

# THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB



WINTER 1986/87

Vol. 19 No. 4

*1986 Brighton Town Centre Pro Race*

Chris Whorton (Allinson) leads  
Australians Alan Dipple (Moducel) &  
Shane Sutton (Falcon) followed by Sid  
Barras (Moducel).

**THE WORTHING WHEEL\*\*\*\*\*WINTER 1986/7\*\*\*\*\***

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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# EVENING TENS NUMBER ELEVEN

1st	Pete Danckwardt	22.10	0.00	22.10
2nd	Paul Toppin	23.04	0.30	22.34
3rd	Andy Smith	23.25	0.20	23.05
4th	Andy Lock	24.51	2.30	22.21
5th	John Poland	25.31	3.25	22.06
6th	Clive Goward	25.32	3.30	22.02
7th	Mike Gibbs	25.35	3.20	22.15
8th	Colin Miller	25.44	3.30	22.14
9th	Ian Stainer	25.56	4.10	21.46
	Paul West	25.56	3.30	22.26
11th	Mike Poland	26.56	5.40	21.16
12th	Robert Downham	26.57	3.40	23.17
13th	Ken Atkins	27.09	4.20	22.49
14th	Bradley Walters	27.13	4.50	22.23
15th	Adam Syred	28.08	6.05	22.03
16th	Mike Stanbridge	29.15	6.50	22.25
17th	Reg Searle	30.06	7.20	22.46
18th	Nick Piggott	30.42	9.15	21.27

# EVENING TENS NUMBER TWELVE

1st	Pete Danckwardt	22.14	0.00	22.14
2nd	Steve Curry	23.53	1.15	22.38
3rd	Kevin Spilman	24.14	1.50	22.24
4th	Ian Stainer	24.45	4.05	20.40
5th	Clive Goward	25.30	3.30	22.00
6th	Don Lock	25.46	2.15	23.31
7th	John Poland	25.47	3.25	22.22
8th	Bill Procter	25.57	4.10	21.47
9th	Dave Nightingale	26.15	4.20	21.55
10th	Mike Gibbs	26.17	3.20	22.57
11th	Paul West	26.55	3.30	23.25
12th	Chris Sweet	27.38	4.20	23.18
13th	Peter Kibbles	27.47	5.00	22.47
14th	Bill Patrick	28.51	4.50	24.01
15th	Reg Searle	30.37	7.30	23.07
16th	Nick Piggott	31.04	8.55	22.09



# EVENING TENS NUMBER THIRTEEN

1st	Pete Danckwardt	22.38	0.00	22.38
2nd	Paul Toppin	23.09	0.30	22.39
3rd	Mick Mansell	23.30	1.15	22.15
4th	Don Lock	24.44	2.15	22.29
5th	Andy Lock	24.46	2.30	22.16
6th	Bob Withers	24.57	2.30	22.27
7th	Ian Stainer	25.32	4.05	21.27
8th	John Poland	25.47	3.25	22.22
9th	Ron Foster	25.49	4.25	21.24
10th	Bill Procter	25.53	4.10	21.43
11th	Mike Gibbs	26.07	3.20	22.47
12th	Ken Atkins	26.08	4.30	21.38
13th	Paul West	26.43	3.30	23.13
14th	Bill Patrick	26.56	4.50	22.06
15th	Peter Kibbles	27.19	4.45	22.34
16th	Mike Poland	27.27	5.20	22.07
17th	Christine Barnett	27.39	5.00	22.39
18th	John Adams	27.53	5.55	21.58
19th	Reg Searle	29.59	7.30	22.29
20th	Nick Piggott	30.18	8.55	21.23

# EVENING TENS NUMBER FOURTEEN

1st	Paul Toppin	23.00	0.30	22.30
2nd	Kevin Spilman	23.22	1.50	21.32
3rd	Steve Curry	23.35	1.15	22.20
4th	Colin Miller	25.27	3.30	21.57
5th	Tony Palmer	26.23	3.35	22.48
6th	Chris Sweet	26.36	4.20	22.16
7th	Paul West	26.48	3.30	23.18
8th	Nick Piggott	28.52	8.55	19.57

# EVENING TENS NUMBER FIFTEEN

1st	Pete Danckwardt	22.00	(no h'caps)
2nd	Steve Curry	23.28	
3rd	Kevin Spilman	23.29	
4th	Mick Mansell	23.34	

5th	Don Lock	24.37
6th	Dave Dallimore	24.38
7th	Marvin Lucas	25.03
8th	John Poland	25.18
9th	Colin Miller	25.23
10th	Bob Withers	25.30
11th	John Lucas	25.36
12th	Paul West	25.42
13th	Bill Procter	25.46
14th	Ron Foster	25.48
15th	Dave Nightingale	26.24
16th	Ken Atkins	26.40
17th	Robert Downham	26.41
18th	Chris Sweet	26.44
19th	Alan Matthews	27.28
20th	Mike Poland	27.38
21st	Adam Syred	29.09
22nd	Pete Nightingale	29.16
23rd	Nick Pigott	29.50
24th	Ray Douglass	30.17

#### EVENING TEN SERIES - FINAL RESULTS 1986

Scratch	1st	Pete Danckwardt	6 points
	2nd	Paul Toppin	10
	3rd	Andy Smith	11
Handicap	1st	Nick Pigott	29
	2nd	Ian Stainer	27
	3rd	Kevin Spilman	22

Junior                      Marvin Lucas

No Ladies completed the series.

#### TOP THIRTY TENS (as far as we know them)

1.	Pete Danckwardt	Clarence	5/7	21.16
2.	Pete Danckwardt	Addiscombe	12/7	21.27
3.	Tony Goodsell	Club Eve	No 8	21.49



4.	Pete Danckwardt	34th Nomads	19/7	21.50
5.	Pete Danckwardt	Club Eve	No 8	21.51
	Pete Danckwardt	Surrey RC	26/7	21.51
7.	Pete Danckwardt	Chippenham	14/6	21.59
	Pete Danckwardt	Old Portlians	9/8	21.59
	Tony Goodsell	Club Eve	No 1	21.59
10.	Pete Danckwardt	Club Eve	No 15	22.00
11.	Pete Danckwardt	SCA	11/7	22.02
12.	Pete Danckwardt	Club Eve	No 11	22.10
	Tony Goodsell	Addscombe	12/7	22.10
	Tony Goodsell	Old Portlians	9/8	22.10
	Tony Goodsell	Club Eve	No 9	22.10
16.	Andy Smith	SCA	11/7	22.11
	Andy Smith	Club Eve	No 5	22.11
18.	Pete Danckwardt	Club Eve	No 12	22.14
	Paul Toppin	SCA	11/7	22.14
20.	Pete Danckwardt	Club Eve	No 9	22.17
21.	Andy Smith	Club Eve	No 7	22.21
22.	Pete Danckwardt	Club Eve	No 10	22.24
23.	Andy Smith	Club Eve	No 9	22.25
24.	Pete Danckwardt	Sydenham	2/8	22.26
25.	Paul Toppin	Club Eve	No 7	22.29
26.	Andy Smith	SCA	15/3	22.31
27.	Andy Smith	Club Eve	No 3	22.32
	Dave Dallimore	Corinium	12/7	22.32
29.	Pete Danckwardt	Club Eve	No 7	22.35
30.	Pete Danckwardt	Club Eve	No 13	22.38

Thank you big Pete D., 16 in the top 30 - not bad!  
Well done to vet Dave Dallimore for getting one  
in. We have a note of three other 22's by Pete, 2  
by Tony, 2 by Paul, 1 by Andy and another by Dave.

Has Tony been trying too hard ?.... Our Chairman  
claims that while cycling near Hurstpierpoint the  
other day he had to stop for a platoon of German  
soldiers in 1939-45 vintage uniforms. He was so  
shocked he dismounted. As Mike Gibbs suggested  
"... a case of - we have ways of making you  
walk..."

The following letter, dated 16th September, was received by Ray Douglass:

Dear Ray,

Please convey our appreciation to your committee for your excellent hospitality of last night. Sheila and I had an excellent night in your company.

You have a proper cycling club in every sense of the word and an Annual Dinner to be proud of.

We wish you all the very best of success in your Centenary year,

Our thanks again,

Yours sincerely Mick Ayliffe and Sheila

#### ESCA RELIABILITY TRIAL 30th November

Ray Douglass, stacking the miles in since his retirement has got so fast he's not able to slow down now for the mere reliability trial. In the ESCA event, while the racing men like Richard Shipton and Paul Toppin could time their arrival to finish within the ten minute margin allowed Ray was so far out at the front he reported to the timekeeper too early and should have been disqualified. Dispensation on the grounds of lack of experience is being sought!

A nice little morning ride in East Sussex made a change of scenery and after the early fog had lifted the entrants were rewarded with some sunshine and only a slight wind.



Worthing's entry comprised John, Marvin and Sheila Lucas, Ray Douglass, David Mills, Ron Foster, Dave Hudson, Don and Andrew Lock, Richard Shipton and Paul Toppin. Dennis Lednor also went round but under the flag of the San Fairy Ann. The maximum time was chosen to allow for a club run speed complete with cafe stop for about 25 minutes. All got round in the time selected although some found that the hilly course meant no time for the cafe.

Tony Palmer was a DNF when his bottom bracket issued a noise like a Bren gun after half a mile. As there were no volunteer pushers for the remaining 43 miles he was forced to return to his car.

The route from the start at Herstmonceux was east to Battle then north to Hurst Green. Here it headed back south-westerly through the Burwash area and Heathfield to Cross-in-Hand. The stop at the Happy Chef - or was it the Little Eater? - at Cross-in-Hand was after about 28 miles so it was 16 to do and, so Richard assured us, most of it was downhill. Sheila was clearly relieved about this and immediately ate half of her remaining Kendal Mint Cake. That's great logic (isn't it?) - if you always only eat half of what you've got left you'll always have half left for an emergency. So sayeth the great teachings of John Lucas!

It was Richard's training circuit really so we were in good hands and, although the pace quickened slightly as he was seen to check his watch several times, we were soon on the A22 at Halland and then back to Herstmonceux and the finish.

Dave Hudson was late for the start but was back at the finish before the rest of us - unusual for Dave to miss a food stop! Is he training for something special?

And so, with Dave, Ray and Tony joining others for an ESCA Lunch at the local restaurant, Worthing Excelsior joined in a cycling celebration in modest style for the Association's 40th Anniversary. When I think, my first ESCA time trial was in 1951 (35 years ago)....

Don

#### TIME TRIAL MISCELLANY

The Rest of the Time Trial Miscellany of 1986

(... with some overlap in dates from the previous mag)

In 1987 would everyone - wherever they ride and whatever they do please try to ensure that at least one club member from those riding the event notifies me of all times together with any high placings or awards. We can then try to make this more comprehensive.

26th July. Surrey RC 10. Pete Danckwardt 3rd in 21.51

2nd August. Sydenham Whs 10 on Q10/19. Pete Danckwardt 4th in 22.26.

3rd August. Kent Vets 15 mile event and Ron Foster scores a first on standard with a plus of 6.54.



31st August. In the Hants RC 50 Andy Smith records 2.03.50.

7th September. East Sussex CA 25 and Richard Shipton gets 3rd place in 59.43

14th September. Bognor Regis 25. Tony Goodsell collects another 2nd place in 57.04. Others: Mike Mansell 1.04.27; Clive Goward 1.06.43; Bill Procter 1.07.18; Tony Palmer 1.08.59; Mike Poland 1.09.56; Reg Searle 1.19.26.

20th September. Rodney CC 10 near Tonbridge; Dave Dallimore 23.11, Don Lock 23.54, Bill Procter 25.22 - just missed the vets team prize.

21st September. Sussex CA Individual 25 mile Championship, successfully defended by Lewes star Tony Deacon with a time of 56.06 but it was a shame that many of the Counties top short distance men did not ride, particularly Tony Goodsell and Pete Danckwardt from Worthing who, on current form, could have pushed him very close on what was a good morning. As it was we still provided 2nd and 3rd places with Mike Mansell getting the silver in 59.45 and Steve Curry, going under for the first time, coming in next on 59.54. Being an individual event there was no team award - a pity, because with Kevin Spilman 8th in 1.01.20 we would have won it easily. Other Worthing times were Don Lock 1.04.19, Ron Foster (first vet on standard) 1.04.57, Clive Goward 1.05.45, Paul West 1.06.09, Tony Palmer 1.06.41, Colin Miller 1.06.55, Bill Procter 1.08.28, John Poland 1.09.29, Mike Poland 1.09.49, Peter Kibbles 1.10.35 Robert Downham 1.13.03, Chris Sweet 1.13.58, Ray Douglass 1.15.33, Mike Stanbridge 1.16.38 and Reg Searle (trike) 1.22.08.

27th September. In the De Laune 10 on the Q10/19 Dave Dallimore was our fastest with 22.57. Don Lock clocked 24.06, Bill Procter 25.21 and Mike Gibbs 26.08.

28th September. In the London Vets 25 on the H25/2 Dave Dallimore finished 2nd in the over 50's with 1.00.31

In the Viking 50 another excellent ride from Richard Shipton on the E72 - he finished 9th in 1.56.07 in a top class field.

4th October. The Bexley 10 on the Tonbridge by-pass and Dave Dallimore records 23.35

Don Lock goes to Didcot for a VTTA(West) 25 and returns a disappointing 1.04.09

In the Tandem Club 10 down near Swindon Mike Gibbs partnered by Andy Lock records 22.48. 5th October. Mike Mansell gets 2nd in the East Sussex Hill Climb with 7.12 to Steve Marchant's 6.54 for the 2 mile climb.

VTTA Kent 23m and Ron Foster wins the age standard with a plus of 10.48.

Epsom 25 and a good effort from Andy Smith recording 58.41 for 7th place.

12th October. In the Brighton Mitre 25 our new veteran Richard Shipton was fastest in 57.09 behind Terry Icke of Poole, winner in 55.55. Other WECC times were: Paul Toppin 1.05.05, Clive Goward 1.06.18, John Gilbert 1.07.36, Bill Procter 1.07.50, Paul West 1.09.27, Mike Poland 1.09.37, Robert Downham 1.11.23, Peter Kibbles 1.11.54, Ray Douglass 1.13.39 and Les Cohen 1.16.53.



A personal best was obtained by Tony Palmer in the Sotonia 25m Middlemarkers event when he almost caught Mike Gibbs by 3 minutes! Tony 1.03.02, Mike 1.05.57.

The VTTA Kent 10 saw Ron Foster record 26.31 for another standard win.

12th October. Redmon Grand Prix de Gentlemen over 18 miles south of Dorking. Dave Dallimore paced by Mick Jones finish 9th in 41.18. The winners, again, in another course and event record - Shaun Yates/Mick Ives in 36.26. If it's 18 miles that almost 30 mph!

18th October. In the Central Sussex Hill Climb Mick Mansell finished 3rd up Kidds Hill (the Wall) near Hartfield in 4m 13.5 secs.

19th October. Ashford GPdG 15 mile. Paul Toppin paced Tony Palmer to 9th place in 37.30. Andy Smith pulled Mike Gibbs round in 38.41. Denis (the Lecher) Lednor followed a young lady from the San Fairy Ann and took 40.45 while Ron Foster rode behind a youngster from the GS Invicta to record 40.15

Phew!

The Ray Douglass rumours go on - It's now being said that in the Tourist Trial he actually went over the same cattle grid twelve times....

#### ANNUAL DINNER 1986

The first Angela and Paul Toppin promotion was, by general consensus, a 'good do'. The meal was quite good and the speaker, Micky Ayliff from the Clarencourt Club, gave us an amusing and interesting speech, responded to briefly but very ably by Alan Matthews. Crosstoasting was not,

perhaps, quite so brisk as in other years but at least there was less indigestion as a result.

The prize presentation was done for us by Linda Gibbs and most were pleased to come and collect their hard-earned medals, certificates, plaques and trophies. It is, however, a surprise to me that top riders frequently fail to turn up at these do's, presumably not bothered about the awards. Admittedly, there's no great value to be collected but it's a bit of a poke in the eye for a lesser rider who struggles in vain against them during the season and so much respects their dedication, fitness and ability. It is a shame that we could not give our applause to those who have won our major trophies and broken so many of our records in 1986.

Another record was made during the evening when the Clubman of the Year award was made. The envelope was opened and for the first time we had a dead heat, Dave Hudson and Paul West having received the same total vote from the members of the committee.

Dave Hudson's Fund Raising Scheme, 1986 version, came to a conclusion with David Mills getting the fifty pounds and Mrs Vernon Hyde the twenty five pounds. Dave immediately started his 1987 campaign with the announcement that his special Centenary Edition for 1987 just had to be bigger and better, so get your £3 - why not have two tickets - in to Dave Hudson as soon as you can.

Those who wanted to dance could then take the floor with records from the 'Virgo' disco. This was interrupted only by the raffle, organised by Carol and Paul West, which was well supported, with plenty of goodies on offer. About 105 attended ..... Don Lock.



## WINNERS - 1986

### *THE SENIOR BAR*

Andy Smith had to tackle the Luton Wheelers 12 hour in September to make sure of this title after a virus took him out of the Sussex event. He managed 239.62 in that event and with his other superb rides was a deserved winner. 1.58.34 for the Fifty, 4.13.35 for 100 miles and so nearly 240 for the half day ride, gave him an average speed of 22.977 mph which must be a record so far as the 3-distance BAR is concerned.

Bob Withers was second and with Reg Searle third it was a disappointing BAR. Bad weather played a part, but we had seven who finished a 100 and nine who started a 100. It was clearly a short distance year in 1986, perhaps our Centenary year can improve those 100 and 12 hour performances.

### *VETERANS BAR - (Over 10, 25 and 50 miles only)*

1st	Ron Foster	(64)	+4.200 mph
2nd	Dave Dallimore	(49/50)	+3.942
3rd	Don Lock	(50)	+3.373
4th	Mike Gibbs	(50/51)	+2.448
5th	Bill Procter	(48)	+1.456
6th	Tony Palmer	(42)	+0.529
7th	Reg Searle (T)	(56/57)	+0.230
8th	Mike Poland	(48)	+0.100

### *LADIES BAR*

Christine Barnett was unopposed in retaining her trophy. This year her counting times were; at 10 miles 26.50 and 26.35 and at 25 miles 1.09.13 and 1.13.15. Competition would surely push Christine to even better times. her average for 1986 was 21.77 mph.

### *JUNIOR BAR*

Ian Leeding collected this for 1986 with 2 tens of 24.27 and 25.00 and with 2 25's of 1.06.55 and 1.07.19 - an average speed of 23.309 mph.

### *MOST IMPROVED RIDER*

It's diabolical but it's true - Ron Foster improved his 10 mile time by no less than 2.746 mph to beat the efforts of all the younger riders. He was very nearly as good at 25 miles. Bet you can't do it again in 1987 Ron!

*POINTS CUP...* for the aggregate of handicap placings in all club events except the Hill Climb, the 2-up-10 and 25 and the Grand Prix de Gentlemen.

It was scratchman Andy Smith who, by virtue of having ridden nearly every club event, plus his many high placings in the handicap section, came out on top. Bob Withers was second and Trevor Leeding third just ahead of Clive Goward and Colin Miller.

### *A FIRST 'TWELVE'*

When asked to write about my experiences in the 12 hour event by our editor I did think that a description of that day could put any newcomer off the event for ever! On reflection, however, it is the overcoming of adverse weather, long distance and mechanical problems involved coupled with the mental preparation and follow through that make the 12 hour and 24 hour unique and attractive.

My chief priority on the day was to get through the 12 hours and hopefully do at least a 200 mile 'first time' mileage. The 200 mile target was scheduled to a place and time for every 25



miles - nothing too elaborate, as our fickle weather or a mechanical difficulty can wreck the best prepared plan, especially on what was for me, an unriden course. In fact, speeds varied dramatically on the day and the swing to plus or minus 'schedule' was frequent and up to 15 minutes adrift either way. Nevertheless, a schedule breaks up the time and distance into mentally manageable proportions, and the calling out of these indicators by supporters was a great help

Three other major areas of preparation come to mind. First, the obvious physical preparation. This varies for each rider but my training was to enter 50's and 100's as a run up to the 12. This was especially important as the '30' was my previous longest time-trial distance. The long distance events, coupled with packing in as many miles as you can in the weeks leading up to the event, obviously helped.

Secondly, - feeding en route. I must confess that my first experiences of eating whilst racing were not conducive to my digestive well being. One soon learns not to take a complete mouthful of beef sandwich and that a barbecue set does add unnecessary weight to the bike! Seriously, I found that the best foods for me were quartered apple, Kendal Mint Cake (in pieces!), crisps, peaches and date cake. Taking small bites allowed easy breathing and I learnt not to put food in long plastic bags - it is difficult to extract food whilst riding! Unless your target is in the Andy Smith class, then even a short stop to fill up your jersey pockets with food is less fussy than frequent small amounts handed up. However, this is a personal matter and the best way is to try it for yourself. I found that the new larger style of water bottle is a great source of comfort on the distance events where fluid is important. Eating and drinking regularly, preferably on a flat road,



is the best way to prevent the dreaded 'bonk'.

Mentally, whenever the going was tough - when the wind seemed so hard I would swear it was personal - I found a small amount of Kendal Mint Cake would help. A nibble and a few choice words would get me by.

Thirdly, the bike itself - mine was particularly suited for the event for, being painted green, it matched the owners previous experience at the distance. Other than that, the bike was cleaned and received a slightly more detailed lubrication and mechanical scrutiny than normal. The bigger water bottle was fitted, and a new set of Michelin Hi-lites - a 20 with tread on the rear and a smooth 19 on the front. Luckily I was free of any mechanical troubles or punctures that day and was impressed by the tyres for their puncture resistance, speed and durability. They may be a little slower than the faster tubs but they do get you there and are relatively cheap. In the post-event period, it did occur to me that a bike made by local craftsmen, of good materials and well put together is money well spent - thank you, John Spooner!

Now to the race itself - a fine start with the usual pre-race preparations completed, 'good lucks' exchanged and the familiar push-off. Quickly a reasonable pace was attained and I began to settle down. I enjoyed myself between Cowfield and Henfield on the undulating road with a good surface and pleasant scenery until Poynings roundabout where it started to rain. I don't mind riding through showers and it crossed my mind that a changeable day would help the hours pass more quickly. Back to Washington, then Shoreham roundabout and return. Going well, but the rain was now quite heavy and persistent. My first support was from my son James just past Offington



roundabout and I wondered if he would have brought my racing cape as well as the food and drink. He looked as wet as I felt, standing at the side of the road. I told him I would need a dry shirt at the next stop and rode off.

At the top of the hill a supporter shouted "You lot must be b... mad!". What a fine judgement of the situation he has, I thought, as the water oozed through my shoe eyelets on the down stroke.

Now left, on the leg to Angmering, Roundstone, Durrington and retrace where familiar faces peered from the top of capes and marshalled me on my way. Between the East and West Durrington roundabouts I had my first real 'pit stop'. The rain had temporarily eased and I was feeling chilly. Changing wet clothes with cold, numbed hands, particularly unpinning and re-pinning numbers, is a slow process and, although Paul West had now joined my family support team after Andy Smith had retired I had lost some ten minutes at this stop.

Never mind, I thought, it is worth it to feel warm and reasonably comfortable again and with the rain having stopped I felt confident that I could make up the time later. The weather had other ideas, however, and by Arundel the rain was back to monsoon proportions. Ah well, the best laid plans ....! Out to Westhampnett, on to the Bognor roundabout and return. It was on this return that I first thought of packing. The wind was hard against me, the rain heavy and the going difficult. I saw three riders in front of me pack and the thought crossed my mind that there was still a long way to go. But a few mouthfuls of something tasty from my back pocket and the thought that I was being sponsored for a charity by colleagues at work urged me on.



A sort of comradeship with the other cyclists who appeared and disappeared on the other side of the road, exchanging a look, a grimace or a remark, broke through the isolation. Don Lock, going well in his usual style, passed me near Emsworth and I thought he must be going much faster than me. On the return from Warblington I saw Andy Lock giving Don's legs a massage. Don soon passed me again at some speed and disappeared from view. Before long I saw him at the side of the road, wheel in hand - Cursed luck ! - A quick change and Don soon overtook me again going for a quick first 100. I had shouted through the rain that I would like another change of shirt if the rain stopped. It did - briefly - at Hammerpot and good use was made of the lay-by for a change and restocking food. Back on the road I felt good and started to raise the pace as Offington appeared again. The usual turn into a hard wind on the way out to Washington soon slowed me down again. Just the other side of Washington I saw that Don had packed. This race was becoming a battle for survival. I stopped at Dial Post to try and rub off some of the hot embrocation that Andy Lock had rubbed on my legs at Hammerpot - by now it was Red Hot embrocation. What a sight it must have been - walking down a disused lane like John Wayne after a two-week cattle drive - what passing motorists thought when they saw a soggy cyclist trying to wash his legs in rainwater from nearby puddles doesn't bear thinking about - who said we are mad!

I didn't think it possible, but the weather as I approached Southwater (aptly named) was getting worse. The rain fell even harder, the sky black as night and the cars with all their lights now on. I began to feel a little unsafe without lights, as the cars sped by very close. The rain was intolerable and I stopped under a bridge just short of Broadbridge Heath. I couldn't see more than a few yards into the downpour and so resolved



to waste precious minutes in this refuge until the worst had passed. Five minutes later it had not passed and the water that flowed under the bridge actually covered the top of my shoes. I began to get cold and thought that if the weather didn't break soon I would have to pack. The cold pushed me back out into the rain to get my limbs going again. Half a mile along the road the rain stopped very quickly and for the first time that day the sun actually shone through. Paul and Angela Toppin were a welcome sight standing at the side of the road, handing me a peach. The top leg of the course having been closed, I turned south. What a difference, the rain gone, the wind on my back, excited at the prospect of finishing now - my thoughts returned to pace, time and speed. A very fast return to West Grinstead, 108" all the way, some more food and a good road did wonders to revive the spirits. Left on the B2135, Ashurst, then Bramber and down to Shoreham pushing hard all the way trying to make up for lost time. I caught some riders and that boosted my morale.

A hard leg back to the start of the finishing circuit had the teeth clenching again and the pace slowed dramatically. Finally, onto the finishing circuit.

Little mention has been made of my supporters so far, but my wife Lyn and children had driven 9-10 hours in foul conditions and had looked after my every need. Together with Paul West they now urged me on. Without them I don't think I would have got through - my very grateful thanks.

The final circuit now - counting the miles, checking the clock, knowing I will make it to the finish now - a great feeling. The final seconds ticked away - finished! - now it was all over. Paul West helped me off the bike and we drove back to Ashurst Village hall and the welcome of fellow

club members, warmth and food. I had done 208.50 miles - nothing fantastic by any standards, but I was pleased as this was my first 12 hour and I especially so, as I was club champion at this distance!

So to those of you who have fancied this event but have not done it yet, all I can say is - GO FOR IT!

Bob Withers

PS - Ray Douglass promises to do something even more dramatic by way of weather next year!

Editors footnote - Bob's effort was a noble one; Andy Smith and Don Lock both retired. Andy pulled out early suffering from a virus and Don after 140 miles interpreting the weather as a message from a much higher authority that it really was time to give up riding such events. Reg Searle, with great determination, took his trike over the full time for a distance of 172.584 miles. Bob's actual distance was 208.693 miles and in addition to the Club trophy he received third novice from the SCA. He was 12th overall behind Matthew Rabbets, who successfully defended his County trophy, winning this year with 241.451 miles.

#### CLUB HILL CLIMB 1986

Bury Hill - 3pm - Sunday 12th October.

At the summit Messrs. Douglass and Smallman synchronise timepieces and Mr. Smallman departs for the base camp. Event Sec Paul Toppin distributes the even numbers, which avoids anyone getting number 13 or an 'odd' number. It also avoids embarrassment for anyone getting caught - in the first mile! Paul West hustles to and fro in



his racing cape - did he know something we didn't? - the weather looked o.k. The preparation of others varied; Mike Mansell put a finishing polish to his legs, Clive Goward had another ride up the hill - obviously determined not to go off course. Trevor Leeding and Marvin Lucas left it all very late and dropped down the hill in a panic. John Poland took last minute instructions from his Dad as he tried to slip off along the South Downs Way.

Don was at the bottom with the job of pushing off. He didn't do very well and is unlikely to get the job next year. Trevor Leeding complained that the push was so poor he had to start pedalling at the first corner.

Mike Mansell wasn't very keen on the scenery and hurtled upwards with hardly a glance to right or left. With total disregard for the agonies suffered by the others he chopped 17 seconds off his 1985 time and slipped effortlessly passed the finish in 3 minutes 32 seconds

Paul West, with rather less style, but with considerable aggression, made even greater inroads into his 1985 time. He knocked 32 seconds off, and shot from 7th to 2nd place as a result. His 4.10 was a fine ride. Clive Goward made the bronze position with 4.31. Marvin Lucas was fourth with 4.44 while Trevor Leeding and John Poland were separated by only one hundredth of a second so both are credited with 4.45. Nick Piggott should be very pleased with his first effort of 5.29 and Mike Stanbridge reckons he saw far more of the scenery in his 6.02.

A poor entry this year, just these eight compared with twice that entry last year.



## THE HUNTING HIVOLT HARDRIDERS

The second running of this as a sponsored and fully open competition moved on from the very successful first edition. Not just consolidation, but new ideas and a new sponsored additional competition, ensured that this event will again be looked upon in 1987 as a prestige promotion.

Ninety-eight riders, including over forty with over 25 mph for past 25's, were headed by last years winner, Simon Barnes of the Poly, Cliff Dent and Steve Marchant of the 34th Nomads and Colin Roshier of Hounslow, with many top Sussex riders. Again, the race, with it's non-standard distance and very (non-standard) hilly course, attracted a lot of riders usually only seen in road races.

Principal innovations in 1986 were the introduction of the Houghton Climb Award which was sponsored by Taurus Engineering of Lancing, and the presentation of a commemorative medal to every finisher. Fifty pounds was put up for the climb of Houghton from the Causeway to the roundabout at Whiteways - a rise of around 400 feet in 1 1/2 miles. To spread the prize money down the field categories of slower and veteran riders also had prizes to ride for in this 'race within a race'. The medals, specially made, were complete with a blue cord, and riders comments were both complimentary and appreciative. The first twenty received gold, the next forty silver and all other finishers bronze.

Another change from 1985 was forced on us by the non-availability of the cricket club pavilion as a headquarters. This turned out to be a blessing in disguise, for the Village Hall in Pulborough High Street, was far easier to find, more accessible, car parking was better and the



facilities available inside were much more suitable.

The route remained, of course ( a pun?), the same, with the start on the straight just south of Pulborough on the A283 and the finish about another half a mile along at Wiggonholt Common. The distance covered as the riders travel out through Storrington to Washington, then retrace to Whiteways via Houghton, down to Arundel and back and finally home is 25.777 miles. The winning time last year was 1.03.12 but in 1986 a new record was to be set. In fact the first three were to beat it on a morning which was blessed with perfect conditions, a warm sun and only the slightest wind.

The CB communication set up by John Grant with Colin Downham and John's wife Daphne was worked overtime with the constant flow of halfway and hill climb times from Whiteways. A slightly different technique may be used in future to simplify this. However, the times were quickly on the result board in the hall which again was a service that many riders appreciated. A result board drawn for us by Tony Palmer looked superb on the stage and Roger Smallman surfaced with honours from the deluge of figures and calculations as he worked out all the various categories.

Carol Stanbridge, Jean Smallman and Carol West dispensed excellent refreshments from the kitchen at a speed that made MacDonalds look quite sluggish. Maureen Lock sold raffle tickets and Angela Toppin dealt with the engraving requirements for the medals - it was a hive of activity. Organiser Andrew Lock, with John Gilbert's daughter to add some glamour to the occasion, then dealt with the presentaion of the awards preceeded by a few words from principal sponsor Phil Walters of Hunting Hivolt.



The winner for 1986 was Stephen Marchant of the 34th Nomads who had rocketed round in a new record time of 1.01.59 to beat last years winner Simon Barnes by just 2 seconds. As Simon said afterwards, "That's ten pounds a second!". So Simon finished in 1.02.01 and in third place was Cliff Dent of 34th Nomads in 1.02.46, also inside the old record. Colin Roshier of Hounslow, who has enjoyed a tremendous season, finished fourth in 1.03.18. Steve Jones of Magna Sport CRT was over a minute back, on 1.04.36, followed in 6th place by the first Sussex rider, Steve Dennis of East Grinstead in 1.04.58. Close behind was Gary Moore of the Central Sussex in 1.04.59. Mark Jones, now riding for GS Stella/ Weilersport was home in 1.05.20 for 8th spot. Alan Green, despite a great effort on the hill (did he try too hard?) was back in 9th place with 1.05.21 and another Sussex rider Mike Coyle of the VC Etoile grabbed 10th place and prize with 1.05.26.

The times taken at Whiteways on the way out indicated clearly the way things were going and only Alan Green, fifth at this point and second fastest on the hill, was to falter noticeably and drop some four minutes and places to Marchant by the finish.

Green's climb of 4.36 was bettered only by Marchant and then only by the smallest of margins, just 1 second. Marchant is a known hill climb specialist with very high placings even in National championships, so it was a fine effort.

It was nice to see Andy Boyle and his Weaver Valley colleague come down specially for the event. They stayed with Bob Withers and enjoyed the event, although Andy found the severity of the event had not altered from when he lived here and trained regularly on the route.



The Worthing times and places were:-

12th	Mike Mansell	1.06.23
18th	Andy Smith	1.07.48
22nd	Steve Curry	1.09.28
25th	Keith Dodman	1.10.38
27th	Kevin Spilman	1.10.49
39th	Clive Goward	1.14.45
49th	Paul West	1.16.31
51st	Ron Foster	1.16.38
57th	John Lucas	1.17.40
58th	Robert Downham	1.18.06
62nd	Giles Brandon	1.19.30
67th	John Poland	1.20.14
69th	Bradley Walters	1.21.13
70th	Mike Poland	1.21.32
74th	Tony Palmer	1.22.13(punc)
76th	Trevor Leeding	1.23.09
78th	Ray Douglass	1.24.50
81st	Jason Buckley	1.27.57
82nd	Peter King	1.31.21
83rd	Mike Stanbridge	1.32.13

Our only success was in the team event where we picked up second place behind the Central Sussex, the team award being decided on the Bidlake system (fastest third man).

Another WECC promotion to be proud of. It is to be hoped that the sponsors will continue their support in 1987. Andrew Lock's efforts were superb - what will he introduce next year .... he might even ride!!!

It was a pity that so many club riders did not enter our own event which carries a separate trophy and scratch and handicap awards as well as points for the season long points competition. The Club event result was as follows:-

1st	Mike Mansell	1.06.23	2.00	1.04.23
2nd	Andy Smith	1.07.48	scr	1.07.48
3rd	Clive Goward	1.14.45	8.30	1.06.15
4th	Paul West	1.16.31	8.30	1.08.01
5th	John Poland	1.20.14	9.30	1.10.44
6th	Mike Poland	1.21.32	15.00	1.06.32
7th	Tony Palmer	1.22.13	9.00	1.13.13
8th	Ray Douglass	1.24.50	20.00	1.04.50
9th	Mike Stanbridge	1.32.13	20.00	1.12.13

..... Don Lock

#### AT THE FINISH OF THE SCA 25...

"Hallo young John, how did it go this morning?" John Poland turns round to reveal a very greasy face. "My chain came off!". "What did you put it back on with - your teeth?" "Well, I didn't want to get my handlebar tape all dirty did I!" There's no answer to that one.....

#### NOW WE KNOW

We've met Mrs (Ron) Foster, a county player, no less, at the lawn game where you try to put the big black ones next to the little white jack (is this a racist joke? - co-ed). That's why Ron 'bowls' along so well. We also learn that when he retired she had him running round the recreation ground every morning. She said it was to make sure that his moving parts didn't just sieze up!!! Seems to have been quite successful....

#### CLUB RUNS TROPHY FINAL RESULT 1986

1.	Chris Sweet	27 points
2.	Paul West	24
3.	Dave Hudson	23
4.	Tony Palmer	17
5.	Don Lock	15
6.	Ian Leeding	14



7.	Marvin Lucas	11
8.	John Lucas	10
	Paul Toppin	10
10.	Ray Douglass	9
	Bob Withers	9
12.	Bradley Walters	8
	Trevor Leeding	8
14.	Gary Collier	6
	Mike Poland	6
16.	Peter King	5
	Ron Foster	5
	John Mansell	5
19.	Sheila Lucas	4
	Keith Dodman	4
	John Wiseman	4
	John Buckley	4

Chris Sweet became the 1986 Club Runs Attendance Trophy winner, following a year in which his dedication to attend these runs showed in being the only one out on some Sundays. With a month to go to the end of the runs league year on 31st October Chris, Paul West (league leader for most of the season) and Dave Hudson were all level on points, but Chris pulled well clear of Paul who just managed to pip Dave by attending the last run of the year.

A total of 59 riders qualified for league points. All Sunday club runs throughout the year carry points - 1 point for attending elevenes, 2 for staying out to lunch and 3 for staying out to tea. Points were also awarded for attending the Reliability Trial, Randonnee, Tourist Trial, Saturday runs and various other club rides which appear in the regular club runs list. ---- Paul West

## BACKSTAGE DRAMA AT THE BRIGHTON TOWN CENTRE RACE

This years third annual Brighton Town Centre race meeting, sponsored by the Evening Argus, R.A. Beck and Daughters and Melbourne House Business Centre had an unusual amount of behind the scenes drama.

About a week beforehand, the news filtered through the grapevine that the all-star ANC-Halfords team and the Raleigh squad would be racing abroad and would therefore fail to honour their commitment to appear at Brighton. As this meant the non-appearance of Kellogs Champion Malcolm Elliott, Milk Race winner Joey McLoughlin, professional road-race champion Mark Bell and Criterium champion Paul Sherwen there were obviously some shock waves among the sponsors, promoters and press.

This cannot be described as professional behaviour and the rest of the field were incensed about it, with many riders saying that each defaulting rider should be fined as much as £500. There was already no love lost between many of the pro's and the ANC team in particular. Riders feel that the high profile and above average payments of the ANC team are causing a rift in the sport, with sponsors who are unable to cope being eventually lost to the sport - Falcon Cycles and, so it is rumoured, Moducel, being a case in point. What other explanation can there be for sponsors dropping out just when the sport is really taking off, with regular TV coverage and a 60,000 crowd turning up for the Kellogs Final. It seems that some of the people in cycling would make pretty good Kamikaze pilots!

Thankfully, the Brighton pro race was saved by some last minute additions to the programme, notably a powerful Percy Bilton / Condor Cycles



quartet of Mark Walsham, Bob Downs, Neil Martin and Glen Mitchell. Strangely enough, although it was of little consolation to those who wanted to see the missing stars, the absence of the top pros made the race far more open and probably more interesting as a result.

The race, over 1 1/2 hours plus 10 laps, soon saw the Percy Bilton team raking in the cash when Walsham won the first of many lap primes. Plenty of money was to be had, with a guaranteed £800 prize list plus a further £1000 or so in primes.

Among the many Prime winners were Ian Fagan (Projectair), Chris Whorton (Sunblest), Ian Binder (Newsweek International), Bob Downs (Percy Bilton) and Kellogs sprint champion Mike Doyle (Moducel).

Nearing the finish, as the countdown began for the last 10 laps, a promising move developed when Phil Bayton (Moducel), Steve Sefton (Rawlinsons), Keith Lambert (Falcon) and Neil Martin (Percy Bilton) raced into a narrow lead but the bunch, led by Doyle, brought them back with five laps remaining. Bayton led at the bell, but it was Walsham who rounded the final corner into New Road in front and he powered home ahead of Steve Joughin (Moducel) and Aussie Shane Sutton (Falcon). Brighton's Richard Smith (Patrick Schils) finished in the pack.

Sutton, a true professional, apologised to the crowd on the riders' behalf for the two missing teams but the cheers of the crowd left him in no doubt that the pros would be welcomed back.

Taking place earlier, before the roads had a chance to dry out, spectators saw a top class senior amateur race over 40 minutes plus 5 laps. Unfortunately, although no other riders were reported to be involved, Brighton Mitre's Peter

Davies skidded on the greasy surface and the latest news (this was written the day after the event) is that he suffered a broken leg.

The race was tailor-made for Cliff Dent (34th Nomads-CP Hart) and for the second year running he won the event in a mass sprint finish. VC D'Or riders John Shand and Lee Rowe finished second and third. First local rider was Gary Moore (Central Sussex) in 8th place, while VC Etoile's Dave Brooker earned himself a fiver for catching a breakaway group.

Sussex riders fared well in the 20 minutes plus 5 lap race for women, veterans and juniors. Although Exeter rider Andy McLean won, he was quickly followed across the line by Paul Cox (Central Sussex) and Oliver Davies (Regent RC). TV and stage star Wendy Richards who, so I'm told, appears in something called 'Eastenders', gave riders in the senior race a send-off. .... Brian Hutton

Worthing riders participating were John Lucas, who got 3rd veteran in the opening race, with Bradley Walters also finishing. Ian Leeding and Robert Downham pulled out before the end. Paul West started the senior race but found the pace too fast and DNF'd.

#### TOP 30 TWENTY FIVES OF 1986

(so far as we know them)

	Member	Venue	Date	Time
1.	Pete Danckwardt	Finsbury	17/8	54.36
2.	Pete Danckwardt	Bournemouth	13/7	55.04
3.	Andy Smith	Wessex	22/5	55.16
4.	Tony Goodsell	Brighton Ex	20/7	56.10



5.	Pete Danckwardt	Fareham	3/8	56.11
6.	Pete Danckwardt	Croydon	6/7	56.16
7.	Tony Goodsell	Fareham	3/8	56.17
8.	Pete Danckwardt	Brighton Ex	20/7	56.27
9.	Andy Smith	Bournemouth	13/7	56.30
10.	Richard Shipton	PTT Club	24/6	56.48
11.	Tony Goodsell	Bognor	14/9	57.04
12.	Richard Shipton	Brighton Mitre	12/10	57.09
13.	Paul Toppin	Bournemouth	13/7	57.12
	Richard Shipton	Whitewebbs	22/6	57.12
15.	Richard Shipton	Redbridge	21/9	57.20
16.	Pete Danckwardt	29th Wheelers	31/8	57.22
17.	Pete Danckwardt	Exeter	22/6	57.39
18.	Mike Mansell	Bournemouth	13/7	57.43
19.	Pete Danckwardt	Norwood Para.	29/6	57.47
20.	Tony Goodsell	29th Wheelers	31/8	57.46
21.	Pete Danckwardt	Old Portlians	24/8	57.59
22.	Tony Goodsell	Surrey Roads	1/6	58.06
23.	Dave Dallimore	Salisbury	7/9	58.08
24.	Richard Shipton	WECC	17/8	58.10
25.	Tony Goodsell	SERC	15/6	58.22
26.	Richard Shipton	Brighton Ex	20/7	58.32
27.	Andy Smith	Epsom	5/10	58.41
28.	Richard Shipton	Fareham	3/8	58.58
	Richard Shipton	Southend	25/5	58.58
	Andy Smith	WECC	17/8	58.58

What a fantastic improvement over last year, and on top of these we know of three 59's by Dave Dallimore, another by Richard Shipton (which means he's done about 105 under the hour now). Also a couple by Tony Goodsell, one by Paul Toppin and the first by Steve Curry... and there were probably more

#### TOP FIFTIES 1986

1.	Richard Shipton	Southend	10/8	1.54.10
2.	Richard Shipton	Viking	28/9	1.56.07
3.	Andy Smith	Wessex	8/6	1.58.36

4.	Andy Smith	Norwood Para	22/6	1.59.02
5.	Andy Smith	SCA	15/6	1.59.34
6.	Paul Toppin	WECC	8/6	2.00.41
7.	Mike Mansell	New Forest	20/7	2.00.49
8.	Paul Toppin	New Forest	20/7	2.01.04
9.	Richard Shipton	WECC	8/6	2.01.40
10.	Paul Toppin	SCA	15/6	2.02.31
11.	Andy Smith	East Sussex	1/6	2.03.06
12.	Richard Shipton	SCA	15/6	2.03.33
13.	Andy Smith	Hants RC	31/8	2.03.50
14.	Paul Toppin	East Sussex	1/6	2.04.53
15.	Don Lock	Middlesex	7/9	2.08.20

#### 1986 HUNDREDS

1.	Andy Smith	SCA	4.13.35
2.	Andy Smith	National	4.21.13
3.	Mike Mansell	SCA	4.26.57
4.	Don Lock	SCA	4.33.30
5.	Don Lock	ESCA	4.37.01
6.	Bob Withers	SCA	4.44.16
7.	Paul West	SCA	5.00.09
8.	Bob Withers	SCCU	5.02.22
9.	Paul West	SCCU	5.05.53
10.	Christine Barnett	SCA	5.10.52
11.	Christine Barnett	National	5.22.17
12.	Reg Searle	SCA	6.15.09
13.	Reg Searle	SCCU	6.15.27

#### SCA PROGRAMME - Time Trials 1987

15th March	2-up-25	Hammerpot/Storrington/Slindon
21st March	Open Hilly 17m	Pulborough/Bury
22nd March	25 mile	Hammerpot/Westhampnett
3rd May	Team Champs 25	Cowfold
21st June	Open 50 mile	Angmering/Emsworth
7th July	10 mile	Wiston/Shoreham
12th July	Open 100 mile	Washington/Emsworth
9th August	Open 12 hour	Washington/West Sussex
26th Sept.	25 mile Champs	Hammerpot/Westhampnett



*It's rumoured* that the recent Dave Hudson/CTC Italian trip was not all that one would have expected. Riding no hands, knees stuck out at 45 degrees, no helmet, wrong side of the road, singing wildly and every now and again shouting "just one Cornetto" - and all this on a 'Vespa' moped - Disgraceful....

Excuses, excuses ... Paul Toppin sends his apologies for not attending the recent Thursday evening training run - his wife, Dear Angela, had locked the cycle shed and taken the key away with her. Oh dear, Oh dear, Oh dear...

#### RESULT OF THE GRAND PRIX DES GENTLEMEN

18th October 1986

##### Scratch

1st	Paul Toppin/Tony Palmer	24.18
2nd	Kevin Spilman/Ron Foster	24.20
3rd	Marvin Lucas/John Lucas	25.11
4th	Robert Downham/Bill Procter	26.40
5th	Clive Goward/Mike Stanbridge	26.55
6th	Ian Stainer/Peter Kibbles	28.02

##### VTTA Standard

1st	Kevin Spilman/Ron Foster	+6.25
2nd	Paul Toppin/Tony Palmer	+1.36
3rd	Marvin Lucas/John Lucas	+0.55
4th	Robert Downham/Bill Procter	+0.27
5th	Clive Goward/Mike Stanbridge	+0.25
6th	Ian Stainer/Peter Kibbles	+0.10

So, those are the statistics, but what (as always) do they hide? Well, Tony lost Paul's wheel in the last 100 yards and almost lost the scratch award at the same time. Kevin Spilman, it is

understood, had a hard time keeping in front of young Ron. Marvin Lucas says that if he ever paces his Dad again he's going to stick cotton wool in his ears - John was heard shouting at him as they started, as they went through the halfway mark and at the finish. Don't worry Marvin, in a year or two you'll be so far in front you won't hear a thing. Robert, who twiddles a low one, and Bill, who slogs a big one, averaged a gear of about 88 and finished together. The question is - would they both go better on 88? Clive and Ian seemed untroubled but the same could not be said for their partners who were noticed somewhat adrift of the back wheels.

The plus of 6.25 for the winners must be a record - well done Ron!

It's a shame that more teams were not entered - are the veterans too quick for the pacers perhaps?..... Don

*It's rumoured* that Mike Poland's 'Yellow peril' is in danger of being re-sprayed this year. Being unable to get exactly the same yellow colour (the last tin went down with the Titanic) he's apparently going for a brilliant red this time.

THE SCA - WE DO OUR BIT!

The Secretary of the Association recently produced the following figures for event promotions by member clubs from 1977 to 1987 inclusive but with the exception of 1979 for which no details could be found.

Some clubs have definite geographical problems and some are new and small. Certainly the Rother Valley and the Regent have only been formed for a couple of seasons, but we do seem to be bearing the brunt:-



Regent Road Club	0
Velo Club Etoile	0
East Grinstead	0
Hastings & St Leonards	0
Crawley Wheelers	1
Hants Road Club	2
Rother Valley	2
Bognor Regis	4
Eastbourne Rovers	4
Sussex Nomads	5
Central Sussex	7
Lewes Wanderers	11
Brighton Mitre	12
Brighton Excelsior	13
Worthing Excelsior	23

*It's rumoured* that Ray Douglass has applied for a house improvement grant .... He's having a cattle grid installed at his front gate !

#### IN THE BLUE

The Sussex CA was asked by the Treasurer at it's recent AGM, "Should we go on accumulating money like this?" Well, let's put that in perspective, for the balance is around £850 and there are 15 clubs - only a few years ago the Association knew what it's like to have a balance that wandered between red and blue. It is also important to remember that without sponsorship (and this has amounted to something in the region of £350 pa for about 5 years) we would either have curtailed the programme considerably or the blue would definitely have a mauve tint about it. The sponsorship has always been for specific events like the Hundred and the 12 hour and there are possibilities of attracting support for other events. However, the Executive does bear in mind that such support can be discontinued without much notice.

The Executive have expressed a desire to break even on the year and in 1986 came close to the budget with just a small (£35) excess of income over expenditure. They have again increased race prizes for 1987 and for several years have held the club affiliation fee at just £5. The Executive have been asked to consider some subsidy for the 1987 Dinner.

Have you any thoughts on what else the Association may do? Providing of course that it doesn't involve yet another promotion burden upon the WECC. ... Don

#### SCA 1986 Best All-Rounder Result

1st Matthew Rabbetts	Lewes
2nd Andy Attwood	Lewes
3rd Peter Baker	Hastings

These received generous prizes put up by John Spooner Cycles of £30, £20 and £10.

Bob Withers was the highest placed Worthing rider in the three event (50m, 100m and 12 hour) competition with an average of 20.116 mph for 5th place. Reg Searle was 9th. Andy Attwood was the Association's veterans BAR.

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I was out for a full days riding with Ron Foster and should have learned something. Now did he say " a Kentish man comes from East of the Medway and downs a pint of best bitter in 10 seconds" or was it that " a Man of Kent comes from West of the Medway and downs a pint of best bitter in 20 seconds". I got a bit confused but according to my stopwatch Ron Must have been born in a boat.

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## SPOCO - THE SPORTING COURSES POINTS COMPETITION

(With acknowledgments to the Kent Veterans Magazine)

The Sporting Courses Points Competition, or SPOCO as it is better known, is now in its fifth year. It is a competition based on placings in specified events. Competitors are required to compete in eight events, one from a 10 mile group, four 25's, two 50's and one 100. Events can be of non-standard distances (the VTTA Kent 15 is in the 10 group and the Redmon Hilly 73 is classified in the 100 group). Any number of events may be ridden but the highest scoring ones are the counting ones. The advantage of this competition over those based on time is that 'slow' courses and days of bad weather have the same value as faster courses and ideal days. Since everyone is looking for points the percentage of non-starters is far smaller for a SPOCO event than a BAR one.

Medals are awarded for the top 30 placings and there are sections within the competition for ladies, juniors, vets 40-49, vets 50-59 and vets over 60 as well as team placings - all of which are awarded medals. This year a handicap section has been added. This is based on points scored in previous years.

SPOCO has been restricted to members of ECCA clubs but in 1987 it will be open additionally to anyone joining the SPOCO supporters club. The cost of joining SPOCO S.C. is £2 and there is no annual subscription - neither is there a charge for competing. All eligible rides in county events are logged and no claims for performances are necessary. Nellie Hastings, the SPOCO recorder, is currently processing 660 names - a mammoth task. If you have ridden one county event and your club is in membership of the ECCA your performance is

being scrutinized.

Although the competition is free it is hoped that all qualifiers will support the disco and prize presentation, the profits from which pay for the admin costs and the engraving of medals.

This is the structure of the competition:

1. The competition will be known as the Sporting Courses Points Competition and will be open to all members of clubs affiliated to the ECCA and Private Members of the Association.

2. Points will be awarded for placings in nominated events; Allocation of points in these events will be 120 points for 1st place reducing by 1 point per placing down to 1 point for 120th place. In events with fields of more than 120 one point will also be awarded for all finishing in a lower position than 120th.

3. Counting events for each competitor will be 1 from 100 section, 2 from 50 section, 4 from 25 section and 1 from 10 section. Competitors may ride as many events as they wish, their best performances will be the scoring ones.

4. Entry is free - claims are not required.

5. Qualifying age is at 1st March.

#### AWARDS

1st overall: Gold medal and trophy for 1 year

1st Vet 40-49, 1st Vet 50-59, 1st Vet over 60, 1st Lady, 1st Junior, 1st Tricyclist: Gold Medals



2nd Overall 2nd Vet 40-49, 2nd Vet 50-59, 2nd Vet over 60, 2nd Lady, 2nd Junior: Silver medals

3rd Overall, 3rd Vet 40-49, 3rd Vet 50-59, 3rd Vet over 60, 3rd Lady, 3rd Junior

1st team of three - Gold medals

2nd team of three - Silver medals

3rd team of three - Silver medals

Bronze medals 4th to 30th places and all Lady and Junior qualifiers.

#### NEW HANDICAP COMPETITION

1. The handicap competition will be open to those who fail to win an award listed above.

2. Only those who have qualified in an earlier year will be eligible.

3. The handicap allowance will be calculated by subtracting the most recent qualifying total from 960 (e.g. a score of 580 in SPOCO 85 will give a handicap allowance of 380 for SPOCO 86).

4. 1st place - Gold medal, 2nd and 3rd - Silver medals, 4th to 10th Bronze medals : Track suit badge for all qualifiers.

Should you wish to support SPOCO, send £2 to Bill Norris, 1 Tollgate, Thundersley, Essex SS7 3UX. You will receive a metal badge, be eligible to compete in SPOCO 1987, be asked to marshall once every 2 years and belong to a club which has no rules, but a membership of enthusiasts who realise that racing is about placings and comparison - not a non-related time.

## A FEW ANAGRAMS....

that may enable you to find a few friends;

OO SOLD GENTLY  
PB STEEL BIKE  
EDWARD TRENT PACK  
MANGLER MOLARS  
EVER CRUSTY  
DOVE ALARM LIED  
SOJA LUNCH  
OR AN EMPTY L  
TIM SHANDY

GEORGE MATTHEWS ... Yes, many of you will remember George when he raced with us - a good road, track and time-trials man and a great character. Well, now he lives in South Africa and a newspaper cutting forwarded to us by relations of Paul West show that George (is he now a professional?) is still going strong. In a preview of the Germiston City Centre races we read ... "But George Matthews (Deale and Huth) could dash a lot of hopes as the sharp-angled corners suit his riding style, as he showed in an aggressive performance in the recent Quorum Campione '100' on a testing circuit in Randburg recently".

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