

# THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB



SUMMER 1986

Vol. 19 No. 2

*Front Cover:*

Excelsior Vets team of J. Lucas, R. Holden,  
D. Dollimore and D. Lock during Brighton  
Mitre 4 up T-T-T – fastest Vets team.  
(Blurred picture is due to speed!)

**THE WORTHING WHEEL\*\*\*\*\*SUMMER 1986\*\*\*\*\***

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.

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## TIME TRIAL MISCELLANY

### *Crawley-Shoreham and Back - Good Friday*

A strong south-westerly with heavy showers greeted the riders but all Excelsior entries started and completed the course. In the senior event Andy Smith produced another good ride to finish in 7th place out of 64 with a time of 1.51.43. Of our three triathletes Steve Curry was fastest and just ducked under 2 hours with 1.59.21. Colin Miller was home in 2.09.38 and Kevin Spillman suffered a bit but finished in 2.20.58. Our other rider in the main event was Paul West who was delighted with his 4 second beating of Colin Miller.

The Veterans field was 54 strong and the best ride came from Don Lock who was 5th fastest and third on standard with an actual time of 1.59.49. With Dave Dallimore on 2.02.41 they collected the Veterans team award. Peter Scarsbrook opened his season with a very creditable 2.18.19.

The senior winner was Steve Marchant of 34th Nomads in 1.45.28 but it was so close. Tony Deacon recorded 1.45.38 and Glen Longland 1.45.56, while Simon Barnes, formerly of Lewes Wanderers but now of the sponsored Poly outfit finished 4th in 1.47.25 which included a puncture and a stop to change a tub!. Our second claim member Mick Jones, in his Charlotteville colours was the surprise winner of the Vets event beating John Woodburn, no less, in 1.53.57.

### *Bec CC 25 - 31st March*

Andy Smith gets third place with 1.01.55 and wins the B group. Other Worthing times were: Steve Curry 1.05.58 (including 1 min late start), Colin Miller 1.10.31, Paul West 1.10.58, and Christine



Barnett 1.27.07.

*East Anglian Veterans 25 - 31st March*

Don Lock 1.05.39, Mike Gibbs 1.08.42

*Bournemouth Veterans 25 - 6th April*

Dave Dallimore 1.02.23, Roy Holden 1.03.28,  
Don Lock 1.06.43, Mike Gibbs 1.07.13, Tony Palmer  
1.08.13. Dave, Roy and Don took the team award.

*Kingston Phoenix 10 - 12th April ... Tony Palmer  
26.30*

*Gravesend CC 10 - 12th April*

Dave Dallimore 23.08, Mike Gibbs 25.05,  
Stephen Jukes 28.06

*Farnham RC 10 - 13th April ... Mike Gibbs 26.16,  
Steve Jukes 28.32*

*Southern Counties 25 - 13th April*

Hopes of a team win were diminished when Andy Smith and Pete Danckwardt failed to start, but never fear, Paul West is here.... Tony Goodsell scorched through the fog for a 1st place in 1.00.36. Mick Mansell made a useful return after his accident to finish fifth in 1.03.38 and Paul West with 1.11.53 completed ..... the winning team!. Ron Foster recorded 1.14.43, Bill Procter 1.15.56 and Jeff Russell 1.18.37.

*Brighton Mitre 31 mile 4-up - 13th April.*

We usually enter as fast a team as we can and a veterans team, but this year the scratchmen couldn't get themselves organised and we were left with the old 'uns, Messrs Holden, Dallimore, Lucas

and Lock and a sort of triathlete grouping of Steve Curry, Kevin Spillman, Colin Miller and, roped in for the ride, Trevor Leeding. The course was different this year, nearly all on the A22. The vets excelled themselves with 4th place and a time of 1.09.57, while the triathletes made the top half of the finishing order (14th out of 28) with 1.14.46.

April 20th. First tandem win for Worthing Excelsior for very many years when Mike and Stuart Gibbs shot their new silver 'Roberts' round the H25/2 for a 57.57 in the *Marlborough Tandem 25*. Tony Goodsell was unplaced in the solo event with a rather below par 1.1.07.

*Hants R.C. 10*. May 3rd. Winner Tony Deacon, Lewes, 21.43. WECC times: Paul Toppin 23.49, Colin Miller 25.49, Paul West 25.56, Clive Goward 26.51, Bill Procter 26.53, Ron Foster 27.15 (second on Vet Standard), Reg Searle 31.35.

*Hants R.C. 25*. May 5th. Winner Simon Barnes, Poly, 56.36. Tony Goodsell 4th 59.26, Andy Smith 5th 1.0.46. What a shame we had no faster third man - we would have had the team. Paul West 1.6.26, Bill Procter 1.10.41, Jeff Russell 1.12.45, Christine Barnett 1.14.40.

May 11th. Ron Mills open 25, see separate full report.

*Ladies National 10 mile Championship* at South Holmwood - May 17th - on the A24 and Christine Barnett recorded 27.53. The event was won by Maria Blower of Charnwood in 24.00. Crawley's Marina Priest did an excellent 24.59 to finish in about 12th place.

*Southend and County 2nd class 25*. Mike Gibbs time



1.4.09.

Club 30. May 18th. See full report.

*Addiscombe 25.* 2nd Tony Goodsell 1.0.06. The winner was Gibson of Wandsworth in 1.0.05! Dave Dallimore recorded 1.4.05.

*Royal Navy Tandem 30.* The family Gibbs- Mike and Stuart recorded 1.13.23 but claim they only went for the free breakfast.

*Wessex R.C. Open 25.* May 22nd. New club record (see elsewhere in this mag.) Andy Smith 55.16.

*Redhill 25.* May 25th. Clive Goward 1.9.56, Bob Withers 1.10.17, Paul West 1.12.15, Trevor Leeding 1.12.36, Jeff Russell 1.12.44, Robert Downham 1.13.15.

*Hastings Hilly 35km.* Tony Palmer 1.7.23.

*Southend and County Wheelers 25.* Richard Shipton 58.58, Dave Dallimore 59.23, Don Lock 1.2.42.

*Redman Hilly 73.* Andy Smith (4th) 3.8.00, Mike Mansell 3.19.00, Roy Holden 3.20.00. (approx. times)

*Leo R.C. Tandem 25.* May 26th. Mike Gibbs and Paul Toppin. Club record 56.42.

*Hertfordshire Wheelers 30:* 31st May - Dave Dallimore - punctured before the start - punctured during the event - very angry - gave up, threw it in Mick Jone's van - got it out again - much adrenalin flowing - finished in a 1-14!

*East Sussex CA 50.* 1st June. Winner Steve Dennis, East Grinstead in 1.58.49. Second Andy Smith in 2.03.34. Third Matthew Rabetts, Lewes Wanderers in



2.04.34. Fourth and second on handicap were Paul Toppin, 2.04.53, Don Lock 2.13.17. First team were Worthing Excelsior - Tony Palmer 2.25.48 with a puncture.

*Southern Counties CU 50.* Worthing times (approx.)  
Mike Mansell 2.13.30, Bill Procter 2.26.12,  
Christine Barnett 2.42.30, Reg Searle 3.15.00.

*Surrey Roads CC 25 :* 1st Tony Goodsell 58.06, 6th Pete Danckwardt 1.02.24, Jeff Russell 1.08.16 - Worthing Excelsior first team.

### **NOT CRICKET...**

Tony Palmer relates how long ago he held a cricket bat so that his son could bowl to him. A tennis ball and an innocuous underhand lob were easily dealt with. As a few years passed though, Tony's cricketing interest and prowess progressed no further. But his son's did. First it was overarm and then it was the hard ball. Tony moved from one glove to two and then a pad. He now wears boots, gloves, pads, box, chest protector, arm pads, a helmet and a visor - and this is still in the back garden ! It's worse than falling off your bike !

### **SCA 2-UP-25 9th MARCH**

This hilly event, going anti-clockwise from Angmering, takes riders from the Hammerpot over Long Furlong round through Storrington and Amberley and up Houghton to Whiteways. From there it's down to Slindon, left to the A27 and back to the start point. A reasonable morning saw our best performance come from Andy Smith and Mick Mansell who took third spot in 1.07.57. Behind them in fourth place came Roy Holden and Don Lock with 1.08.09. They also collected the fastest Veterans award for the fourth successive year. Paul West



and Andy Boyle recorded 1.13.25 and a brave solo effort by Christine Barnett (her team mate was unable to start) saw her complete the course in 1.25.39 which beat one solo male ride and one male team!

Both our 3rd and 4th placed teams had mechanical trouble - no excuses - but without this they could well have moved up to 2nd and 3rd respectively. The winners, Tony Deacon and Ian Burgess of Lewes, were well clear with 1.04.07, exactly the same time as the 1985 winners (Coomber and Smith of Regent RC).

#### **MR. PRESIDENT - SIR!**

When three club members (all currently racing) returned from an SCA meeting at Bognor they were honoured to have the company of President Ray Douglass and showed him the due respect of a place at the back. Knowing of his prowess as a racing man himself (when the mood takes him) they kept the pace brisk. It was therefore something of a surprise when just west of Littlehampton he suddenly left them to take the route across the old bridge. Said the scratch man, "He'll probably sprint on and come out in front of us." He was, of course, only joking - or was he? We kept the pace up - quite high now - just in case. As we approached Littlehampton what did we see? Yes, one grinning President 50 yards up the road. Mr. President - Sir - with every respect - that is just not done!

#### **SCA TEN 15th MARCH**

Such a perfect afternoon on the Washington course may prove to have one drawback - you may not get another one like it for the rest of the season. So if that is the case congratulations to Andy Smith for scoring our first time-trial win of



1986. His time of 22.31 is a remarkable effort so early in the season and promises much for the coming months. He was over a minute clear of second placed Martin White of Lewes. Another excellent performance came from 13 year-old Marvin Lucas who produced a personal best of 25.36. Other club times were:- Colin Miller 25.29, Andy Boyle 26.03 and Clive Goward 26.31

*IT'S RUMOURED* .... That Dave Dallimore cleans his bike at Wiston Pond. A quick dip and polish perhaps, or had he just got the date and venue for a Brighton Excelsior Evening Ten mixed up ?

### **SCA 25 16th MARCH**

Tony Deacon of Lewes again showed a clean pair of heels to the rest of the sixty strong field and on a nice morning recorded a comfortable 58.10. Andy Smith followed his win in the Ten with a slightly slower mph finishing second with 1.01.02 ahead of another Lewes man Martin White. Without Mike Mansell, absent through injury, our team chances disappeared, but we would have been pushed to beat Lewes in any event.

Roy Holden recorded 1.04.10 and other Worthing efforts were:- Paul West 1.08.16, Bob Withers 1.09.32, Andy Boyle 1.09.49, Clive Goward 1.12.31, Bill Procter 1.13.49, Robert Downham 1.15.40 and Reg Searle 1.30.09

### **DIEPPE - CHERBOURG or MICHELIN 52 AND 54**

Tony Palmer's mention of a short tour in France towards the end of March, with the idea of a boost to the early season mileage, sounded like a good idea. The usual study of maps and ferry time tables followed and on the evening of Thursday 13th March we met up at Brighton Pier and cycled over to Newhaven. We thought we were lucky



because many ferries were not sailing due to a seamans strike, but ours was. I say 'thought' because we had to wait for parties that should, I gather, have been on other ferries and these included a hundred or so rugby morons on the way to an England v. France international in Paris. More export of our marvellous image. Needless to say there was no hope of any sleep on the way over.

Dieppe at 5 am, with the temperature at 1 degree, was, to say the least, not looking it's best and we soon headed out to the west, with Tony commenting on the late start we always have on the Dave Hudson runs..... We had intended to follow the coastal roads but they were of a minor nature in this area and as it was so dark and there was now a cold wet mist we stayed on the more direct route to St. Valery -on-Caux. There was one attempt to gain bonus touring points by doing some pre-dawn roughstuff, but with an ear for distant traffic we managed to regain the highway. A bar was found in St. Valery and lots of hot cafe-au-laix, pre-fixed in Tony's super French, "deux grande" warmed us considerably and we pressed on. France was certainly beginning to wake up now but the weather was still damp and dreary. Closer now to the south westerly running coastline we passed through Veulettes-sur-Mer, Ecretteville, Eletot and Fecamp, a substantial town. Tony seemed at home here, having made sailing visits previously and we were soon in another bar. This time food was available and we partook with enthusiasm. We did have to remind ourselves though that it was really only elevenses and not lunchtime. We already had about 80 km under the wheels. It was around here that I started to notice the Patisseries, and it was only Tony's iron will that pulled me past them and prevented the training degenerating into a gastronomic grovel.



As we left Fecamp we detected that the sun was making an effort to get through and about an hour later as we stood in Yport admiring the view the mist at last cleared, and while we dared not hope it then, we were at the start of three lovely days of sunshine. The cameras were being exercised at the view points along this stretch of coast and our speed into Etretat was more leisurely. The decision was to miss out Le Havre so we now turned south-east and away from the sea following a more rural route through Criquetot to Goderville (another bar, but it was an 'orangena' now). From here we headed due south on a very bonky road that was straight for kilometres ahead and appeared to be forever rising, although maybe our lack of sleep, the early start and the weight of the saddlebags were beginning to have an accumulative effect. St Romain was reached and we paused to consider our accomodation plans for the evening. We had to cross the Seine by the enormous suspension bridge at Pont de Tancarville and we decided to try Tancarville itself and after some difficulty found the address on Tony's list. It was full - or they didn't like the look of two rapidly tiring cyclists - so we pressed on to the far more sizeable Lillebonne, another 10 km to the east. Our direction findings here were going astray and we would have preferred to have avoided the mile climb up the wrong road but eventually we found the rather grand-sounding Hotel De France. The restaurant provided a superb meal, the wine flowed and by 8pm (yes 8pm) we were in bed and dead to the world. We slept soundly for 12 hours.

We started the second day in far better fettle. The sun was shining, we had breakfast in Lillbonne and we were soon climbing out of the town, first north and then west to get ourselves back on course for the bridge across the Seine. I had decided to ride tubs on this trip and fitted two new heavy ones before leaving. The rear one is



still going strong but the front one punctured on the Friday morning. No worry, I had three spares. I then punctured again. No worry, I had two spares. On the Saturday morning just across that bridge, I had yet another deflation. Some worry now, I was using my last spare. It was later that afternoon when in a little shop next to a garage I spotted a rather ordinary bike but fitted with tubs. I made myself understood - you do in emergencies - and the lady re-emerged from the back with an armful. I gratefully bought two and, before I was home, needed one! Tony was riding 700c's and even had the 'Paul West strip of brown' appearing, but he didn't puncture once.

We were having a very hard ride, quite a training bash this morning, as we made our way along the south side of the Seine Estuary, and the lovely and very old town of Honfleur bathed in brilliant sunshine was to make a welcome stop. I can thoroughly recommend the calvados flavoured ice cream to be purchased in this area. Calvados is the local apple based liquer and, like their sometimes rather cloudy cider, has to be tried. We found we enjoyed both! Hic! The weather was so good we purchased a bottle of cider, some cheese, bread and butter and determined to eat al fresco up the road. We kept tight to the coast and certainly had to do a lot of climbing, but the hills seemed long and gradual rather than really steep. We stopped for our lunch along the promenade at Trouville, which with Deauville, is a bit like Brighton and Hove with hotels and casinos. Top jerseys, hats and gloves were off and even sleeves were pushed up, yet we were told Normandy had had a foot of snow only ten days previously. We were being very lucky indeed.

We had thought that Caen might be our destination at the end of day two, but we had made good progress and while good weather was with us



decided to make for Bayeux. We went through Houlgate and Cabourg and on to Pegasus Bridge, perhaps one of the most insignificant bridges to look at, but which held such enormous strategic importance in 1944 that British airborne troops landed two days before the rest of the invasion force to hold it. We were now entering an area forever marked with the death of thousands of men from many nations. The landing beaches, the famous Mulberry Harbour - solid concrete towed from the Thames, the cemeteries with their rigid rows of little wooden crosses..... and the names of quiet country lanes like "Rue Stablinski", "Private Joe Stablinski U.S. Army died here in action", were to be seen everywhere. A rather poor looking farmhouse with a few chickens scratching around had a plaque in the wall. In June 1944 it had been the first Allied Command headquarters in Europe. Forty years ago it may have been, but the signs were all around still, German pill boxes and gun emplacements, old tanks and guns, museums and monuments. This war was recorded just as effectively as any tapestry in Bayeux.

After a stop in a bar next to Pegasus Bridge we hugged the coast first north around another estuary and then west through everything "sur Mer" - "on sea" I believe, Lion-sur-Mer, Luc-sur-Mer, Langrun-sur-Mer, Saint Aubin-sur-Mer and Courseulles-s-Mer. A stop for photos from the heights overlooking Arromanches and then a short south westerly stretch away from the coast and into Bayeux. An ancient and historically very interesting city, housing the famous Tapestry depicting William the Conqueror's conquest of England in 1066. We, more interested at the time with "where do we eat and sleep", soon got ourselves installed in the Hotel Mogador overlooking a large square. Bikes were taken right through reception and the dining room to their accomodation at the rear - now that's



understanding for you. Over there bikes are important. That night we dined out in a small Italian restaurant full of atmosphere encouraged by the 'x' number of carafes of vino. A large pizza and a large cold dessert something 'a la calvados' - and so to bed.

We had covered about three quarters of our route to Cherbourg and had a day and a half left. It was good to be up on schedule and we decided on a much easier day on the Sunday with Valognes as the probable stop overnight. The weather was again promising as we enjoyed a splendid breakfast in the Hotel Mogador. It remained set fair until the evening when we had a slight drizzle but by then we had stopped our cycling for the day. We continued our route close to the coast passing through the area where the U.S. forces had come ashore at the Omaha Beach. The route now had another wide estuary to get round and we turned south-westerly again to the town of Carantan. It was siesta time, so we rested awhile on the steps of the Town Hall and watched as little more than a warm breeze disturbed the dusty and deserted square. We were now heading north-west and through minor roads and scenery which could be found in many parts of England - small farms, orchards and little villages. We were slightly farther from the coast and as seems frequently to be the case, the miles (or in this case the kilometres) were definitely longer in the lanes. We turned under darkening skies to Monteborg and finished the day's ride with a few kilometres along route N.13 into Valognes.

The odd sounding Hotel de Agriculture was to accommodate us although we had some difficulty in finding anywhere to eat. Valognes on a Sunday evening is about as dead as Worthing at the same time, in fact it may be worse. However, we ate at another rather up-market hotel and although it was



lacking in atmosphere, and a bit pricy, it was still a good meal.

I should relate here the story of the baths. It was always important, we felt to make sure we could get a bath or shower at least and this we managed. At Lillebonne the bath was quite the smallest I've ever seen. I told Tony that the only way you could get your back into the water was to lay flat on your back and put your legs up the wall over the taps. Now Tony is a bit bigger across the shoulders than I, and when he tried it, I understand a situation developed which nearly meant an S.O.S. for extrication by the local fire brigade. At Valognes, on the other hand, neither of us had ever seen such an enormous bath. Without exaggeration it was seven feet long, quite two feet six inches across and three feet deep. It's the only bath I've ever been in where it was a job to see out! Needless to say Tony did not get stuck this time.

Our final morning greeted us with brilliant sunshine and rather than take the short main road route to Cherbourg we planned a leisurely ride of about 45km going out on a northerly route to the picturesque Cap Levy before running into the port from the east.

We now turned into typical daytrippers giving two remarkable demonstrations on trolly handling in the Hypermarket. Yours truly was clearing shelves of wine till Tony called a halt reminding me of the restrictions, both of imports and my remaining francs.

Cherbourg was left in sunshine but within a mile we were in fog and that's how it stayed both to Portsmouth where Dave Hudson collected us, and back along the A27 to Worthing. Door to door we had done about 300 miles and enjoyed the trip very



much.

Don.

**IS THIS AERODYNAMIC ?** Wanting to get everything just right for a fast ride on a fast course Don Lock was unhappy at his number - 88 - known in the Bingo Halls as "two fat ladies". He felt it was not sufficiently streamlined, so he rode with the number sideways! (co-eds note - an 8 on its side is the mathematical symbol for infinity - now was the ride infinitely slow or infinitely fast? )

### **CLUB 10 - Saturday 22nd March**

An awful afternoon, wet, windy and poor visibility, was enough to put off some entries, and others were deterred by the oil and sand on the Washington roundabout, following an accident.

Of the hardy (foolhardy?) ones who made the effort it is noteworthy that triathlete Steve Curry should come out on top to win his first Excelsior event. Although over 2 minutes down on his best his time of 25.46 was far too strong for anyone else. Big Trevor Leeding hammered round in 28.03 for second and Marvin Lucas got third spot with 28.31.

Full result:

1st	Steve Curry	25.46	0.45	25.01
2nd	Trevor Leeding	28.03	1.00	27.03
3rd	Marvin Lucas	28.31	1.40	26.51
4th	Colin Miller	29.48	2.10	27.38
5th	Paul West	30.55	1.40	29.15
6th	Chris Sweet	33.18	6.30	26.48
7th	Nick Pigott	38.41	8.00	30.41

**CHEQUERED PERHAPS .....** When Mick Jones had a tumble on his new low profile machine he lost his

teeth. While looking for these Reg Searle came along and asked if he could help. "I've lost my teeth." says Mick. "Oh dear!" says Reg, "I'll help you find them. What colour are they ?...". Mick is now ordering a new set in Charlotteville colours.

### **THE NEW MEMBER (OF YESTERYEAR)**

by Frank O'Fyle

A certain hard riding cycling club had entered an Arrow. The week before, a new member had turned up at the clubroom and asked if he could ride with them. The Captain eyed the new recruit, who was certainly the wrong side of seventy, and said he was too late to enter officially but was welcome to ride with them if he could keep up.

On the day the old fellow rolled up at the meet looking quite smart and with some rather nice equipment. "I used to do a bit of cycling, which way are we going?" he asked the Captain. The Captain showed him the route on the map and the old man said he knew it and they could follow him if they wanted. With that he set off. The Captain and his hard riders followed on and just managed to catch his back wheel.

Throughout the morning they did 'evens', stopping only for controls and a quick bite. Through the afternoon and night the old fellow led them, seemingly untiring, whilst the youngsters suffered.

At the finish the old fellow asked after the accomodation and the exhausted Captain pointed out a ten-storey hotel on a nearby hill. The old man paled, "Oh dear, I hope they've got a lift."



"Why?" asked the Captain.

"My doctors forbidden me to use the stairs" was the reply.

*IT'S RUMOURED...* that Ray Douglass once slept in the same bed as Beryl Burton. However, the President insists, not at the same time !

#### **MORE BARMY BIKE IDEAS....**

Following the 100-g geared bike in the last issue - how about this: a patent granted by the American Patent Office to Anwar Farooq of Louisiana (good all-American name, that). It sounds like a perpetual motion machine but a little thought - especially from an experienced biker - soon shows that you don't go faster without working harder.....

The Farooq bike looks like any other but has an air intake on the front. Pedalling along, a compressor takes in air, using energy provided by your forward motion, and compresses it into the hollow frame tubes. The pressure increases until a valve near the back wheel opens and rapidly expels the air. The air is blasted onto a turbine blade on the back wheel, pushing the bike forward. As the inventor claims, the bike is propelled without pedalling. Of course, it's easy to see that you'll have to pedal harder to compress the air in the first place, though you could 'store' energy going downhill, where the forward motion is partly for free. Of course, it's not entirely free, as you have to pedal up the hill first!. The inventor has also thought about the sudden propulsion occurring at inopportune moments i.e. when you wish to stop. The air is then blasted through a separate valve and not directed at the turbine.

Now I have been using a much simpler biological variation of this idea for years (and I've followed - to my regret - many cyclists who have obviously been using the same method). All you need to do is go on a high fibre diet - lots of beans, cabbage and onions - and the ensuing gas production can get you up the steepest hills!. It is also efficacious in preventing close pacing in time trials.

## **THERE'S MORE THAN TIME TRIALS**

Ever thought of riding road races, circuit races or the track? For anyone who would like to know how to go about this, there are several club members who would be willing to encourage and advise you.

Angela Toppin can supply you with a racing licence along with details of the various fees involved.

Peter Scarsbrook, our Surrey Road Race League co-ordinator, can help arrange rides for most categories in local league road races which are a good place to learn the ropes.

John Lucas can help with dates at Eastway (London) and other more local events for veterans (over 40) and circuit races for schoolboys (under 16).

Ian Leeding can help with junior road racing (16-18).

Paul Toppin and Paul West can give information on track racing, with details of the local track league and of local track coaching sessions under qualified coaches.



Paul West, Norman Wright and Roy Holden are all on the British Cycling Federation, Sussex Division committee, and so have a good inside knowledge of what is going on within the division and should be able to answer any queries concerning rules and the general running of the B.C.F.

As it is not a bad thing to vary the kind of racing one does, why not broaden your cycling horizons and approach one of the above, and who knows, we might find another Robert Miller, Tony Doyle, Beryl Burton or Mandy Jones in our midst.  
----- Paul West

### **SHERWIN (JUNIOR HANDICAP) AND CLUB HANDICAP 25 - APRIL 20th**

Course - G938. Angmering - Chichester and back

Weather - diabolical

Entries - 25 : Starters - 9

Junior Sherwin Trophy Winner : Ian Leeding  
with a net time of 1.02.04 after an allowance of 5.15

Overall winner: Steve Curry: time of 1.04.07

Overall handicap winner: Colin Miller: time 1.0.58 after an allowance of 7.30.

Timekeeper: Roger Smallman : Handicapper: Ray Douglass.

Result in full:-

1. Steve Curry	1.04.07	3.00	1.01.07
2. Ian Leeding	1.07.19	5.15	1.02.04

3. Colin Miller	1.08.28	7.30	1.00.58
4. Tony Palmer	1.10.13	8.30	1.01.43
5. Trevor Leeding	1.11.40	10.00	1.01.40
6. Kevin Spillman	1.12.07	10.00	1.02.07
7. Paul West	1.12.39	7.45	1.04.54
8. Robert Downham	1.14.13	10.00	1.04.13
9. Chris Sweet	1.27.57	17.30	1.10.27

According to our reporter, all who rode deserve a medal - or a certificate - yes, that was it - he said they should be certified !

*IT'S RUMOURED* .... that the March Tour de France by Don Lock and Tony Palmer required some last minute revised and reversed plans. They had planned a departure from Portsmouth which Sealink hadn't ! However, a sailing from Newhaven saved the Tour and they were last seen pedalling backwards over the Tancarville Bridge

### **SUSSEX 25 MILE TEAM CHAMPIONSHIP**

What a disappointing day was Sunday 27th April, for we must have been favourites to notch our 15th win in this event since it started in 1921 - our last being in 1983. Lewes, the holders, had a very depleted line-up with their stars either departed or not entered. Central Sussex were presumably more occupied with road racing, although their strength generally seems down a lot on previous seasons and the main challengers appeared to be Brighton Excelsior or East Grinstead. The East Grinstead certainly entered into the spirit of the team championship with some 26 entries demonstrating the enormous growth of the club over the past year or two. They were headed by Steve Dennis, who needs no introduction to the Counties time-triallists or roadmen alike, and he proved to be the decisive factor with the fastest individual time of 1 hour and 14 seconds. It was a severe blow that Worthing's fastest



rider, Tony Goodsell, punctured and did not finish. He may well have got much closer to Dennis than did Andy Smith on 1.03.29 which was, nevertheless, second fastest overall. Of the rest of our 'A' team Pete Danckwardt, Roy Holden and Mick Mansell recorded the best times to give a best four aggregate of 4.20.09 (see full list below). For East Grinstead, Dennis was well supported by P. Blackmore with 1.03.49, brother S. Blackmore on 1.06.40 and T. Hulme on 1.07.09 for a team time of 4.17.52. For once our team selection was not the best we could have done for with Dave Dallimore recording 1.05.20 in the 'B' team we could have improved our aggregate by 1.04 minutes. Having said that, however, the Brighton Excelsiors' 'A' team were only 1 minute behind in third place yet had this team included Chris Chapman, it would have been improved by no less than 2.15 minutes, so enough said on that score ! As it was Chapman gave his team victory in the 'B' team competition.

To sum up, we could have been luckier, but we should have done better. Once again the course from Cowfold was affected by road works and became even more confined to narrow lanes with part of the course going south through Wineham and Twineham.

The full list of Worthing times:-

Andy Smith	1.03.29 A
Pete Danckwardt	1.04.48 A
Dave Dallimore	1.05.20 B
Roy Holden	1.05.28 A
Mick Mansell	1.06.24 A
Paul Toppin	1.07.15 B
John Lucas	1.07.49 A
Trevor Leeding	1.08.46 B2
Stuart Gibbs	1.09.26 B (Mech problem)
Bob Withers	1.10.03 B2

Paul West  
Tony Palmer

1.10.08 B2  
1.11.37 B2

**TO ALL SECOND CLAIM, ASSOCIATE MEMBERS** and other friends receiving this magazine. Some of you have kindly made donations from time to time for the magazine and you will know that we have made no specific charge or made any hard and fast rules about payment. However - some do and some don't and it is felt only fair that we should in the future try to be more business-like. If, therefore, you come under the above category from our next issue can you please indicate if you wish to continue to receive the magazine. We propose £1 per annum if yours is collected from the clubroom or £2 per annum if it has to be posted to you.

#### **CLUB 30 MILE CHAMPIONSHIP - 18th MAY**

Just for a change it was a sunny morning, and almost warm. Pity about the Force 8 south westerly. Several riders remarked that the various obstacles on the route (roadworks and temporary traffic lights) were easier negotiated on foot than ridden through against the wind. So although many riders are generally producing better times this year, this particular 30 miles was done a little slower than the last. Full results:-

1. Richard Shipton	1.12.49	scr	1.12.49
2. Andy Smith	1.14.41	2.00	1.12.41
3. Paul Toppin	1.14.52	3.30	1.11.22
4. Mike Mansell	1.15.13	4.30	1.10.43
5. Roy Holden	1.17.13	4.15	1.12.58
6. Don Lock	1.19.55	5.45	1.14.10
7. Kevin Spilman	1.20.42	12.00	1.08.42
8. Trevor Leeding	1.21.58	10.50	1.11.08
9. Clive Goward	1.22.44	10.00	1.12.44
10. Bob Withers	1.23.05	12.20	1.10.45
11. Paul West	1.23.43	8.45	1.14.58
12. Tony Palmer	1.24.30	13.00	1.11.30



13. Ron Foster	1.26.12	17.30	1.08.42
14. Jeff Russell	1.26.27	15.00	1.11.27
15. Chris Sweet	1.39.23	25.00	1.14.23
16. Reg Searle	1.45.04	21.00	1.24.04
17. D. Bennet	1.46.33	15.00	1.31.33

### THE FIFTY-FIFTY SALE.....

was another great success adding nearly £115 to the Club's Building Fund and providing an evening of unusual entertainment. Andrew Lock's performance as Lord High Auctioneer was probably more suitable for a Gilbert and Sullivan opera than to Sotheby's sale but some of the items on sale lent themselves more to the farce than the serious. Especially the pumps, when dealt with by Andrew, who demonstrated with great dexterity that they can both be pulled apart and 'jack-knifed' in the middle.

There were a number of goodies on view and several times the bidding became quite competitive. Dave Hudson even increased his own bid three times to get a pair of panniers. Jean Smallman paid 50p (10 shillings in old money) for a bell that Don Lock's Dad said he bought in 1935 for one shilling and ninepence (about 9p). Tony Palmer fought hard to win an old photograph of Club trophies... to put on his mantelpiece?

Thanks to Dave and Andrew for putting it on and to all those who contributed. Our own Clubroom has taken another small step forward.

### EVENING TENS NUMBER ONE - 1st MAY

The handicap winner is shown by \*

1st	Tony Goodsell	21.59	0.30	21.29
2nd	Pete Danckwardt	22.55	scr	22.55

3rd	Dave Dallimore	23.14	0.30	22.44
	Andy Smith	23.14	1.00	22.14
5th	Paul Toppin	23.19	0.15	23.04
6th	John Killick	23.33	5.00	18.23
7th	Roy Holden	24.23	1.30	22.57
	John Lucas	24.23	1.45	22.28
9th	Mike Gibbs	24.43	3.15	21.28
10th	Ian Leeding	25.00	3.15	21.45
11th	Trevor Leeding	25.06	6.30	18.36
12th	Bob Withers	25.17	3.15	22.02
13th	Paul West	25.18	2.30	23.48
14th	Marvin Lucas	25.19	4.00	21.19
15th	Bradley Walters	25.29	4.00	21.29
16th	Clive Goward	25.34	3.45	21.49
17th	Robert Downham	25.43	3.00	22.43
18th	Colin Miller	25.44	4.00	21.44
19th	Dave Nightingale	25.58	4.30	21.28
20th	Jeff Russell	26.11	3.45	22.24
21st	Ken Atkins	26.20	4.00	22.20
	Gary Collier	26.20	6.30	19.50
23rd	Bill Procter	26.21	3.30	22.51
24th	Tony Palmer	26.24	3.15	21.45
25th	Pete Scarsbrook	26.34	7.15	19.19
26th	Ron Foster	26.47	6.30	20.17
27th	Giles Brandon	26.48	5.00	21.48
28th	John Poland	27.04	4.15	22.49
29th	Chris Sweet	27.08	11.45	15.23*
30th	Peter Kibbles	27.14	4.30	22.44
31st	Peter King	27.24	5.00	22.24
32nd	Mike Poland	27.29	5.15	22.14
33rd	Pete Nightingale	28.12	5.00	23.12
34th	Bill Patrick	28.19	5.00	23.19
35th	Reg Searle	31.17	6.30	24.47
36th	Nick Pigott	33.35	5.00	28.35

#### **EVENING TENS NUMBER TWO - 8th May**

1st	Tony Goodsell	22.41	0.00	22.41
2nd	Andy Smith	23.13	1.00	22.13
3rd	Paul Toppin	23.31	0.15	23.16
4th	Pete Danckwardt	23.52	0.00	23.52



5th	Dave Dallimore	23.55	0.30	23.25
6th	John Killick	24.11	2.00	22.11
7th	Don Lock	25.10	1.45	23.25
8th	Trevor Leeding	25.36	3.30	22.06
9th	Ian Leeding	25.37	3.15	22.37
10th	Andy Lock	26.11	1.00	25.11
11th	Mike Kennard	26.32	3.15	23.17
	Bob Withers	26.32	3.15	23.17
13th	Paul West	26.33	2.30	24.03
	Jeff Russell	26.33	3.45	22.48
15th	Marvin Lucas	26.55	3.50	23.05
16th	Bill Procter	26.57	3.30	23.27
17th	John Poland	27.17	4.15	23.02
18th	Peter Kibbles	28.01	4.30	23.31
	Ian Stainer	28.01	5.00	23.01
20th	Tony Palmer	28.04	3.15	24.49
21st	Mike Poland	28.13	5.15	22.58
22nd	Christine Barnett	28.24	5.00	23.24
23rd	Bill Patrick	28.37	5.15	23.22
24th	Chris Sweet	29.03	5.30	23.33
25th	Richard Pigott	31.33	5.00	26.33
26th	Reg Searle	32.45	7.30	25.15
27th	Nick Pigott	33.06	12.00	21.06*

#### **EVENING TENS NUMBER THREE 15/5/86**

1st	Andy Smith	22.32	1.00	21.32
2nd	Tony Goodsell	22.44	0.00	22.44
3rd	John Killick	24.10	2.00	22.10
4th	Don Lock	24.25	1.45	22.40
5th	John Lucas	24.34	1.45	22.49
6th	Marvin Lucas	25.02	3.50	21.12
7th	Trevor Leeding	25.12	3.30	21.42
8th	Stuart Gibbs	25.31	1.45	23.46
	Jeff Russell	25.31	3.45	21.46
10th	Paul West	25.33	2.30	23.03
11th	Bob Withers	25.47	3.15	23.32
12th	Colin Miller	25.49	4.00	21.49
13th	Andy Lock	25.54	1.00	24.54
14th	Robert Downham	26.03	3.00	23.03
	Kevin Spilman	26.03	3.45	22.18

16th	Mike Kennard	26.13	3.15	22.58
17th	Peter Kibbles	26.32	4.30	22.02
18th	Clive Goward	26.45	3.45	23.00
19th	John Poland	26.50	4.15	22.35
20th	Bill Procter	27.07	3.30	33.37
21st	Bill Patrick	27.28	6.30	22.58
22nd	Ian Stainer	27.39	6.30	21.09
23rd	Mike Poland	27.40	5.15	22.25
24th	Gary Collier	27.46	4.45	23.07
25th	Chris Sweet	27.58	5.30	22.28
26th	Adam Syred	28.55	9.30	19.25
27th	Richard Pigott	28.57	10.00	18.57*
28th	Reg Searle	31.54	9.30	22.24
29th	Nick Pigott	33.32	10.30	23.02
	Paul Toppin	21.53	Tandem	
	Mike Gibbs			

#### **EVENING TENS NUMBER FOUR 22/5/86**

1st	Pete Danckwardt	22.50	0.00	22.50
2nd	Paul Toppin	22.51	0.25	22.26
3rd	Dave Dallimore	23.02	1.00	22.02
4th	Mick Mansell	23.49	1.30	22.19
5th	John Killick	23.52	1.40	22.12
6th	John Lucas	24.24	1.45	22.39
7th	Marvin Lucas	25.10	2.50	22.20
8th	Stuart Gibbs	25.21	1.45	23.36
9th	Trevor Leeding	25.26	2.50	22.36
10th	Andy Lock	25.32	2.00	23.32
11th	Mike Gibbs	25.45	3.00	22.45
12th	Paul West	25.47	2.50	22.57
13th	Tony Palmer	25.48	3.15	22.33
14th	Clive Goward	25.52	3.45	22.07
15th	Jeff Russell	26.01	3.15	22.46
16th	Mike Kennard	26.03	3.15	22.48
17th	David Uncles	26.15	2.30	23.45
18th	John Poland	26.24	4.15	22.09
19th	Bill Procter	26.26	3.50	22.36
20th	Robert Downham	26.31	3.10	23.21



21st	Bradley Walters	26.32	4.00	22.32
22nd	Pete Scarsbrook	26.43	5.00	21.43
23rd	Ron Foster	26.49	5.15	21.34
24th	Bill Patrick	27.05	6.40	20.25
25th	Gary Collier	27.08	5.00	22.08
26th	Peter Kibbles	27.19	4.10	23.09
	Mike Poland	27.19	5.15	22.04
28th	Chris Sweet	27.48	5.30	22.18
29th	Ian Stainer	28.02	5.00	23.02
30th	Richard Pigott	28.44	10.30	18.14*
31st	Mike Stanbridge	29.23	6.00	23.23
32nd	Pete Nightingale	30.21	6.30	23.51
33rd	Reg Searle	31.25	9.20	21.55
34th	Nick Pigott	32.05	10.50	21.15

*IT'S RUMOURED...* that Keith Dodman was one hour behind the rest of the Country at Easter. Whilst on tour in Wales and heading for a rail connection he was surprised to learn that the train had already departed over half an hour earlier..... whilst he thought he was early ! Who hadn't put their watch forward one hour ?

### **NEW CLUB RECORDS!**

The 1986 record breaking has started and more should fall. On Thursday 22nd May Andy Smith smashed his own personal best '25' by over 3 minutes, to finish the Wessex Evening 25 in 55.16. This lowered the Club Record, standing to Tony Goodsell at 55.19 set in the Brighton Mitre event in 1984. Obviously a good evening on the P201 course in the Ringwood / Bournemouth area with John Pritchard smashing the course record with a 51.58. An interesting statistic is that on the start sheet Andy was 54th fastest of the 60 entries, and he finished 15th! For this he deservedly gained the 'Best Improvement' award, knocking no less than 3.20 of his previous fastest.



On May 25th in the Lea Valley Tandem 25 on the E72 course in Essex the Mike Gibbs tandem, with Mike at the helm and Paul Toppin in the engine room, set a club record of 56.42 in very windy conditions. This beat the set standard of 57.00. Undoubtedly they can go much quicker in good conditions and this and other tandem records look set to fall. Congratulations to all three.

*IT'S RUMOURED* ... that Ray Douglass would like to see the return of his Presidential tent. He loaned (or leased?) it to John Mansell some six years ago and feels its return is overdue. Don Lock is to investigate and take possible legal action.

### **RELIABILITY TRIAL? - Not in our case!**

On the morning of the Reliability Trial we set off on the tandem for the Downlands Pub for a 9.30ish start. It was cold but dry. We signed on for the shortest ride in 3 hours. The longer time was my idea, Mike would rather have opted for two and a half hours, but as he was talking I quickly signed on. Well off we went with a small group, but we didn't stay with them for long. It was a nice day and we were ok for time. We passed through Storrington and on to Bury, covering some of the ground we had been over on the Treasure Hunt a few weeks before. Mike was convinced that someone had turned round a signpost somewhere in the Greatham area as we seemed to do a detour there somehow. In Bury we couldn't find the checkpoint and met up with the Lucas family and Keith Dodman, also looking for the checkpoint.

On our way back to Storrington on the slightly hilly road, my back started to feel a bit uncomfortable. I asked Mike if we could have a break soon and he said "Yes, at the top of this hill". Then there was a funny noise; sounded a bit like the panniers rubbing on the wheel. We stopped



before the top of the hill and found a flat back tyre! We stopped in a farm driveway and Mike began to disconnect the hub brake and take out the back wheel. Good thing I'd opted for three hours I thought. There was a clear cut in the tyre and we soon found the hole in the tube and put a patch on. Replace the wheel, brakes and pump up the tyre and off we go again. Oh no, the tyre is still flat! We hadn't even sat on the bike. We went through the whole routine again and again and again, until we used up our entire puncture repair outfit. It was hopeless, that puncture refused to mend.

By this time we had been stopped for over an hour. It was windy and cold and we were frozen by now. We had eaten a couple of biscuits and Bounty bars and drank a carton of orange juice that we'd thrown in the panniers as an afterthought. Well there was nothing for it, having cycled about 22 miles we would have to start walking. Good thing we had our touring shoes on. Off we set towards Storrington. As we reached the town a group came up behind and Tony Palmer called out something about us walking up hills. However, having realised that we were in trouble they all stopped and Tony lent us his puncture repair outfit. Here we go again, but this time we had some shelter from houses and the use of a conveniently placed water butt. Dismantle brakes, wheel out, tyre off, patch on, put it all back. Oh no! I didn't believe it, flat again. We started again, but this time we had really had it, the pump bent and broke \*\*\*\*\*! There was nothing left but a long walk home.

Through Storrington, Washington, Findon and over Bost Hill as a short cut to Durrington. It had its compensations though. We saw grey squirrels, a tree creeper (hadn't seen one of those for years), goldfinches and even a goldcrest



near the start of the Evening 10's. The roadside verges were pretty wet and horrible in places - whatever happened to pavements! Well we were making progress. We should have been having tea at Steyning hours ago. Worse than missing tea, we should have been at Clive Goward's house for dinner at 2 o'clock. It was past that already, I hoped they hadn't waited too long before eating theirs. Not much we could do but keep walking and hoping that Dave Hudson might come along in his van or that some kind soul in a lorry might stop and give us a lift. No such luck.

We carried on and eventually reached Clive's house at 4.30 having walked about 12 miles. Eureka! Apologise for being late, sit down, shoes off, cups of tea, and yes, they had kept our dinner. Wonderful. After dinner and a rest we had only another mile to go and we were home.

The tandem, flat tyre and all is still in the garage, we must get a few spare inner tubes sometime. Perhaps we could do a triathlon next year.

The only things that got a trial for reliability were our 'Arturo' touring shoes. They came through with flying colours! ----- Carol Stanbridge

#### **BUT THE ULTIMATE MACHINE....**

I couldn't resist this one, dreamt up by a well-known regular columnist in a popular weekly journal:

"The bicycle is a neat, efficient and cheap form of transport but has one big disadvantage; it is balanced by steering. Its track wanders as the rider corrects his balancing errors - worrying both himself and other road users. So what we need



is a computerised bicycle. Traditional bicycle steering geometry is chosen to trade-off stability against manoeuvrability .... a racing bike is less stable but more responsive than a normal one.

The same conflict arises in modern fighter aircraft. The latest prototypes are actually unstable in the air and need a computer fighting full time to keep them from tumbling crazily through the air. The advantage is that they are incredibly agile.

Inspired by this development here is the 'Hyperbike' !

The Hyperbike will be highly unstable; its ceaseless tendency to throw itself over will be countered by fast-acting computer control of the steering. The rider knows nothing of all this - his movements of the unconnected handlebars serve only to inform the computer of the direction he wishes to travel. The computer then works out how to bring this about.

The Hyperbike will feel very safe and stable while being astonishingly agile. Their accurate steering, negligible track-wander and immunity to disturbances like the blast of close passing lorries will be very reassuring. Even a drunken rider will probably be safe on one. (Does that include the Brighton Excelsior as well - ed ?)

By simply locking off the stabilising computer (or even loading in a deliberately malicious programme !) the Hyperbike could be made secure against theft. Any thief trying to pedal it away would be thrown violently on his face within seconds!"

Several other ideas spring to mind - you could programme a time-trial course into the computer, leaving it to handle the route while the rider put all his energies into pedalling instead of shouting "Which bl.... way next!" to the sleepy marshalls !

### **SUSSEX CA BAR NOTES**

The Senior Best All Rounder is decided over the three SCA open events, the 50 on 15th June, the 100 on 6th July and the 12 hour on 3rd August. The winner receives the H.R. Stevenson Cup, to hold for one year, and a John Spooner Cycles voucher worth £30.. John also put up £20 for second and £10 for third. All finishers will receive a certificate showing their position and miles per hour.

The Veterans BAR is over the same three events and is, of course, on standard. The winner will hold the Pete Burberry trophy, which is a new trophy for 1986 put up by this popular Lewes member. Also the Association will provide awards for the first three places to the value of £15, £10 and £5 (plaques or the like).

There will also be certificates to the winning team in the senior BAR.

Now there's something to aim for !

### **THE RON MILLS OPEN 25**

The Open 25 started for me in October 1985 when the application for the event was made to the RTTC. Following the confirmation in January and the appearance of details in the Handbook in February, the arrangements for the event proceeded with Ray Douglass and John Pilbeam (Bognor Regis



CC) agreeing to be timekeepers. Entry forms were printed and distributed to local clubs and prospective riders.

From the middle of April entry forms started to arrive, one at a time at first, but then accelerating until the closing date. Even after the closing Tuesday more than 20 entries were received. These were returned due to their late arrival, but next came the unpleasant task of returning entries in excess of the 120 limit. Generally late entries are returned first, then incomplete entries and finally, unfortunately, the slowest entries or those who have no previous ride at the distance entered for.

Ray Douglass placed the riders in their order of start, with the faster riders on the 10 marks, the next fastest on the 5 marks and so on. With the entries that were received the field placings promised an interesting event.

The morning arrived; it was dull and overcast with the threat of rain and a steady south west wind that was to provide a tough journey to the turn at Westhampnett.

Steve Jukes was the first rider to leave the timekeeper from the top of Hammerpot Hill, but he was not the first rider to return; that was Andy Attwood of Lewes Wanderers, who took advantage of the tailwind to turn his 120" gear and return a time of 1.01.52. Paul Toppin was the first club rider to show a reasonable time with 1.03.09. Pete Danckwardt, riding the Open for the first time, was the first to ride close to the hour with 1.00.16, hotly followed by eventual fourth placed Tony Goodsell in 59.28. John Lucas lost a private battle with Joe James of the Central Sussex with 1.05.25 against 1.04.07. The Magazine editor (Don Lock) was disappointed with 1.06.09 and Ian



Leeding, in spite of good road racing performances, was also finding difficulties against the watch with 1.06.55. Richard Shipton and Andy Smith battled round the course with only 4 seconds between them at the finish, their times being 1.01.50 and 1.01.54.

With the faster riders at the end of the field, it promised an exciting climax with Silvester at 100, Marchant at 105, Barnes at 110 and Deacon at 120. Silvester of the Unity CC came in at 58.55 to beat Tony Goodsell's time, Marchant of the Royal Navy CRC could not beat these two with his 59.47. Simon Barnes, formerly of the Lewes Wanderers CC and now riding in the colours of the Polytechnic CC, crash hat and all, staggered the crowds in the lay-by with his outstanding ride of 56.55. If he was to beat Barnes Deacon had to arrive within 10 minutes and riders and spectators gathered at the roadside as his expected arrival time approached. On cue he appeared around the slight bend in the road, complete with yellow crash hat, extreme handlebars and those funny bits sewn on to his skinsuit, sweeping past the waiting gallery. Some said he had beaten Barnes, some said not, but it was close anyway. Deacon finished in 56.38, seventeen seconds faster than Barnes, to provide the exciting climax that had been promised. Moreover, Deacon's time was exactly the same as his winning time in 1985.

The Worthing Excelsior won the team award with Messrs Goodsell, Danckwardt and Shipton in 3.01.24. Ladies prize was won by Marina Priest of Crawley Wheelers in 1.08.18, a ride that beat many of the men on the day to give her 53rd place. Ron Rogers, Lewes Wanderers, was the fastest vet on standard with a plus of 8.05. The fastest junior award went to Oliver Davies of the Regent RC for his outstanding ride of 1.01.17, to give him first



place in the B group handicap award.

This event would not have been possible without the help of many club members; Joe Simpson and Freddie Clayton, our senior active vets (77 and 81) who marshalled at the roundabout near Arundel Station with Richard Pigott. At the other end of the Arundel bypass stood Dennis Jukes, Mike Kennard and Mike Poland, who offered to marshall after having his entry returned. At Westhampnett Brian and Betty Cox, together with Dave Funnell ensured that riders turned at the correct place. Andrew Lock and Pete Kibbles pushed the riders off at the start, fighting each other to push the ladies. Roger Smallman filled in the times on the result board with Marvin Lucas running the times from the finish timekeeper (I thought he was from Bognor, not Finland! - co-ed). Tea, cakes and a welcome smile were provided by 'Les Girls', Carol Stanbridge, Jean Smallman, Carol West, Linda Gibbs and Sheila Lucas. Bob Grange and his computer typed out the start and finish sheets and, at the touch of a button, could place the riders in order of fastest finisher whether it be in group handicap, vet on standard or by club - a most helpful asset, along with the free printing service provided by 'Big M'.

The event is supported by Ron Mills Cycles of Worthing and the club extends its grateful thanks for his continued support for the '25' promotion.

In October 1986 the Club will be applying to the RTTC to promote an Open 25 in its Centenary year, 1987. If the event is as successful as those that have been held in the past, due to the help it has been given by club members and others then it will be a very real part of the celebrations.  
..... Tony Palmer

Footnote:- This was the 25th year of the Open 25 and while he hasn't organised them all, Tony has done it for quite a few years and the club is indebted to him for yet another thoroughly successful promotion - Editors.

The complete list of Worthing times :-

Tony Goodsell		59.28	
Pete Danckwardt		1.00.16	
Richard Shipton		1.01.50	
Andy Smith		1.01.54	
Paul Toppin		1.03.09	
Roy Holden	V	1.03.59	+ 5.34
John Lucas	V	1.05.25	+ 2.05
Don Lock	V	1.06.09	+ 4.26
Ian Leeding	J	1.06.55	
Mike Gibbs	V	1.08.51	+ 2.16
Colin Miller		1.08.54	
Trevor Leeding		1.09.22	
Kevin Spilman		1.09.49	
Bob Withers		1.10.09	
Paul West		1.10.56	
Bill Procter	V	1.12.18	- 2.41
Jeff Russell		1.12.45	
Robert Downham	J	1.15.11	
Ken Atkins	V	1.15.50	- 1.05
Steve Jukes		1.16.11	
Peter King	V	1.16.46	- 9.16

### **KEEP EXERCISING ! ... COULD CYCLISTS BE IMMORTAL ?**

A recent report from the States prompts some interesting thoughts. A researcher at Stanford University has analysed death rates in 17,000 Harvard graduates who answered questionnaires back in the sixties on the amount of exercise they took. The exercise was assessed by the amount of energy used in the particular sport or pastime.



Men who expended a minimum of 2000 calories (that's the same sort of calories as the calories you eat - 2000 calories is about a day's worth of meals for the average man) were much less likely to have heart attacks. In addition these men (who were rated as having a moderate level of exercise) had a death rate, over the four year period assessed, which was 29 percent less than men who took little exercise. The rates of death from all causes declined steadily as the energy expended in exercise increased from 500 to 3,500 calories per week. Those using 3,500 calories per week had half the death rate of the least active men, in all age groups.

Now I've seen figures for the amount of energy used in 'serious' cycling, and it is reckoned to be about 500 calories an hour. Tour de France pros use nearer 700, but they are going faster!. Suppose you do about 250 miles a week at just over 20 mph on average. That's not a surprisingly high mileage nor particularly fast, but it is 12 hours exercise. So it should consume about  $12 \times 500 = 6000$  calories. That's nearly double the maximum in the survey, and that's only the cycling. If you're one of those smarter types who also does 15-20 minutes of exercises each morning to 'warm up' then it's even more energy expended. By my reckoning the death rates should be getting down to ZERO percent of the 'normal' rates and you should be living forever!. There's lies, damned lies and statistics, but just in case, I should keep cycling!

#### 4-2-1

No, not a variation of the TV game, but overheard in a conversation in which one of our triathletes, Steve Curry, used the expression. It was to indicate, we gather, the respective and relative importance of proficiency in the three



disciplines of cycling, running and swimming. Would you care to elaborate on that for us Steve? Could make interesting reading for the next Winter Mag.

**AT HIS FIRST COMMITTEE MEETING** new Secretary Ken Atkins passed the usual initiation ceremony and rites with flying colours - even the frog in his coffee cup caused only a minor croak !

### **ROAD WRITE-UP**

1. 8th March - Surrey League 48 mile handicap: a great start to the season for Ian Leeding despite a puncture while with the junior group - in the first lap he was back in with the third cats - caught by second cats and then outsprinted the lot for 5th place - only four juniors staying away. One wonders what would have happened but for the puncture. Robert Downham also rode and retired after 33 miles.

2. 9th March - Eastway Circuit. Success continues with young Marvin Lucas taking a first place in his first event. The under-14's five laps was easy meat for him after all the training he's done with his Dad and the Club Seniors. His Dad John was also in action in the Peter Fryer Veterans event and found himself in with the classy riders - John Clarey and the like. He was well pleased with 20th in a large field. Ian and Robert were in action again in the junior race over 15 laps. Robert was lapped after about 11 miles but Ian remained in touch and completed a very satisfactory weekend with 8th place.

3. 22nd March - and it's the Surrey League again with Ian Leeding, Bradley Walters and Robert Downham in action. Roberts luck was right out with a puncture in the very first lap. He chased for another full circuit but he had no hope of



regaining contact. Bradley rode well and was desperately unlucky to puncture in the last few miles while still in with the chance of a good placing. Ian, though, goes from strength to strength, and with four others a few seconds away he made 7th place in the sprint.

4. 23rd March - John Lucas and Ian Leeding head east for the Ashford Wheelers 38 mile 3rds and Juniors race near Tenterden. Fast and furious with a climb at the end of each lap. Both our riders stayed in close touch with the leaders and in the final run in it was Ian who was strongest to collect his first points with a fine 4th place. Old man John was well pleased with his 8th spot.

5. Sunday 6th April - and icy cold though it may have been, the Worthing two that went up to Eastway again produced good rides. Marvin Lucas begins, it seems, to dominate the under-14's taking yet another first place. It was really great to see his efforts rewarded with the winners sash and other goodies. Dad, that's John of course, is obviously passing on the experience, but it seems is going stronger than ever himself, now battling it out with veterans like John Clarey (ex Tour de France). In this De Laune promotion John was fifth. Ian Leeding rode the junior 20 lap and grabbed himself a 6th place - not bad in a 50 strong field.

6. A Junior 2 day, 3-stage race promoted by the Southdown Velo on the weekend of 12th/13th April was a new venture for our trio of Robert Downham, Bradley Walters and Ian Leeding. Roberts luck with punctures - is he another Paul West? - is most unfortunate and he suffered again in this weekend. Ian also collected a flat and without this would undoubtedly have had a high overall placing. The prologue, a half-mile Hill climb at West Marden, saw him 13th. Then in the afternoon's 38 mile race



he punctured near the end while with the leaders. Sundays hard 62 mile stage - centered on Rowlands Castle, included a climb of Harting and in this he was 8th. All three finished all stages of the event, in itself a good effort.

## **7. THE CLUB ROAD RACE**

We were lucky that this years Spring Road Race took place on one of the few reasonably sunny days which we had in this miserable Spring of 1986. It was not particularly warm, however, and some of the 40 riders who lined up for the start were wearing tights and arm warmers, while others relied on even thicker applications of embrocation than usual. Three laps of the Ashurst Circuit were to be covered - a distance of approximately 48 miles, with nothing to speak of in the way of hills and plenty of traffic on the main road sections. It was a thirds and juniors event and, therefore, it was not surprising that no one managed to break away, although many were shed out of the back.

The organisers had dreamt up a pretty lethal finish - a sharp left hand into Hole Street and a hundred yard dash to the line. Unfortunately, the bike handling skills of some of the riders were not up to the challenge, and there was a pile-up on the turn which robbed many of placings, our own club's super-vet John Lucas included.

First was Martin Docker of Hillingdon CC, who managed to escape the bunch by 10 seconds to win in 2 hours 3 mins 6 secs. Highest placed Worthing rider was Ian Leeding, 7th, just out of the prizes. A team of 6 Columbians from Sevipal RC obviously found the course not quite hilly enough for them, although two of their riders were placed 5th and 6th; the others were not placed.



8. Sunday 4th May saw up and coming young veteran John Lucas sticking his nose (just ahead of the front wheel) into second place in the Redhill 38 mile road race on the Ellens Green circuit. John described it as 'a bit hairy' as the large bunch went for the line. He maintains that a gap opened up for him at just the right moment - others ask if you've felt his elbows! Great stuff, John - only 5 more points and you're Second Cat. and then you can ride with the big boys again, in all those lovely 80 mile events. Ian Leeding was in the same 'hairy' bunch and just missed the prize list in 9th place.

9. Bank Holiday Monday, 5th May and in the Surrey League 65 mile handicap championship Ian Leeding finished 12th. Over 80 starters in 10 groups saw almost a complete amalgamation of groups before the finish. Ian started in group 5. Robert Downham was in group 2 and did well to finish, riding for some distance with a bad nose bleed. Bradley Walters started in group 1 but did not finish.

10. May 18th saw Ian Leeding score a good 5th place in the Surrey League 50 mile race for Juniors, veterans and ladies. It also saw Robert Downham get his best result so far - 14th in the main bunch. Ian had done a lot of work and instigated the seven man break only to find himself in the wrong place in a very tight finishing straight.

#### **SUSSEX DIVISION BCF - Juveniles 10 mile circuit championship**

Held at Preston Park track on Sunday 1st June this years championship was promoted by Paul West and had an entry of just 10. Where, oh where are these youngsters, and not one entry from so many of the clubs who so loudly proclaim the need for new road racing blood and at the same time



denounce the time-trial side of our sport. Here was the opportunity for the youngsters - once again it has gone begging. So far as Worthing is concerned we did have one rider and that was Marvin Lucas who follows in the shoes of Andrew Lock by winning this title for Worthing. There was an extremely fast start with the Brighton Excelsior lads setting a brisk pace, but Marvin stayed with it while others dropped out at the back. As the race settled it was down to just five and although he was not strong enough to break away he always looked in control and won the sprint to the finish in 25.20. Well done Marvin, the first, we hope, of many more BCF medals. You can put it proudly alongside your Dad's!

*IT'S RUMOURED...* that John Spooner has been seen shopping in HALFORDS. John maintains it was something for his van - ok, we'll believe you, but we do recommend in future you use a 'John Spooner Cycles' carrier bag!

#### **MILK RACE DRAW TICKETS**

Many thanks to all of you who sold and bought Milk Race Draw tickets. In all £227 worth were sold, which means that the club funds benefit by £113.50, the remaining £113.50 going to the BCF. We were 13th in the 1986 "Best Selling Club" list and one of our tickets (sold by Don Lock to one of his friends at work) drew the rider Tim Harris. A full list of results etc. is on the Club Noticeboard. Thanks again - Carol Stanbridge.

... and many thanks to you, Carol, for all your hard work in organising everything - Editors.



## BEAT THAT!

Andy Smith's son got it slightly wrong the other day - following Andy's new club '25' record Andy heard him telling his friends that "Dad had done 55 miles in 25 minutes and it was a new world record" ! Andy's training schedule has now been doubled as he attempts to live up to this achievement.

## RUNS LIST FOR JULY AND AUGUST

	Elevenises	Tea
29th June	Dial Post	Steyning
6th July	Goodwood Motor Cct	Pulborough
13th July	Broadbridge Heath	Brighton
19th July (Sat)	Breakfast at Alton - meet at 7 am opposite Happy Eater on A27 (Worthing) Return for Lunch or stay out till late afternoon - see Dave Hudson for details	
20th July	Bognor Regis	Houghton Bridge
27th July	Kermesse - Worthing Seafront	Dial Post
	Help required - see Paul West	
3rd August	Fontwell (SCA 12 hour)	West Grinstead
10th August	Lewes (ESCA 50)	Newhaven
17th August	Five Oaks (Lannards Gallery)	Henfield
23rd August	Breakfast run to Guildford - 7.00 am from Offington - see Dave Hudson	
24th August	Fishbourne (Roman Palace)	Arundel
31st August	Midhurst	Storrington (Willow tea Rooms)

Advance note: Saturday 13th September. A randonnee week-end in Rouen returning Monday 15th. Newhaven-Dieppe. 65 km, 85 km, 110 km or 155 km routes available. More details from Dave Hudson.

This event has been done by Excelsior members several years previously and much enjoyed.

**YOU REALLY KNOW WHEN YOUR PAST IT WHEN .....**

Alan Orman and Alan Matthews have suffered the ultimate disgrace - their entries for the London - Brighton Bike Ride have been returned. Are they too slow even for that, or was the entry form incomplete?

**THE BUILDING FUND NOW STANDS AT £2027**

**STOP PRESS.....**

Sussex 50 mile Championship - 15th June

Winning Team - Worthing Excelsior

New Club Team record ..... 6.04.44

3rd place Andy Smith 1.59.40

4th place Paul Toppin 2.02.31

5th place Richard Shipton 2.02.33