marriage. The attractive young lady with whom the engagement has been confirmed bumped into a number of the cycling club the other evening, but Mike quickly took her away. We await further details, but offer them our best wishes. CHAIRMAN Tony Palmer follows many others who have locked their car keys inside their car. He did it after an evening event on the Ringwood course. He is now expert in removing car windows

PRESTON PARK TRACK

By Ken Wells (Brighton Mitre C.C.)
The following is reproduced by kind permission of Ken Wells and 'The Pedaller' the magazine published by the Brighton Section of the West Sussex D.A. of the C.T.C.

When I was asked by the Editor to write a short history of the track I wondered if he thought I was around when the track was built. Unfortunately my recollections only extend to my first visits to the track after school in the forties.

My club still has minute books dating from 1900, and the track was evidently in frequent use by then. I believe it was built in the 1890's, with a cinder surface that remained in use up to the 1930's.

In the early part of the century track racing was, evidently, less formally organized, with no mention made of the N.C.U. (forerunner of the B.C.F.) which was already in existence by then. Track events were being organized at three week's notice, with handicapping by any non-racing member.

In 1905, however, we find an arguement about who should handle applications for use of the

track. The 'Brighton Cyclists' Club' were proposing that all applications should be made through the N.C.U. centre rather than by individual clubs.

After this regular mention of N.C.U. matters occur, with various members of the Club being appointed as N.C.U. officials. Attendances were, evidently, much larger than today, with arrangements being made to buy 1,000 admission tickets and 10,000 handbills for the Easter, 1905 track meeting. The organizers had their priorities well in order, for the arrangements also included provision of two bottles of whisky for the officials.

1910 brings the first mention of track meetings organized by 'the amalgamated Brighton clubs', perhaps the first stirrings of the Sussex Cycle Racing League. Mention is made of clubs such as 'Primrose', 'Prestonville Wanderers' and 'Brighton Cyclists' Club'. Regular club events were being held on the track at this very time; very few road events being mentioned, although club runs were held several times a week.

I believe that around this period motor paced events were being held on the track. After one particularly spectacular crash motors were banned from the track and a council bye-law introduced, which is still in force today.

By the 1920's club events had largely become road time trials, but track meetings organized by the Brighton clubs were still being held at Preston Park with most events being club races, with the occasional inter-club event. Open meetings were still held, as one meeting noted in 1930 that a track booking had been handed over to the N.C.U. Mention was made of track meetings held in conjunction with the Brighton Excelsior and Brighton Stanley clubs.

Crowds were still large, with orders for 5000 handbills being authorised by the club committee.

The May 1933 committee meeting reported on the formation of the Sussex Centre Racing League, and someone was invited to the clubroom to give an address on track racing to 'increase interest in this branch of the sport'; so perhaps a decline in interest was happening. In 1935 correspondence was reported between the Club and Brighton Council about lack of progress on repairs to the track; the position was similar in 1984!!

In 1937 the S.C.R.L. promoted five open meetings which included some events for league members only.

I was not able to find much else of interest up to the start of the Second World War, other than the fact that track racing, and the S.C.R.J. were continuing at Preston Park. Neglect during the War rendered the track unusable immediately after the war, and the club declined to promote an open meeting in 1945 because of its condition. In 1947, however, the condition of the track was reported as 'fair' and racing was in full swing again.

When I started to attend the track after school

in the late forties, unless you were at the park by 6.30 p.m., it was impossible to get close to the track. The same conditions applied when I started to compete in 1949. This was the time when Reg Harris was making cycle racing a nationally known sport for the first time. During this periodall the world's top riders were regular visitors to Preston Park. Most of the major meetings were promoted by George Woodhams of the Brighton Stanley Wanderers or Charles Turner of the Mitre.

Visiting riders included Reg Harris, Sid Patterson (world sprint and pursuit champion in successive years), Arie Van Vliet and Jan Derksen, all wolrd champions and many others. A series of meetings sponsored by Dunlop brought large crowds to the tracks in various parts of the country; on the day of the Dunlop meeting in Brighton the attendance at Preston Park was 6,000, 1,500 more than Brighton and Hove Albion had on the same day! (Note - Dunlop made tubulars, in those days the only ones on the U.K. market at around £3 each, or about £36 in today's funny money). I have a press cutting from June 1949 reporting a 7,000 crowd at the Whit Monday meeting, and crowds of this size were common. Prizes, in those days of stricter amateur definitions, usually consisted of clocks, barometers, etc. The value of major events at £10, or over, was considerably larger than today's prizes; the large gate takings being adequate to fund promotions without the current battle for sponsorship.

Club membership and track racing over this period

was affected by the loss of members to National Service, many of whom did not return to cycling on 'demob'.

By the mid-1950's the advent of television, and the decline in the number of active cyclists, saw a gradual decline in numbers at the park; and the fall of several Sussex clubs. At one time there were seven clubs in Brighton and district, and clubs at Lancing, Shoreham, Horsham, Uckfield, Haywards Heath and Tunbridge Wells (2), - all competing at Preston Park.

At this time the track had a gravel surface, and 'dressing-room corner' had a saucered profile with the inside of the track being nearly flat and the banking starting about three feet from the inside of the track; crashes were frequent as, if you were flat out round the last corner, you could not get down the banking, but only go up it anything happened in Iront!

I, among several others, twice ended up in the crowd - fortunately there was a crowd - which tended to sorten the fall. St.John's Ambulance and the casualty ward at the Sussex County, were kept busy and a number of liasons were formed with nurses at the hospital.

In the mid-1950's the track was extensively reworked. 'Dressing-room corner' was raised about three feet, and the banking reshaped. The surface was converted to smooth ashpalt. This made the track the fastest it had ever been and many track records were set, particularly for the short distances, which survive till today.

Unfortunately, this coincided with a fall in numbers of both riders and spectators which has

continued up to the present. We had to wait until 1972 for another visit by a world champion, when Hugh Porter and Gordon Johnson competed in the 'Fyffes' sponsored Mitre promotion at Preston Park.

In the last three or four years the number of riders has increased to near 1950 levels, but the riders concerned are mainly all-rounders, with few track specialists. In my opinion this has detracted from the quality of racing, particularly in sprinting.

I hope my ramblings have been of interest, and that some of you will become regular visitors to the Preston Park track in the future.

REALLY MR. PRESIDENT :

We all knew that Ray Douglass was riding time trials before Leon Meredith, that he designed the original all black alpaca jacket and knee length racing shorts, and that he has every R.T.T.C. handbook since volumn number one - but! Did you know that he recently got an entry form for the S.C.A. 10 returned by the promoter because it was incorrectly filled in Really Mr.President.

Kevin Tilbury :: Anyone knowing Kevin's address please let me know, I still have his Reliability Trial certificate. (Ed.)

WELL DONE Mike Coyle, Tony Goodsell, Andy Smith and Mike Mansell for a fine win in the Clarencourt 50 Kilometre hilly 4-Up. Despite mechanical

problems, with Tony twice losing his chain and with Mike Coyle going off course at Cowrold, they still won by a clear minute. Their time 1.16.07 could well have been a '14' which would have compared well with winning times in previous years by some quite illustrious teams.

NATIONAL 50

Richard Shipton was our sole representative and managed a time of 1 hour 58 minutes 36 seconds leaving quite a few notable names behind in the finishing order.

PROPERTY MINE IN 7 13MIL TILLI	_	
EVENING TEN NO.7 13TH JUNE		Same and the same
1st. Andy Smith	22.59 Scr	22.59
2nd. Paul Toppin	23.20 0.30	22.50
3rd. Dave Dallimore	23.40 0.20	23.20
4th. Mike Mansell	23.41 0.20	23.21
5th. Stuart Gibbs	23.55 0.50	23.05
6th. Andrew Lock	24.19 0.40	23.39
7th. Ian Leeding	24.54 1.40	23.14
8th. John Gilbert	25.24 3.00	22.24
9th. Robert Downham	25.25 2.50	22.35
10th.Andy Boyle	25.36 2.20	23.16
11th.Ken Atkins	25.46 3.00	22.46
12th.Dave Nightingale	25.56 2.40	23.16
Mike Kennard	25.56 2.40	23.16
14th.Jeff Russell	26.01 3.10	22.51
15th.Bradley Walters	26.36 2.20	24.16
16th.Peter Kibbles	26.53 3.50	23.03
Clive Goward	26.53 3.30	23.23
18th.Peter King	27.01 4.30	22.31

19th. David Priest	27.10.	3.50.	23.20
20th. Tom Lainsbury	27.16.	4.00.	23.16
21st.Christine Barnett	27.25.	4.00.	23.25
22nd.Marvin Lucas	27.54.	3.30.	24.24
23rd.Geoffrey Weston	29.29.	6.30.	22.59
24th.Mike Stanbridge	30.03.	6.30.	23.33
25th.Reg Searle	31.09.	8.00.	23.09
26th.Carmelita Grange	31.17.	9.10.	22.07

Names not shown: The results as printed for the evening tens series include only those who have entered for the series. They do not include those who enter just for the odd event or ride private time trials. I hope this clears up this query which I have received. (Ed.)

EVENING TEN NO.8. 4TH JULY

1st. Andy Smith	22.54. sc	22.54
2nd. Mike Mansell	23.06. 0.40.	22.26
3rd. John Lucas	23.20. 1.10.	22.10
4th. Don Lock	24.05. 1.00.	23.05
5th. Andrew Lock	24.25. 1.20.	23.05
6th. Ian Leeding	24.40. 1.50.	22.50
7th. Andy Boyle	24.52. 2.40.	22.12
8th. Steve Curry	25.05. 2.20.	22.45
9th. Bob Withers	25.29. 2.50.	22.39
10th.Jeff Russell	25.34. 3.00.	22.34
11th.Bradley Walters	25.47. 3.40.	22.07
12th.Clive Goward	25.48. 3.50.	21.58
13th.Paul West	25.53. 2.40.	23.13
14th.Ken Atkins	25.58. 2.50.	23.08
15th.Peter Kibbles	26.07. 3.50.	22.17
16th.Bill Procter	26.25. 3.20.	23.05

17th.Marvin Lucas	26.26.	4.50.	21.36.
18th.Mike Gibbs	26.34.	2.50.	23.44.
19th.Christine Barnett	26.44.	4.30.	22.14.
20th. Tom Lainsbury	26.49.	4.20.	22.29.
21st.Peter King	26.52.	4.00.	22.52.
22nd.Brian Cox	27.17.	4.30.	22.47.
23rd.Mike Poland	27.55.	4.10.	23.45.
24th.David Priest	28.04.	4.10.	23.54.
25th.Betty Cox	28.30.	6.00.	22.30.
26th.Mike Stanbridge	28.38.	7.00.	21.38.
27th.Carmelita Grange	30.31.	8.20.	22.11.

SUSSEX C.A.PLACE TO PLACE RECORDS

Many of our newer members may not be aware that the Association have a number of these records. Many that still stand were set in the 1950's, and while there's many problems with traffic lights nowadays, it really is time that they were updated. Why not think about it before the end of the season. The following are details recently published by the Association:-

Riders wishing to attempt any of the following records should give 14 days notice to the S.C.A. time trial secretary. Applications for attempts must include three copies of the proposed route and schedule, and the name of the timekeeper, who must be on the R.T.T.C. approved list. A fee of £1. is payable for each attempt. An Association Record Certificate will be awarded for successful attempts.

50 miles				
Bicycle:	2. 0. 8.	set	in	1953
Tandem	1.55.51.	set	in	1964

Tricyc	le:	2.22.17		1958
Tandem	Tricycle:	2.15.15	Standa	ard
100mil	es			
Bicycl	e:	4.45.00	Standa	ard
Tandem	13	4.12.00	Standa	ard
Tricyc	le:	5.19.30]	1965
Tandem	Tricycle:	5.00.00	Standa	ard
12 hou	rs			
Bicycl	e: 2;	31m.1540yds.		1954
Tandem	24	4Om	Standa	ard
Tricyc	le: 20	02m.880yds.		1965
Tandem	Tricycle:	220m.	Standa	ard
Worthi	ng to Hors	ham and back		
Termin	al points:	Worthing Pier	and via	a Kings
Head T	raffic ligh	nts and one-way	sys te r	n at
Horsha	.m.			
Bicycl	e:	1.41.11.	3	196-
Tandem	18	1.31.47		1963
Tricyc	le:	1.48.23		1964
Tandem	Tricycle:	1.45.00	Standa	ard
Bright	on to Craw	ley and back		
Termin	al points:	Aquarium and G	offs Pa	ark Road
(betwe	en Half Mod	on and level cr	ossing)
Bicycl	0:	1.50.40.		1954
Tandem	13	1.42.13.		1952
Tricyc	le	2.09.57.		-
Tandem	Tricycle	2.05.00.	Standa	ard
Bright	on to Ford	and back		
Termin	al points:	Seven Dials ro	undabou	it and
Arunde	1 Arms Ford	d.		
Bicycl	Θ:	1.49.59.]	1955
Tandem		1.45.00.	Standa	ard
Tricyc	le:	2.07.29.		1958

Tandem Tricycle:	2.05.00.	Standard
Brighton to Chick	nester and bac	ok.
Terminal points:	Aquarium and	Eastgate one-way
system.		
Bicycle:	2.43.27	1964
Tandem:	2.30.00	Standard
Tricycle:	3.09.28	1957
Tandem Tricycle:	2.05.00	Standard
Brighton to Hast:	ings and back	
Terminal points:	Aquarium and	l Hastings War
Memorial		
Bicycle:	3.31.27	1965
Tandem:	3.15.00	Standard
Tricycle:	3.51.13	1965
Tandem Tricycle:	3.35.00	Standard
Chichester to Has	stings (End to	End) Either Way
Terminal points:	Chichester Ea	astgate one-way
system. Hastings	War Memorial	•
Bicycle:	2.52.09	1964
Tandem:	2.55.10	1964
Tricycle:	3.11.17	1958

Most of the records stand to Tim Mackay of the old Horsham Unity C.C. set in 1964/5. Alan Limbrey of the Sussex Nomads set the Brighton Crawley time 31 years ago! John Mansell our Secretary holds the Worthing/Horsham trike record and Reg Searle holds the trike records for 50 miles, Brighton/Ford, Brighton/Chichester and Chichester/Hastings.

THREE IN ONE

Now why didn't someone tell me Iwas at the -

- bottom of the page. Three in one - no not the oil, but the Inter-club/ Club championship/ Clapshaw 25. Paul Toppin always seeking ways of cutting down the work of club events secretary decided to run them all together on the Bognor course of P922/25 on June 9th. Next year all club events will be incorporated in the S.C.A.12 hour!

Most of us thought it was a hard old morning especially going out to the Warblington turn. Tony Goodsell was the exception - recording a tremendous 57.38 to put him $3\frac{1}{2}$ minutes ahead of the rest. The best of the rest were all Worthing riders, indeed we managed to place our six counters for the inter-club competition ahead of the first Bognor rider.

Tony was of course a comfortable winner of the Club's individual championship and came within a whisker of collecting the Clapshaw Handicap Trophy at the same time. The man who just pipped him in that was our Press Secretary Bob Withers whose 1.8.57 came down to a net 57.27 to put a new name on this famous old club trophy.

Results: Inter-Club

1st Tony Goodsell 57.38

2nd Mike Mansell 1.01:17

3rd Andy Smith 1.01.31

4th Paul Toppin 1.02.22

5th Don Lock 1.03.11

6th John Lucas 1.03.57 Aggregate: 6.09.56

Bognor Regis C.C. Aggregate: 6.40.24

In the Club championship other placings were:-

7th Andrew Lock 1.4.56

8th Paul West 1.7.53

9th Bob Grange 1.8.31
10th Bob Withers 1.8.57
11th Robert Downham 1.9.19.
12th Dave Elson 1.10.01.
13th Jeff Russell 1.10.49.
14th Tony Palmer 1.10.51.
15th Tom Lainsbury1.11.55.
16th Peter King 1.14.42.
17th Christine Barnett 1.15.00.
18th Stephen Cox 1.17.43.
19th Reg Searle 1.19.46.
20th Betty Cox 1.20.24.
21st Mike Stanbridge 1.22.45

Handicap:	Ist. Bob Withers	et 57.27
	2nd. Tony Goodsell	57.38
	3rd. Bob Grange	58.31
	4th. Peter King	58.42
	5th. Mike Mansell	58.47
	6th. Jeff Russell	58.49
	7th. Paul West	58.53
	8th. John Lucas	58.57
	9th. Don Lock	59.11
	10th. Tom Lainsbury	59.25
	11th. Paul Toppin	59.52
	12th.Andrew Lock	59.56
	13th.Christine Barnett	1.00.00
	14th.Robert Downham	1.00.19
	15th.Andy Smith	1.00.31
	16th.Reg Searle	1.00.46
	17th.Tony Palmer	1.02.51
	18th.Betty Cox	1.02.54
	19th.Stephen Cox	1.04.43
	20th.Mike Stanbridge 21st.Dave Elson	1.04.45

ANOTHER TEAM WIN and John Lucas goes under.

On Thursday evening the thirteenth day of June in the forty first year of one John Lucas the Elder of the Parish of Sompting in the year of the Veteran time triallist One thousand nine hundred and eighty five. It was recorded in the resulting sheet of the twenty five event of Bournemouth in the wildlands of the New Forest that the said John did remove himself over 25 miles of the Forest in the neighbourhood of Ringwood in the remarkable time of 59 minutes 46 seconds according to the sundial.

Accompanied on this excursion by Tony Palmer from Brighthelmstone and William the Procter of the Parish of St. Cuthmans in Steyning, the threesome collected a gold group reward and the said John was rewarded in silver for his most meritorious exertions.

AND THERE'S MORE

On June 8th Bill Procter, Reg Daniel and Mike gives found the fast Q/10/19 had been moved to Maidstone and was more of a 'B' than a 'Q'. Second Class the event but fifth class the course according to the reports. However, despite a puncture for Mike they all finished and another team win was deservedly recorded. Mike by the way was Mike Gibbs who is quickly becoming something of an expert on sporting courses.

INTERESTING READING

Andy Smith rode the Otley 50 on the 'Borough' on 26th May and returned a time of 2.6.32 to

finish 36th in a full field. He had a turn time for 25% miles of 54.50! The winner at this point was 6 minutes 52 seconds up on him! More humorously two riders whose names caught the eye were, I. Gears and A. Gay; if there's any significance in it, they were two of the slowest finishers.

OLD MAN FIRST OFF THE MARK

We have had a great many under the hour rides this season but the credit for the first of 1985 goes to Dave Dallimore who waited only until 21st April. In the Poole Wheelers 25 he clocked 59.32. Thought I would mention it - something for others to beat in 1986.

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A MEMBER OF THE ACADEMY OF SPORTS THERAPY

Todman Cottage, 123 Lower Street, Pulborough, West Sussex, RH20 2BP
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Daytime: 01403 891811 Evenings: 01798 873275

Mobile: 0836 715240