

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

SUMMER 1989

VOL 22 No 2

FRONT COVER

"GET IN THE RIGHT GEAR WITH WORTHING EXCELSIOR"

SUMMER 1989 =====THE WORTHING WHEEL=====
WORTHING EXCELSIOR CYCLING CLUB'S=====
QUARTERLY MAGAZINE=====

Clubroom: Broadwater Parish Rooms: meetings every Tuesday 7.30 to 10.30. Canteen until 10.00.

Opinions expressed are those of the contributor and not necessarily of the Club or its Committee.

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THE EVENING TENS SERIES 1989

Under the control this year of Keith Harmer, the new series of evening tens looks likely to be the best ever. For a start there is the biggest entry of all time with sixty club members having signed up. The most exciting feature though is the large numbers of schoolboys who have entered and are already showing tremendous promise and enthusiasm.

<u>Event No.1.</u>	11.05.89	Handicap	Net
1. SMITH A	22.48	SCR	22.48
2. WOODHAMS P	23.50	4.00	19.50
3. LUCAS M	24.13	0.50	23.24
4. GUMBRILL S	24.24	0.30	23.54
5. ROBERTON M	24.38	2.10	22.28
6. TOPPIN C	24.43	1.40	23.03
7. LUCAS J	25.05	2.00	23.05
8. RETALLICK K	25.13	1.20	23.57
9. BURGESS P	25.13	1.50	23.23
10. NURSE F	25.17	1.40	23.37
11. ARNOLD J	25.26	1.40	23.46
12. DAVIES M	25.31	1.10	24.21
13. STEPNEY D	25.35	3.00	22.35
14. STEPNEY A	26.02	3.20	22.42
15. BARRETT S	26.09	2.40	23.29
16. MCCLELLAND V	26.13	3.10	23.03
17. WEST P	26.36	3.00	23.36
18. GILBERT J	26.53	3.10	23.43
19. NIGHTINGALE D	27.08	3.30	23.38
20. SEYMOUR P	27.25	4.10	23.15
21. MCNAMARA C	27.25	6.00	21.25
22. GOWARD C	27.26	3.10	24.16
23. AVERY J (MISS)	27.26	4.20	23.06
24. SMITH R	27.29	5.00	22.29
25. EDWARDS A	27.30	5.50	21.40
26. MATTHEWS A	27.43	5.20	22.23
27. SWEET C	27.45	4.00	23.45
28. MCNAMARA S	27.46	7.20	20.26

29. SLATER A	28.07	5.00	23.07
30. HARMER T	28.11	7.20	20.51
31. ATKINS K	28.12	4.00	24.12
32. KIBBLES P	29.05	5.20	23.45
33. KLEMPERER R	29.09	4.20	24.49
34. MARTELLO A	29.12	7.20	21.52
35. ROBERTON K	29.56	7.20	22.36
36. SEARLE R	34.00	9.20	24.40

Event No.2.

1. SMITH A	22.19		22.19
2. LUCAS M	23.06	1.20	21.46
3. WOODHAMS P	23.26	1.00	22.26
4. ROBERTON M	23.36	1.50	21.46
5. BURGESS P	23.37	2.20	21.17
6. GUMBRILL S	23.40	1.30	22.10
7. LISTON N	23.49	0.30	23.19
8. RETALLICK K	23.58	2.20	21.38
9. LUCAS J	24.07	2.10	21.57
10. DAVIES M	24.09	2.40	21.29
11. LOCK D	24.16	1.50	22.26
12. ARNOLD J	24.27	2.00	22.27
13. BARRETT S	24.28	3.10	21.18
14. NURSE F	24.29	2.00	22.29
15. TARRY A	24.29	1.30	22.59
16. STEPNEY D	24.37	2.40	21.57
17. STEPNEY A	24.42	3.10	21.32
18. POLAND J	24.47	2.10	22.27
19. WEST P	24.51	3.40	21.11
20. MIDDLEBROUGH P	25.19	3.10	22.09
21. MILLER M	25.21	3.00	22.21
22. KELL G	25.26	3.00	22.26
23. MILLER C	25.26	3.40	21.46
24. MARTELLO G	25.28	3.00	22.28
25. GILBERT J	25.30	4.00	21.30
26. AVERY J (MISS)	25.34	4.30	21.04
27. NIGHTINGALE D	25.49	4.20	21.29
28. SEYMOUR P	25.53	4.30	21.23
29. GIBBS M	26.01	3.30	22.31
30. PROCTOR W	26.07	3.50	22.17

31. MATTHEWS A	26.14	4.50	21.24
32. MCNAMARA C	26.17	4.40	21.37
33. COLLIER C	26.19	3.50	22.29
34. EDWARDS A	26.21	4.40	21.41
35. MCNAMARA S	26.24	4.50	21.34
36. WALMESLEY J	26.36	5.10	21.26
37. KLEMPERER R	26.41	3.00	23.41
38. PALMER A	26.48	3.50	22.58
38. HARMER T	27.06	5.20	21.46
40. SLATER A	27.28	5.20	22.08
41. ROBERTON K	27.37	7.10	20.27
42. LUCAS S (MRS)	27.51	6.10	21.41
43. WREN D	27.54	3.00	24.54
44. MARTELLO A	27.57	6.20	21.37
45. KIBBLES P	28.12	6.10	22.02
46. MARTIN L	28.39	5.10	23.29
47. WALL G	29.56	5.10	24.46
48. JAMES P	30.03	4.10	25.53
49. SEARLE R	31.28	11.10	20.18
50. BATTEN B	32.17	7.10	25.07

THE FRENCH CONNECTION

Eighteen months ago Brian Cox, who has friends in the French club Cyclo Touristes Saint Mauriens suggested some kind of reciprocation - we go there one year and they come here the next. There wasn't a great response from this side of the Channel, but on the early Bank Holiday weekend five made the trip from Newhaven to Dieppe. They were Brian and Betty Cox, Jack Smith, Tony Palmer and Our Ed.

Accommodation was booked at the Ibis Hotel on the outskirts of Dieppe - the Manager is a keen cyclist - and after a ride round for an hour in pleasant French sunshine, we arrived. An early inspection of the Supermarket nearby - Neo Pro's only £6 and wine anything from about 60p a bottle! - took another hour, and then a number of the Cyclo Touristes arrived. We enjoyed a meal together and began the struggle with the language. There was some ability on both sides fortunately, but no real fluency, so the

fun was assured.

It was disappointing at this juncture to learn that Brian and Betty were going to have to return home the following morning. Betty had been troubled by earache for some days and did not feel able to continue. This was a great shame for they had been looking forward to it. It also meant that our two best bi-linguals were disappearing. Ah well! More sign language would be needed.

Our French hosts had already forwarded to us the proposed routes for Saturday's, Dieppe/Abbeville - northern route, and for Monday's Abbeville/Dieppe southern return. The rest of their group had arrived. They were fifteen strong including four girls.

We were surprised at their bikes, for generally they were quite different to what we would regard as the well equipped touring machine. They were heavier even before they started attaching the attachments. These machines were intended to carry everything! Tyres and wheels were a good $1\frac{1}{4}$ inches wide, if not more. Some of the girls machines were without the crossbar and one even had a basket. One or two of the bikes were a little more like our 'lightweights' but even here there were plenty of carriers and panniers.

In France it appears, you are either a 'touriste' or you are a 'racer' and you belong either to a racing club or a touring club. There is no question it seems, of anyone doing a bit of both. We were however, to learn more of the French tourist over the next three days and what we learned, we liked.

They were friendly, and generous, and they did their utmost to make us welcome. Their type of touring is very relaxed but it is truly touring. Like us they do their best to find the pleasant lanes and the picturesque routes, and they are happy to stop and explore the chateau, castle, abbey or ancient monument. They also enjoy their cafe/bar stops and their picnics.

They had arranged accomodation for all of us in a school in Abbeville; an ancient courtyarded building.

For two nights we had a cooked meal - three courses with wine - a bed, washing/showering and other necessary facilities, and a continental style breakfast. The cost, per head, for this was about £15 or £7.50 per night, which we all agreed was excellent value.

Their style of riding is far less disciplined than ours. They are not all over the road, although out in the country this would not be a problem, for there is virtually no traffic, but they do not ride in a compact group as we would. The group of 18 would frequently be stretched over $\frac{1}{4}$ or $\frac{1}{2}$ a kilometer, but they would wait at the main junctions to regroup. Only once did we have a serious split when Jack Smith was held up by some traffic in a town, but they soon found him, and in anycase he knew where we were making for. Incidentally we all had route sheets, not just the dim English.

Gearing is another totally different aspect of their riding. Don's 42x18 bottom was similar to their top, and although in the main the route was a flat one, any incline saw them in very low gears and Messrs Palmer and Lock riding away into the distance. One can begin to see why they worship performers of the calibre of Hinault, for if they thought that we were good!!

The day's riding would start by 8.30. The speed would be around 12/14 m.p.h (we didn't bother to convert our handlebar computers). A bar stop around 10.30 for beer, coffee or a refreshing Pernod with ice and water, would take a leisurely hour. The weather was good and we would pull up chairs and tables and sit outside. There was no objection to you eating your own food either. With a picnic planned, we would make a shopping stop around midday, for french bread cheese or ham and some fruit, and then 'press' on at the steady rate, until lunch time. They were always better equipped for the picnic than we were. We were provided with wine and cake and other generous offerings. At one stop they even produced an excellent

port, although it was difficult to appreciate it to the full from a plastic cup.

One member of their club drove the sag waggon which would meet up with us quite regularly. If you wanted to unload any bags into the car you could do so. One of their number, Claude, was 73 years of age and he took the occasional rest in the car.

Claude was an amazing person, so obviously good humoured, and no mean rider either. His bike was the exception to all the others. It was an ultra light - weight, stripped down to the barest essentials, with very light wheels and tubulars that were devoid of any tread.

Threeses was more like fourses over there but it would again pass a pleasant hour and riding would then continue until around seven in the evening. On the Saturday and Sunday when we were having evening meals at Abbeville, they were timed for 7.30. After the evening meal, where else would you go but to a local bar.

We had covered about 65 miles on the Saturday after heading east and north from Dieppe to Eu, Cayeux on the coast and to St.Valery and the entrance to the Somme estuary and canal. We were given a guided tour of the Abbey on arrival in Abbeville. An interesting section had passed close to Brighton and through sand dunes where the road was covered with sand, often to a depth of two or three inches. This took us to Le Hourdel, an extreme headland into the Bay of the Somme with its lighthouse, and, of course, the customary bar.

Sunday we had travelled north east along the other side of the Somme and then to visit, during the afternoon, the Cistercian Monastery at Valloires. We were also that afternoon to visit the great historical battleground of Crecy. It was here, after the battle had been explained to us in detail, that Tony killed the conversation with the remark "Oh. Yes and we won". It was with some relief that he didn't

come out with anything worse. In the evening we drank a toast and declared peace, something apparently not done at the end of the hundred years war. Mind you, as we sat down, Tony was still muttering - "But we still won".

Although the Monday was 1st May and a holiday in France as well as here, some of the French riders had to make their way back directly to Saint Mauriens so we bade them farewell. By the way, how many times do you kiss them on the cheek? There's some story about Don and a Martine which if Tony's photos come out could prove embarrassing. Don swears it was all in the interest of Anglo/French relations, while his wife is reserving judgement. Tony's comment was "I wondered when he was coming up for air" !! Others were going to take a direct route to Dieppe, while three would accompany us on a route through the Forest of Eu. We had perhaps the fastest riding of the weekend with Tony anxious not to miss the boat, keeping the pressure on to a relentless 15m.p.h! We were quite surprised, mid-morning to meet up with the 'Dieppe Direct' group. We were outside a bar, at the time. We passed them again later on when they were stopped for a picnic.

After collecting our duty frees and other luggage from the hotel we were escorted to the Ferry and seen safely away. It was a super weekend in excellent company and thoroughly enjoyed. It is to be hoped that in 1990 we may be able to have them over here. We really must try and sort out Tony's attitude though before 1992 and all that. Do you know he was quite cross with Don for buying an apple. "That's a French Golden Delicious" he said, "I know I like them" Don replied. "Huh" he grunted, "They won't buy our lamb" Now really.....

THE NATIONAL SCHOOLBOYS (G.H.S) TEN 22ND APRIL

The London South District heat of this championship was held once again on the tough East Sussex course near Laughton. After last season's peak in

juvenile performances from Marvin Lucas, Colin Toppin, Ben Hockett and Darren Stepney, we had to look now for new blood and we have certainly found some.

Once again we had four entries and once again we had a complete "school" team, indeed this time, all four attend Worthing High School. Did they have a realistic chance of getting through to the final ? Well that was surely too much to ask, for all of them had little racing experience. This was their first full season. John Lucas though, had them well organised, and others, notably Keith Harmer, Dave Hudson and Paul Middleborough had devoted quite a lot of time to helping them with their training. Dave Hudson for one had found they could make him suffer on a long club run. They lacked nothing in enthusiasm. The team section did in fact provide the best chance of qualifying for the final. Their main opposition appeared to be from schools in Redhill and Croydon. They were very determined to do their best.

Chris McNamara did a super ride, going round in 28 minutes 18 seconds. Alan Edwards managed 29.08, Karl Robertson 29.49 and Simon McNamara 29.35. Simon's time however, included the loss of about half a minute at the start when he pulled his wheel over. Oh dear! The gremlin strikes again. They were to lose the team award by just 13 seconds.

Never mind it was an excellent first attempt. Keep up the training and the enthusiasm and next year you'll win it.

THE MILLS CYCLE CENTRE OPEN 25MILE 7TH MAY

The Andy Smith promotions were generously supported this year by Bernard Mills cycle business in George V Avenue, West Worthing and by the Worthing Computer Centre of 7 Warwick Street Worthing. Their valuable financial assistance enabled us to put on a good prize list for both the solos and for the separate tandem competition. We are very grateful to them.

Don Awcock, a balding vet from the Central Sussex, a hard roadman, who every now and again rides a time

trial, lost this event in 1988 to Richard Shipton. It probably wasn't hard enough for him. The 1989 event saw a tougher morning, and he was just the man to handle it. His time of 57.51 was too good for the rest on a morning when of 31 sub hour riders in a full field of 120, only seven were to get under.

Alan (Disc wheel) Dawson of the Antelope, who has been going almost as fast as his Porsche transport lately, was back in second spot with 58.12. Harry Featherstone the Norwood Paragon 'Pensioner' was beaten by one second in recording 58.13. Last year's winner Richard Shipton made another great effort, but finished 4th in 58.48. Brighton Mitre's Peter Davies made fifth in 59.40 and the other two to beat 60 minutes were Pete Headen East Surrey and M. Bartup, Sussex Nomads both home in 59.49.

Richard lead us home for another great team win and it was especially nice to see a new look about the winning trio. Kevin Spilman with 1.0.44 and Steve Gumbrill 1.1.44 provided the support this time.

In the group handicaps Jeremy Arnold who produced a super 'personal' won the 'C' group with 1.2.51 and Pete Burgess has sewn up this year's 'Most Improved Rider' award, almost certainly, in knocking about 9 minutes! off his best to get down to 1.2.22 and easily take the 'E' group prize.

Full list of Worthing times:-

Richard Shipton	58.48		
Kevin Spilman	1.0.44	Mick Miller	1.7.44
Steve Gumbrill	1.1.44	Steve Barrett	1.7.55
Pete Burgess	1.2.22	Graham Kell	1.8.06
Jeremy Arnold	1.2.51	Peter Seymour	1.8.31
Colin Toppin	1.4.28	Bill Procter	1.9.52
John Lucas	1.4.48	Sheila Lucas	1.15.08
Fraser Nurse	1.5.14	Andrew Slater	1.18.05
Don Lock	1.5.32	Reg Searle (T)	1.28.10
Pepe Martello	1.5.38		
Ken Retallick	1.7.24		
Colin Miller	1.7.31		
Marvin Lucas	1.7.33		

There were ten tandems in the competition which preceded the main event which was perhaps a little disappointing. Chris Chapman and Richard Holkham Brighton Excelsior were clear winners in 54.35 beating their clubmates Martin Penfold and V.Lowe who recorded 56.25 for second place. Of the two Worthing tandems, Mike Gibbs steered Dave Dallimore home in 1.00.48 with promoter Andy Smith (It's one way to check the course) going around with Christine Barnett (There must be another way to phrase that!) in 1.1.25.

The club acknowledges the help of timekeepers Mick Kilby, Lewes Wanderers and our President Roger Smallman, plus all those from within the club and their wives and friends, who helped with the marshalling, catering, printing and a host of other jobs, and thanks again to our sponsors.

PETER ASLETT

Peter who had been a member of the Worthing Excelsior for several years died on Sunday 28th May, after an unsuccessful heart transplant operation in hospital in London. He leaves a widow, Jean, and two sons. We offer them our deepest sympathy in their loss.

Peter had suffered a heart attack while riding a time trial in the Horsham area some four years ago. His recovery was a slow process but gradually we saw more of him, and he would get up to the clubroom, or to the evening tens. Lately however, his condition worsened and it was with considerable calm and bravery that he proceeded with the operation, knowing fully, we have no doubt, of the risks involved.

THE BRIGHTON MITRE FOUR-UP

This 28 mile event in East Sussex again attracted two teams from the Excelsior, although both the normal ideas of a 'fast' team and a veterans team ran into selection problems. Andy Smith decided to rope in our two currently fastest juniors, Marvin

Lucas and Colin Toppin and Vern McClelland. Their training sessions never really got going with one or other being unable to make it, and Vern's job taking him away at inopportune times did not help. As to the 'golden oldies' only John Lucas and Don Lock of previous successful veteran teams were available, with super vets Dave Dallimore being pulled away by Mike Gibbs to ride tandem and Ken Retallick having a prior engagement. Mel Robertson, showing good solo form was called in for his first four-up, and Colin Miller with little more than a couple of biathlons behind him, was called in to complete the line up.

The day was cold, hard and windy. There was no help to teams unused to riding together with buffetting wind causing all kinds of problems.

The Leo Road Club's sponsored teams, with team cars and all the gear were head and shoulders above the other entries. With eight riders the slowest being about a 56minute man, that's not surprising. They accordingly took first and second places with times of 1.0.38 and 1.2.26. Lewes Wanderers did well to prevent a complete Essex domination with their 1.4.26 pushing Southend and County Wheelers , 1.4.49, back to fourth place.

As for Worthing Excelsior 'A', they managed to stay together for only a few miles with Vern soon in trouble and dropped. They finished 10th of the 28 entries with a time of 1.8.00. The veterans dropped Colin after about 5 or 6 miles but moved quite well to a 15mile turn time of 35.30. Mel Robertson was strong but without the experience of riding just a few inches from a wheel, was making it hard for himself. He stuck to the task well though, and putting up with the shouts from his two so-called mates they finished together. Their time - Oh! for just another two seconds - was just one second slower than the 'fast' team ! Still they beat Brighton Excelsior and Central Sussex to win the veterans award, once again.

TWO LEFT FEET An unofficial training run for the youngsters sees Chris and Simon McNamara (the terrible twins) getting ready for their turn to start. "I can't get my feet in the pedal, there's something wrong with my left shoe" Says one. Agitation and aggravation creep in as the seconds tick away. The other meanwhile is not being too helpful and seems to be having his own problems. Then suddenly a thought dawns upon them and two voices speak as one. "Have you got my left shoe?" Ah well! it's easier now that were in to the racing season for we can put a number on them and identification becomes a piece of cake. As long as you're behind them, where they usually leave you.

MILES AHEAD Our first win of the 1989 road racing season came from Miles Davies in the 73 mile Kent League race for second and third category senior riders on Sunday 23rd April. The event was held on the decidedly hilly Ashdown Forest circuit with headquarters at Withyham.

Five laps were to provide a tough test which by lap four had already reduced the field by more than half, and no one it seems had the strength or courage or perhaps the inclination to go after the break that Miles created with just one of those laps remaining. It was something of a surprise, even for his Dad, David, for it was only his third outing of the year. The gap was immediately formed and it quickly grew. The effort was impressive and in the remaining ten miles his lead increased to four minutes.

Neil Liston remained with what was left of the bunch and obviously made no effort himself while his clubmate was away that might have endangered the lead. In the final sprint Neil was fifth.

Four minutes is quite a long way.....truly miles ahead.

CLUB CHAMPIONSHIP 25

14th May was a grey morning but reasonably warm and there was a westerly wind of perhaps force 3. These conditions were to remain fairly constant to

give the whole field a fair ride.

Richard Shipton, embarking on a new 'Self-employment' it is understood, had stated that he was now not able to do any training, and this was to be his last ride. Whether this will be the end of a great time trial career in Worthing Excelsior colours, or just a pause until he gets things worked out, remains to be seen. It did appear though, that his usual 110% of effort might be running down and he might just be vulnerable. Andy Smith reading the signs like this, and encouraged by a number of useful performances, not least the opening club evening ten a few days previous, when he won in 22.48 on a hard evening, was there to win, and to see a change of name on this club championship trophy.

There was a field of 26. A number had ridden the open event the previous Sunday on the same Chichester Road course, and with conditions, generally thought to be a little easier, were looking for improvements. Jeremy Arnold off number 1 set the pace with a time of 1.4.01. Two weeks back he would have been pleased with this, but he had gone back just over a minute, so perhaps it was not so good after all. John Lucas came close to that with 1.4.09, and that improved 39 seconds. John Incidentally had been number 1 off the previous week. Some indication there, of what it can do to your effort if there's someone, anyone, up there in front of you to chase. After this veterans, Mel Robertson 1.4.18, Don Lock 1.4.32 and Ken Retallick 1.4.39 packed in close, but Colin Toppin leapfrogged them all to go level with John on 1.4.09. Marvin Lucas, anxious to erase the memory of the 1.7 of the previous Sunday, then stormed in to take the lead with 1.2.55. Pete Burgess could not manage quite the ride of the 'Open' and was back a minute with a time of 1.3.33. Richard Shipton was also back a minute, but he still ducked under to record 59.43.

Now where was Andy Smith? Wasn't he No.10? Oh dear! A time of 1.15.30! What went wrong? Ah! wait

a minute, 17 minutes late start, gives a riding time of 58.30. Now has he won it or hasn't he? Richard was quite clear "Andy's done the ride, he gets it as far as I'm concerned" Andy had apparently broken a spoke in a wheel before the start, reported to the timekeeper before he was late, and was prepared to ride, although at this point, Bill Procter had told him that there was a spare wheel in his car which he could borrow if he wanted to. Timekeeper Brian Cox then indicated that he should start at the end of the field at No.27. This meant he had plenty of time and so off he went to change the wheel.

Now comes the interpretation of Road Time Trials Council Regulation 43c. "If a competitor fails to start at the time allotted to him on the starting list but subsequently arrives late, his time of reporting to the timekeeper as ready to start shall be recorded and this lateness shall constitute his penalty, He shall then be despatched at the discretion of the timekeeper but in no case less than one minute before or after another competitor." The problem arises on the point "ready to start" for if he was ready then he should have gone at the right time, and if he wasn't how late was he reporting? The answer to the last point would seem to be nil time so there would be no penalty. The timekeeper's discretion was that he should go off at the end of the field. It might be thought that if you are late reporting you are automatically sent off in the first available space, but while that may frequently happen - so that you do not stand around too long and get cold - it is not the regulation - and with good reason. The next gap could have been one minute behind the other scratchman which would create a very unfair situation.

It is to be hoped that a sensible decision will be reached and we will hopefully be able to record it later in this issue.

Meanwhile the provisional result:-

1st.	Andy Smith	58.30.	1.00.	57.30
2nd.	Richard Shipton	59.43.	SC	59.43
3rd.	Marvin Lucas	1.02.55.	4.30.	58.25
4th.	Peter Burgess	1.03.33.	4.30.	59.03
5th.	Jeremy Arnold	1.04.01.	4.30	59.31
6th.	Colin Toppin	1.04.09.	6.00.	58.09
	John Lucas	1.04.09.	6.30.	57.37
8th.	Mel Roberton	1.04.18.	7.00.	57.18
9th.	Don Lock	1.04.32.	6.00.	58.32
10th.	Ken Retallick	1.04.39.	6.30.	58.09
11th.	Vern McClelland	1.06.55.	9.30.	57.25
12th.	Steve Barrett	1.07.12.	9.30.	57.42
13th.	Paul West	1.07.42.	7.30.	60.12
14th.	Alan Stepney	1.08.59.	9.30.	59.29 *
15th.	Bill Procter	1.10.04.	11.30.	58.34
16th.	Alan Matthews	1.11.02.	13.30.	57.32
17th.	Keith Harmer	1.11.27.	11.00.	60.27
18th.	Mick Miller	1.11.39.	9.00.	62.39
19th.	Tony Palmer	1.11.54.	11.30.	60.24
20th.	Sheila Lucas	1.14.59.	17.00.	57.59
21st.	Mike Poland	1.15.51.	14.30.	61.21
22nd.	Reg Searle	1.25.44	28.30.	57.14

* includes 17 seconds late start.

NEW MEMBERS

Welcomed at the May meeting of the General Committee were Jack Smith from Bognor. He's the next door neighbour of existing members Brian and Betty Cox and has ridden with us before. Also Bernard Batten who hails from Littlehampton - already had a go in the evening tens. Another one also testing himself over the tens course is Richard Klemperer from West Worthing. I can't think where I've heard the name before. Is it a famous conductor ? Oh! Never mind. Finally, Patricia James who we believe is a triathlete and lives in East Preston. We understand that she will ride the tens, probably enjoy a run between the start and finish points, and maybe have a dip in Wiston Lake! Hope you all enjoy your Excelsior membership.

A PRESTIGE EVENT ?

The Sussex Cyclists Association Team Championship over 25 miles was started in the first year of the Association, in 1921. In those 68 years the event has been one of the main Association promotions, and only during the five years of World War Two was it cancelled. It has always received the biggest entry, with many times a capacity field. The unique method of entry - six riders, 4 to qualify for the Club team shield and then the secondary competition for 'B' teams of 4 riders 3 to count, for a separate trophy, ensured the support. To make sure that top riders with the less strong clubs also competed there was an individual trophy for the fastest individual rider.

Clubs frequently paid the entry fee for their riders and team selection was a matter of considerable thought from the early season events until May when the race was held. Riders felt a sense of achievement in being selected and the whole atmosphere was one of club before self, and of trying to pull just that bit more effort out, on the day, because it could just make all the difference for the club.

Traditionally the event has been held on a course from Cowfold. To start with, and for many years, it was basically Cowfold to Shoreham and back. Because of road works it has twice been moved completely to the A27 road, between Angmering and Chichester, This was in 1981 and 1982 and there was also the thought at that time that a 'fast' course might rekindle an even then, dwindling interest. Now, it is run over roads from Cowfold to Anstey and back and then down through Henfield, to Poyning and back.

Over recent years riders have complained of bad road surfaces, and there are certainly better courses, from this aspect. Ultra lightweight wheels and tubs are not recommended, and the low profile/disc wheels "state of the art" bikes are unlikely to be of much advantage. But it is the same for everyone and often it is those who complain the loudest, that are in

another moment, glorifying the performances of the pro riders in the Paris - Roubaix, so if its good enough for Kelly what does it make the complainers ? Posers ?

Money has been added to the awards, which has already included medals and certificates for the individual members of teams placed in both the "A" and "B" competitions, but still the lack of interest has continued, to the 1989 low of 76 with only seven of the Association's sixteen member clubs managing an entry. Strong clubs like Lewes and Central Sussex barely scraped teams together, when with their best riders, they could have won, and Crawley with ever so many good riders now, could not get a team together.

Complaint, is probably not in order, but more a matter of sadness, that no longer does a common interest have that something special about it. As with so many things in our 'material' world, its an individual gain that is paramount. A fast ride on a drag strip, or even the unwillingness to be seen to grovel a bit, and to see a time on the result board some 4 or 5 minutes slower than you could have done on the arterial conveyer belts. There's a lot to be said in favour of the non-standard distance and the non-standard course. Time trialling enthusiasts claim that it is a truer performance than the road race, but in the road race it matters only where you came, while all too frequently time triallists spend their time comparing their 'best' rides from whatever drag strip, on whatever perfect evening, and hastily forget the events where their true form and fitness are revealed. Was the '59 when you were 81st as good as the 1.4.00 when you came third ? All the time we have standard distances then the constant pursuit of the drag strip will continue and that question will be a very difficult one to answer with absolute honesty.

In the Worthing club we have experienced the same difficulties, for with our biggest membership ever and with over 60 racing members we could find only

15. We were missing a number of those who could have won the day for us. Richard Shipton, Steve Gumbrill, Dave Dallimore and John Lucas would all have added enormously to our strength, and Marvin Lucas would undoubtedly have done much better if he had not ridden a 25 on the previous afternoon. But, as just noted, it's a sadness more than blame or complaint, for they all have, gladly, the freedom, to do as they wish.

Andy Smith led our team and rode well to record the second fastest individual time of 1.1.40. Peter Burgess, quickly becoming one of our best riders at 25 miles (He'll have to try longer distances soon) was next best with a fine 1.3.52. Kevin Spilman tried hard, but this was not one his best days, and he was our third counter with 1.4.54. But then we faded badly with Marvin Lucas managing 1.7.38 for the fourth man. The other two drafted into the 'A' team were our Ed. who just managed a sprinter's 1.7.59, and Jeremy Arnold who was disappointed with 1.8.13.

For once team selection also let us down, for Mel Robertson in the B.1. team rode the course as if it was the same as any other and recorded 1.4.30, just about his current form for the distance. A splendid effort and if he had been in the 'A' team we would have won it. Did we think that Our Ed. with a 1.1 on a drag strip would be faster ? Or were we working on the basis that neither of these would be counters in the "A" team and that maybe we could win both "A" and "B" ? Whatever the thoughts, we didn't win either. We were unlucky in the "B" team with Colin Toppin only recording 1.7.43 when what he might have recorded must remain conjecture. His gear block suddenly freewheeled forward as he was giving it some welly with only a short distance to go to the finish. He sailed over the bars to head-butt the tarmac. He deserves praise for making the line at all. He looked like Henry Cooper after a session with Mohammad Ali. Fortunately he suffered no serious injuries; it could

have been nasty. Fraser Nurse did all that could be expected of him to record 1.8.09 and Vern McClland recorded a non-counting 1.10.38.

Our string "B" selection was Darren and Alan Stepney who both rode well. Darren just beat Dad with 1.9.12 to 1.9.27. Mike Miller recorded 1.10.41 and John Gilbert 1.11.56. Our one non team rider, Alan Matthews recorded 1.13.40

Brighton Mitre's Peter Davies was individually fastest with an excellent 1.0.30.

The Club Shield will this year go to the East Grinstead Club. They won it in '86 and '88 and now bring their tally to three. They were without top man Steve Dennis and it was good packing that kept them clear of Brighton Excelsior and Worthing down in third place.

NEW LADIES TEN RECORD

Jane Avery has begun to produce the times that were forecast after her opening time trials last season. In the first of this year's evening tens she strolled round in 27.26 leaving 13 male competitors in her wake, and this was on a hard evening. In the second event she smashed two minutes off of this to finish with a time of 25.34, this breaking Christine Barnett's 1985 record of 26.03 by almost half a minute. Looking always very smooth, there is clearly more to come. The rumour is that the hand of Mike Mansell is directing coaching, well, if that's so, we've seen before that when he has a go at something he never does it by halves. Congratulations Jane on a fine ride. What about the 25 now, that stands at 1.9.01, well within your capabilities.

IT'S RUMOURED that Dave Dallimore is now performing in 'drag'. Well it must be something like that, for he recently entered a 'LADIES' event! The promoter was not amused it seems and referred him to the 'Handbook'. What else he may have been referred to, we do not know!

WHO'S IN THE COMIC

Well, first to make the 'Beano' in 1989 was Peter Scarsbrook, when on 9th March his letter bemoaning the difficulties of liason with the Sussex Police was published.

On March 23rd the result of the Sussex C.A.2-Up 21 mile hardriders shows Marvin Lucas and Colin Toppin 3rd. Andy Smith and Trevor Leeding 4th and John Lucas and Don Lock 10th.

The following week gave us the result of the 42 mile Crawley to Shoreham and back with Andy Smith placed 8th in 1.53.02 on a terrible Good Friday morning. Andy also appeared in the result of the S.C.A.25, where he was 4th in 1.1.39. This was also the one open event we shall get from Nick Lelliott for 1989, he was 6th in 1.1.54. With Dave Dallimore getting two mentions - he was 10th in 1.4.23, and he won the veterans standard award - with Colin Toppin picking up the junior award and with Worthing winning the team - a very satisfying result.

It's Andy Smith again on April 6th with 9th place in the Salisbury 25, just ducking under with 59.46.

Steve Gumbrill's 4th place and Fraser Nurse 9th showed up in the result of the Rother Valley 10 on April 20th. The times were 24.25 and 25.47. The result of the Sussex Amphibians Biathlon (ride and run) showed Kevin Spilman second behind ace cyclist Tim Stevens.

On 27th April Miles Davies' win in the Kent League Road Race in Ashdown Forest gets printed and Neil Liston is also shown in fifth place. In the same issue there's the result of the Brighton Mitre 28mile 4-Up with W.E.C.C. 'A' team (Andy Smith, Vern McClelland, Colin Toppin and Marvin Lucas) 10th in 1.8.00 and the veterans team (John Lucas, Colin Miller, Mel Robertson and Don Lock) winning that section in 1.8.01. Richard Shipton's name is spotted in the Wren Wheelers 10 result with 22.38 for 10th place on the Tonbridge bypass course. He was also the fastest veteran.

The South Eastern Road Club 2-Up result gives Colin

Toppin and Marvin Lucas fastest junior team with 1.20.47 for 50km. The Bognor Regis 25 result includes Andy Smith 4th in 1.0.40 and Steve Gumbrill with a super personal best of 1.1.57 in 7th. Richard Shipton clocks a rapid 22.19 for 8th spot in the Sydenham Wheelers 10, while in the Wandsworth Tandem 10 Mike Gibbs and Dave Dallimore are 6th in 23.23. All that was in the issue for 4th May.

Nice, on 11th May, to see a couple of new Worthing Excelsior riders getting their names in print. At Goodwood, Shane Brown gets third in a senior race, with several experienced roadmen in his wake. Also in the same evening Andrew Slater gets ninth in the juvenile race. Andy Smith makes the 'Leader Board' in three events; 3rd in Hants Road Club 10 with 22.56, 2nd in the same club's 25 with 1.1.06 and 10th in the Tooting Bicycle Club's 42 mile Hilly in 1.45.00.

The edition of May 18th included the result of our own Open 25 showing Richard Shipton 4th in 58.48 and Worthing winning the team with Richard supported by Steve Gumbrill and Kevin Spilman with a winning aggregate of 3.1.13.

Young Andrew Slater gets a mention on 25th May for his fine effort in the Sussex B.C.F. Juvenile Circuit Championship where he finished in 5th place. The S.C.A. team Championship result is in this issue and we show third with Pete Burgess, Andy Smith, Kevin Spilman and Marvin Lucas. Dave Dallimore shows up in 9th spot in the V.T.T.A. Championship 10 - 9th fastest that is in actual time, but with 23.29 he could not have been too badly placed on standard.... he's so old.

We missed out on 1st June, but the results of the Sussex B.C.F. Divisional Road Race Championships on 8th June included three names. (See report elsewhere in this Mag.) Neil Liston did tremendously well to finish 5th in the Senior event, but Colin Toppin went a couple of places better to gain the bronze

medal in the junior race and Marvin Lucas was credited with seventh.

ANOTHER RECORD The junior ten mile team standard was broken in the evening ten on 1st June. The standard had been set at 1.12.00. Marvin Lucas led the way with 23.24 and was chased home by Colin Toppin on 23, 48. The third counter was Andrew Tarry showing a welcome return to form after illness which has kept him off the bike for a long period. His time of 24.35 gave an aggregate of 1.11.47. CONGRATULATIONS.

SHEILA LUCAS and the Lucas family gave us all a laugh but we can understand John's and Marvin's concern. When they arrived in the club room after a training run Sheila was not there and she should have been. She had taken a planned short cut to their normal circuit and should have been caught up by the faster group well before she reached the club room. Tony Palmer's car was borrowed and John does a quick 20 mile drive back around the route that she should have followed but no Sheila could be found..... Meanwhile, back in the Clubroom, Sheila arrives. She is quite pleased at her effort that has got her home without being caught, and goes to get herself a cup of tea. Poor John had imagined all kinds of nasties by the time he got back and was very relieved to find her safe and well. A slight domestic tiff followed; "You will have to wait in future" and I'm not going to stand around and get cold waiting for you" Facts simply were that Sheila thought the route included a section which the others missed, still, all is well that ends well.

Can we have some volunteers to escort Sheila on her training runs please. You must be able to do at least 20 m.p.h. for as many miles. Photographs with applications please to Sheila.

MERIT AWARD for April goes to Miles Davies for his win in the Kent League event in Ashdown Forest. Other

efforts considered were the brave ride of Colin Toppin in the Spring Road Race and the fine time trial performance of Steve Gumbrill, down to a 1.1 and still with the best part of the season to come.

THE CLUB 15 CHAMPIONSHIP

Tuesday 6th June, was not a nice day, and it did not improve by the evening. A lot of rain around tea time clearly deterred a number of the already very small entry. Should we continue with this as a separate event from the junior one, is a question to be considered. It's a short enough distance, not beyond the abilities of all those who ride the tens; however, in the absence for a few days of Events Secretary, Tony Palmer, Paul Toppin stood in. He had only nine entries to deal with and on the evening just four of these and one private time trial turned up.

The course is from Castle Goring on the Arundel Road, west to Patching Pond and then south to the Angmering roundabout. Back then to Patching - out to the east end of the Arundel bypass and then return to a point near the Coach and Horses, just beyond the start. Three hills in fifteen miles is a tough course and, up to The Fox, after making what is often a slow and tight turn out at Patching, the return up past Arundel Station, after turning at the bottom, plus the climb up from The Woodmans Arms, are all, if you're trying to do 25 m.p.h. or more, quite definitely hills. Come to think of it - perhaps why the entry was so small.

The roads were wet, but conditions were not too bad with a northerly wind making the Angmering to Patching stretch something of a slog.

From those who did ride we were treated to a real close scrap with all of them producing good efforts. Just One minute 5 seconds covering their times.

Colin Toppin was the one with no one to chase and he set the standard with 38.09. Mel Robertson, refusing to be worried that Steve Gumbrill was only one minute behind him rode very strongly to record 37.45.

Steve smashed himself over the line to take over the lead with 37.22. Now we had to wait for Marvin Lucas could a junior do it? Marvin had promised himself this one from the moment he knew the entry and he had given it everything. The flash that went past the timekeepers car was recorded as 37.04 and Mike Gibbs holding the watch reckons it was Marvin.

Congratulations to all four.

SUSSEX C.A. AND CLUB CHAMPIONSHIP 50

We had ten riders who entered for the Club Championship which we incorporate in the Sussex promotion. Only Kevin Spilman failed to fill in the necessary extra form for the club event. In the County Championship all eleven entries started in a field of 77 and all finished and generally all were satisfied in varying degrees with their rides.

Andy Smith must have been hopeful of getting among the places but he could not quite manage it, finishing fourth Behind Mark Jones, G.S.Stella 1.59.15, Junior, S.Elms of Crawley 2.2.42, and Peter Davies Brighton Mitre, 2.3.57, Andy's effort was 2.4.10.

In the open competition, veteran John Woodburn was fastest with 1.58.15 and slotting into second place was Pete Hamilton of Wren Wheelers with 1.59.09.

We had hopes of the team prize but we couldn't quite do it. With that super ride from young Elms Crawley Wheelers were about a minute too good for us on the three man aggregate. Kevin Spilman was our second counter with 2.7.43 and the ever improving Mel Robertson completing our team with a first fifty of 2.10.44.

It was a nice morning but if we were able to have improved it, most would have asked for a rising westerly breeze rather than the rising easterly, which is what happened. It made for a fast outward 25 to the turn at Hayling Island, but the return was the stretch where the fitness told, and where several were to blow up.

The course between Angmering and Hayling Island on the A.27 is a good one, spoilt somewhat by the

need to go into Chichester, and the complications of the one-way system, so as to avoid the traffic lights on the by-pass, and also by the hills in the Arundel area. Most riders though accept the necessity for the 6.a.m. start, for it is a very busy road by 9.a.m. even on Sundays.

Worthing Championship result:-

1st.	Andy Smith	2. 4.10	Sc	2. 4.10
2nd.	Mel Roberton	2.10.44	15.00.	1.55.44
3rd.	Don Lock	2.11.50	8.50	2. 3.00
4th.	Jeremy Arnold	2.14.54	12.00	2. 2.54
5th.	Vern McClelland	2.16.17	14.15.	2. 2.02
6th.	Pepe Martello	2.18.29	16.00	2. 2.29
7th.	Alan Stepney	2.19.26	20.00	1.59.26
8th.	Bill Procter	2.24.05	20.00	2. 4.05
9th.	Alan Matthews	2.24.45	28.30	1.56.15
10th.	Reg Searle (trike)	2.51.28	45.00	2. 6.28

(Kevin Spilman 2.7.43, did not enter)

SUSSEX B.C.F.DIVISION ROAD RACE CHAMPIONSHIPS

These were run off on Saturday 3rd June. We had just one representative in the Senior race, Neil Liston, and in the Junior event, two with Marvin Lucas and Colin Toppin.

The distance for the juniors was 49 miles. The course was a very tough one near Ninfield in East Sussex. Unlike West Sussex on this particular afternoon the conditions in the area of the event were appalling. The heavens opened as the juniors were starting, and it was icy cold hail and sleet which quickly drenched them. Their hands and bodies were numbed by this onslaught in the middle of what had been quite a good summer - so far and nothing saps the strength so much as the combined effects of cold and wet.

It was difficult to change gear and the field was decimated before half way. Colin managed to bridge a gap from the third to the second of three small groups that comprised the whole field. A puncture was

to remove one of the leading trio and Colin was to get home in a very deserved bronze medal position.

Both Colin and Marvin had ridden strongly in the early part of the race, but had somehow missed the vital break and the splitting of the field when it occurred. Numbness of mind was probably to blame for it was bitterly cold. Officially Marvin did not finish but we would like to say, unofficially, at least, that he was seventh, and the last one to make the line. Suffering from cramp he walked the last hill to the finish, and in doing so removed his crash hat. That, according to the rules, means you are disqualified. That sounds a pretty mean interpretation, after all, he was walking. We doubt though that he was very interested in interpretations at the time. Where is it warm and dry would have been more on his mind.

In the senior race over that same tough course, but with ninety miles to be covered, it was the same awful conditions. Many top riders, including perhaps, one of the favourites in Mike Coyle, were climbing off well before the end. Mark Markowski of Hastings was the instigator of an early loan break, and with the conditions decimating the field behind him there was never a serious and organised chase. His lead stretched to eight minutes and stayed at that to the finish.

Neil Liston rode very determinedly with the ever dwindling bunch and finished in fifth place.

Well done to all three.

NOT GOOD ENOUGH ?

There were two instances the other weekend with regard to promotions that I feel should be looked into and on which perhaps the Road Time Trials Council should be asked to comment on. In the first, the East Sussex 25, entrants found, on receiving their start sheets that it was to be run on a different course from that advertised in the Handbook. The merits of the course, do not matter, but an entrant "pays his money and takes his choice" and in my opinion, unless there was some very good reason, like road works or

police advice, then the race should have been on the course stated in the handbook. The only reason given was that if it could have been measured in time it would have been on that course anyway. There was no publication in 'Cycling' or other notification of the change and this was an association event, so it would not have been too difficult to notify member clubs.

The second instance concerned the promotion by the Antelope R.T. This was supposed to be a 25 but when riders received their start sheets they found it was to be a 10. Obviously disappointed, but assuming that roadworks must be to blame, they travelled to the event and rode. They then learn that it was changed into a 10 from a 25 simply because "we are only a small club and didn't have enough marshalls for the 25".

In my opinion these changes are **not good enough.**

Don

EVENING 10 NO.3.		25.05.89	Handicap	Net
1st.	SMITH A	23.25		23.25
2nd.	LUCAS M	24.08	0.50	23.18
3rd.	BURGESS P	24.11	1.20	22.51
4th.	GUMBRILL S	24.19	1.20	22.59
5th.	LISTON N	24.37	1.30	23.07
6th.	ROBERTON M	24.38	1.20	23.18
7th.	RETALLICK K	24.42	1.40	23.02
8th.	TOPPIN C	24.53	1.50	23.03
9th.	LOCK D	24.59	2.00	22.59
10th.	ARNOLD J	25.03	2.10	24.53
11th.	LUCAS J	25.07	1.50	23.17
12th.	POLAND J	25.42	2.30	23.12
13th.	BARRETT S	25.45	2.10	23.35
14th.	NURSE F	25.53	2.10	23.43
15th.	MILLER M	25.55	3.00	22.55
16th.	STEPNEY A	25.56	2.20	23.36
17th.	DAVIES M	26.02	1.50	24.12
18th.	MANSELL M	26.17		26.17

19th.	MCCLELLAND	26.37	3.20	23.17
20th.	GOWARD C	26.42	4.40	22.02
21st.	AVERY J	26.43	3.10	23.33
22nd.	NIGHTINGALE D	26.52	3.30	23.22
23rd.	HOOPER M	26.58		
24th.	ATKINS K	27.01	5.20	21.41
25th.	SEYMOUR P	27.01	3.30	23.31
26th.	COLLIER C	27.05	4.00	23.05
27th.	MCNAMARA C	27.22	4.00	23.22
28th.	GIBBS M	27.25	3.40	23.45
29th.	PROCTOR W	27.38	3.50	23.48
30th.	MCNAMARA S	27.43	4.00	23.43
31st.	MATTHEWS A	27.44	3.50	23.54
32nd.	SLATER A	27.51	3.50	24.01
33rd.	KLEMPERER R	27.57	4.20	23.37
34th.	SMITH R	27.58	4.40	23.18
35th.	HARMER T	28.21	4.50	23.31
36th.	MARTELLO A	28.48	5.40	23.08
37th.	KIBBLES P	28.48	5.50	22.58
38th.	LUCAS S	29.22	5.30	23.52
39th.	ROBERTON K	30.11	5.20	24.49
40th.	WALL G	31.07	7.40	23.27
41st.	SEARLE R	32.53	9.10	23.43

<u>EVE.TEN.NO.4.</u>	01.06.89	Handicap	Net
1st.	SMITH A	22.45	22.45
2nd.	HILL C	22.57	22.57
3rd.	LUCAS M	23.24	0.50 22.34
4th.	BURGESS P	23.29	0.50 22.39
5th.	GUMBRILL S	23.32	1.00 22.32
6th.	WOODHAMS P	23.35	1.10 22.25
7th.	LOCK D	23.40	1.40 22.00
8th.	TOPPIN C	23.48	1.30 21.18
9th.	LUCAS J	23.54	1.50 22.04
10th.	RETALLICK K	24.02	1.20 22.42
11th.	ROBERTON M	24.03	1.20 22.43
12th.	DAVIES M	24.10	2.40 21.30
13th.	TARRY A	24.35	2.10 22.25
14th.	BARRETT S	24.42	2.10 22.32
15th.	STEPNEY A	24.57	2.40 22.17

16th.	NURSE F	25.03	2.30	22.33
17th.	POLAND J	25.08	2.20	22.48
18th.	MILLER M	25.21	2.40	22.41
19th.	KELL G	25.28	3.00	22.28
20th.	GOWARD C	25.32		25.32
21st.	SEYMOUR P	25.55	3.40	22.15
22nd.	ATKINS K	25.57	3.40	22.17
23rd.	MIDDLEBROUGH P.	26.01	3.00	23.01
24th.	MILLER C	26.11	3.10	23.01
25th.	NIGHTINGALE D	26.11	3.30	22.41
26th.	KLEMPERER R	26.15	4.40	21.35
27th.	MCNAMARA C	26.18	4.00	22.18
28th.	SLATER A	26.37	4.30	22.07
29th.	EDWARDS A	26.45	4.00	22.45
30th.	MATTHEWS A	26.46	4.20	22.26
31st.	MCNAMARA S	26.48	4.20	22.28
32nd.	PALMER A	26.50	4.30	22.20
33rd.	GIBBS M	26.54	4.10	22.44
34th.	KIBBLES P	27.32	5.30	22.02
35th.	MARTELLO A	27.37	5.30	22.07
36th.	PROCTOR W	27.44	4.20	23.24
37th.	ROBERTON K	28.01	6.50	21.11
38th.	LUCAS S	28.17	6.00	22.17
39th.	JAMES P	30.01	7.50	22.11
40th.	WALL G	30.48	7.50	22.58
41st.	SEARLE R	31.02	9.30	21.32

MERIT AWARDS At their meeting in June the Club's General Committee awarded two merit medals. The first goes to Colin Toppin for his two B.C.F.Championship rides. In the junior road race he was third and in the junior sprint at Preston Park he finished second. The second was awarded to Jane Avery for her rides in the evening ten series - so far - including her two new club ladies ten mile records.

RESULT STANDS The Committee have decided that the result of the Club Championship 25 shall stand as shown on page 16, so Andy Smith is the 1989 winner of the Championship Trophy,

<u>EVE.10 No. 5.</u>	08.06.89	Handicap	Net
1st. SMITH A	22.23		22.23
2nd. GUMBRILL S	23.32	0.50	22.42
3rd. LUCAS M	23.49	0.40	23.09
4th. ROBERTON M	24.05	1.20	22.45
5th. TOPPIN C	24.21	1.10	23.11
6th. ARNOLD J	24.29	1.40	22.49
7th. LUCAS J	24.35	1.20	23.15
8th. BARRETT S	24.41	2.00	22.41
9th. TARRY A	24.46	2.00	22.46
10th. POLAND J	24.59	2.30	22.29
11th. STEPNEY A	25.21	2.20	23.01
12th. MCCLELLAND	25.25	3.20	22.05
13th. GOWARD C	25.37	2.50	22.47
14th. NIGHTINGALE D	25.51	3.30	22.21
15th. WEST P	26.00	2.30	23.30
16th. MILLER M	26.09	2.40	23.29
17th. KELL G	26.24	2.50	23.34
18th. KLEMPERER R	26.25	3.40	22.45
19th. MCNAMARA C	26.29	3.40	22.49
20th. SWEET C	26.40	4.00	22.40
21st. SMITH R	26.47	4.40	22.07
22nd. EDWARDS A	26.50	4.10	22.40
23rd. ATKINS K	26.56	3.20	23.36
24th. PALMER A	27.02	4.10	22.52
25th. MCNAMARA S	27.13	4.10	23.03
26th. AVERY J	27.40	3.10	24.30
27th. KIBBLES P	28.00	4.50	23.10
28th. MARTELLO A	28.09	5.00	23.09
29th. ROBERTON K	28.47	5.20	23.27
30th. SEARLE R	31.47	8.20	23.27
31st. WALL G	32.20	8.10	24.10

COOL MAN Our Ed has come in for a lot of comment over his flash look racing specs. One member asked if he was able to carry a white stick on his bike!

IT'S RUMOURED that the Veterans Time Trials Council (Life begins at 40) is to adopt a pop group. Would you believe "U.B.40" We've also heard that Ray Douglass goes for the Andrews Sisters, -- yes that's

before our time too - Another rumour is that after all the problems with road race promotions, Peter Scarsbrook is trying to sign up 'Police'. The most unlikely one though is Mike Gibbs and the Shadows!!!

EVENING 10 NO.6.

15.06.89

Handicap

1st.	SMITH A	21.57		21.57
2nd.	WOODHAMS P	23.05	1.00	22.05
3rd.	DALLIMORE D	23.14	0.50	22.24
4th.	LUCAS M	23.15	1.30	21.49
5th.	BURGESS P	23.25	0.50	22.35
6th.	ARNOLD J	23.29	2.10	21.29
7th.	ROBERTON M	23.37	1.50	21.47
8th.	TOPPIN C	23.45	2.00	21.45
9th.	LUCAS J	23.46	2.20	21.26
10th.	TARRY A	24.03	2.00	22.03
11th.	LOCK D	24.10	1.00	23.10
12th.	POLAND J	24.12	2.40	21.32
13th.	BARRETT S	24.31	2.20	22.11
14th.	WEST P	24.39	3.40	20.59
15th.	MCCLELLAND V	24.46	3.00	21.46
16th.	STEPNEY A	24.49	3.00	21.49
17th.	HOOPER M	24.54	4.00	20.54
18th.	MILLER M	25.16	2.40	22.36
19th.	STEPNEY D	25.21	2.20	23.01
20th.	AVERY JANE	25.21	5.20	20.01
21st.	KLEMPERER R	25.21	4.00	21.21
22nd.	MIDDLEBROUGH	25.33	3.20	22.13
23rd.	GOWARD C	25.34	3.20	22.14
24th.	GIBBS M	25.41	1.10	24.31
25th.	MILLER C	25.46	3.30	22.16
26th.	GILBERT J	25.48	3.10	22.38
27th.	SWEET C	25.50	4.20	21.30
28th.	ATKINS K	25.55	4.40	21.15
29th.	SEYMOUR P	25.59	3.20	22.39
30th.	SMITH R	26.02	4.30	21.32
31st.	MCMAMARA C	26.04	4.10	21.54
32nd.	MATTHEWS A	26.05	5.00	21.05
33rd.	MCMAMARA S	26.13	4.50	22.23
34th.	COLLIER C	26.21	3.50	22.31

35th. WALMESLEY J	26.27	4.20	22.07
36th. SLATER A	26.28	4.00	22.28
37th. PALMER A	26.30	4.40	21.50
38th. HARMER T	27.42	5.00	22.42
39th. MARTELLO A	27.46	5.50	21.56
40th. ROBERTON K	27.56	6.30	21.26
41st. LUCAS SHEILA	27.58	5.40	22.18
42nd. SEARLE R	31.03	9.30	21.33

THERE SHE GOES AGAIN In the evening ten on 15th June Jane Avery went smoothly round the Washington course to record another updating of the Club's ladies ten record. It now stands at 25.21. It's also very appropriate to note that in a field of 42 and with only one other lady rider she finished 20th!

AND SO DO THE JUNIORS. Marvin Lucas 23.15, Colin Toppin 23.45 and Andrew Tarry have improved again the two week old junior ten mile team aggregate. With Andrew really getting some good form again now this can go a lot lower still. On 15th June he knocked his time down to 24.03 and the record is now 1.11.03.

NEW MEMBERS At the meeting in June the General Committee welcomed Paul Renfrew from Lancing. Allan Scarratt, also from that area, Mark Hooper from Salvington, Worthing and finally Alan Orman from Yapton. Allan claims the record for the number of times that he has joined us. He thinks it's six! Now this time Allan why not go for a life membership.

THE TWO-UPS

The ten mile "First stage" was on Tuesday 20th June and held on the course starting from Castle Goring and going out through Patching and Angmering to the A259 and along to Goring, before the return as far as Patching and just short of the A27 junction. Most agree that the course, although without any hills is just not as fast as the usual Washington course.

Nine teams entered and the clear favourites were

Andy Smith and Steve Gumbrill. The Father and Son pairing of Alan and Darren Stepney were the drawers of the short straw and headed off from the least popular number one spot. Alan has been going faster than ever lately and Darren has not been doing quite so much. They were however, looking very purposeful and moving well as they south to Angmering Village. Young Toby Harmer and Andrew Martello who would not ride "Stage Two" were nevertheless making a spirited start to the ten and were clearly quite determined not to be caught by the ladies, Sheila Lucas and Christine Barnett. Team four seemed to be the one that might have most difficulty, with Mike Slater having the courage, or a complete loss of common sense, in agreeing to ride with son Andrew. Oh dear Mike! that did look hard, and why were you riding so far behind him? They had the favourites behind them, and they looked very mean in their white aerodynamic skid lids. John Lucas and Don Lock could well have been the fastest through the sharp left hander at Patching with John hugging the kerb and Don seen coming back out of a farm gate some way up the road. Team seven was John Gilbert and Colin Miller and they were clearly in danger of being caught by the junior team of Colin Toppin and Marvin Lucas - a two minute gap between teams might not prove enough in this case. Behind the Lucas/Toppin duo were Alan Orman, turning the peddles round in anger for the first time in..... years, and Mike Gibbs. Mike with low profile and aerodynamic crash helmet with visor, was to cause Alan who is just not with all this new gear, to comment "He looks like something out of 2001". So apart from private time trials that was the field.

The evening was very hot and humid and the light northerly breeze only served to make the finishing stretch up from Angmering Village harder than usual. The junior team was perhaps, on merit, the winner of the evening for their 22.37 was a very good effort. Andy Smith and Steve Gumbrill should, maybe, have been a bit quicker than their 22.25. It was only a small

advantage to take to next Tuesday's 25mile second stage, although, at the longer distance they would doubtless benefit from greater strength and stamina. It was, nevertheless, a good ride from Marvin and Colin. In third place were the veterans John and Don with 23.23 and also in the 23 bracket came an excellent effort from the Stepneys who recorded 23.55. Other times were:- John Gilbert/Colin Miller 24.44 Alan Orman/Mike Gibbs 25.05; Toby Harmer and Andrew Martello, a good effort for these under 16's to finish in 26.40. The ladies got home in 27.52, while Andrew Slater pulled his Dad round, back to the chequered board, in 29.22.

There was a useful performance from Paul West and Pete Burgess to record 23.41 and it was a shame that they were not going to be able to ride stage two. Two solo rides saw Tony Palmer go round in 26.50 and a three wheeled Reg Searle recorded 30.59.

The day, one week later, for stage two, was not nearly so nice. Very blustery, heavy showers and much cooler. By the evening only the showers had gone. The wind was very strong westerly and the trip from Castle Goring out to the turn at Tangmere was very tough. Nobody could have had the breath to say much to the marshall Dave Hudson who was bracing himself against the wild westerly just to maintain his position on the roundabout. Sorry Dave, but thanks anyway.

From stage one there were only five teams surviving and it was disappointing that Marvin Lucas was unwell and so the junior team's chances of at least second place were dashed. The Mike Gibbs/Alan Orman team was withdrawn because of a "Business Dinner", and the other withdrawal was the Slaters, with Mike presumably having taken a sufficient packet over ten miles and not really wishing to do it again x 2½. The two juveniles had wisely indicated their intention of riding only the shorter distance.

The Smith/Gumbrill duo, driven on by an Andy still smarting from, by his standards, a not too brilliant

result in the National 50 on the previous Sunday, stretched their lead and recorded a quite excellent winning time of 58.46. Bearing in mind the hilly east end of this course their ride must have been a 57 had it been on the usual course based just that three miles farther west.

John Lucas and Don Lock battled rather than raced their way to the turn and as with everyone were very relieved to get there and enjoy a second half which was some four minutes quicker. Crossbush and the Hammerpot were not easy even with the tail wind and they were eventually over the line in 1.2.08. The Stepneys maintained a strong performance. Very evenly matched at the moment they were third fastest with 1.5.05. John Gilbert and Colin Miller were back to the timekeeper in 1.7.21. The ladies Sheila and Christine had found it really hard going and managed 1.17.34

Private trials included Vern McClelland with Ken Retallick 1.7.22, Greg Hobden with Andrew Slater 1.12.54 and Neil Liston with Velo Club Etoile's Mike Coyle 1.1.06. Peter Burgess rode solo and on this particular evening 1.5.49 was a pretty good effort. Reg Searle took his trike round in 1.26.36.

The full aggregate result for 35miles:

1st.	Andy Smith / Steve Gumbrill	1.21.11
2nd.	John Lucas / Don Lock	1.25.31
3rd.	Alan and Darren Stepney	1.29.00
4th.	John Gilbert / Colin Miller	1.32.05
5th.	Sheila Lucas / Christine Barnett	1.45.26

THE CLUB 30 MILE CHAMPIONSHIP SUNDAY 26TH JUNE

A new name will be engraved on the "Pressley" 30 mile championship cup when it is presented at the Club's Annual Dinner later this year. The name, unheard of a twelve month ago, is that of Mel Robertson. Mel already a veteran, (a young one) was drawn into cycling purely because his son Karl was so keen. Since the beginning of this season Mel has got

stronger and faster with every outing. His ten times now regularly put him in the 23's or at worst the short 24's on Thursday evenings and his 25's, and he has still only done a few, get better with each event. In his first fifty, the Sussex event, he showed that stamina is there as well in recording a fine 2.10.. Now, admittedly without the Shipton's or Smith's, he has won his first club championship and with a time that will sit very respectfully alongside those of the former champions. To record, in his first ride at this distance a time of 1.13.58 is quite tremendous.

Steve Gumbrill, now an under the hour man, must have secretly thought that he could win this one, or he may have been more worried about the threat posed by Marvin Lucas. It was not to be Steve's turn, for although Marvin packed, not feeling well, Steve could never quite get to grips with the Roberton dynamo. So second place for Steve at exactly one minute (1.14.58 - still a good ride. With Marvin falling by the way-side, John (Dad) Lucas was able to slip into third place and 1.15.57 was another good ride from the Old Man! Indeed Marvin will have to look out or his parents will start stealing the limelight - Sheila's effort of 1.28.55, was only 50 seconds short of the present club record.

It was a good morning and a pity that there was not a better entry. Also a shame that there were three non starters.

The full result was:-

1st. Mel Roberton	1.13.58	2.30	1.11.28
2nd. Steve Gumbrill	1.14.58	Sc	1.14.58
3rd. John Lucas	1.15.57	3.15	1.12.42
4th. Vern McClelland	1.19.37	6.00	1.13.37
5th. Colin Miller	1.23.42	7.15	1.16.27
6th. Tony Palmer	1.26.44	11.30	1.15.14
7th. Sheila Lucas	1.28.55	19.30	1.09.25
8th. Reg Searle (trike)	1.38.06	33.30	1.04.36

Tony Palmer punctured and reckons he lost exactly 3 minutes and 3 seconds (Colin Miller please note!) Reg Searle's ride was his best trike time for this distance for several years and won him another award in the handicap section.

THE CLAPSHAW (HANDICAP) 25

There must be something about the Clapshaw Trophy that attracts the name of 'Poland'. Mike Poland has won it about four times and it was won on another occasion by an 'M.R.Poland', and now son of Mike, John has lifted it back on to their mantelpiece.

Sunday 2nd July was a lovely morning, but by all accounts, not a good morning for the G938 25mile course on the Chichester Road. The wind was from the north east and without exception all found it to be a tough ride.

Quite clearly John Poland does not ride often enough. He should be encouraged to ride in more open and association events, for with the additional competition he would undoubtedly go faster still. His ride in The Clapshaw of 1.6.41 equalled his personal best which he did three years ago. In between times he has ridden only a handful of races, more frequent racing would have seen him knocking on the hour by now.

Talking of personal bests, the fastest ride of the morning came from a gentleman, who lately does nothing else. Mel Robertson improved when most went backwards. His time now stands at 1.3.16.

Considerable interest attached to the first 25 to be ridden by Jane Avery. Many believed that she would sail through the ladies record which stands to Christine Barnett at 1.9.01. This was not however, the morning although the time of 1.10.21 is a fair indication of what is to come given better conditions.

So, remembering that this was a handicap event the Full Result:

1st.	John Poland	1: 6.41	6.30	1: 0.11
2nd.	Mel Robertson	1: 3.16	2.30	1: 0.36

3rd.	Jane Avery	1.10.21	8.00	1. 2.21
4th.	Ken Retallick	1. 5.48	3.00	1. 2.48
5th.	Alan Matthews	1.10.32	7.15	1. 3.17
6th.	John Lucas	1. 6.34	1.45	1. 4.49
7th.	Mike Poland	1.18.38	13.30	1. 5.08
8th.	James Cory	1.13.12	8.00	1. 5.12
9th.	Tony Palmer	1.11.54	5.30	1. 6.24

Incidentally the ride of James Cory, just coming up to 17 years was his first and he will clearly go a lot faster if he can do that on a hard morning.

Once again there were a number of private time trials. Understandable from riders from other clubs but why dont club members take the trouble to enter. Pete Seymour recorded 1.11.13 and Steve Barratt might have been a winner if his 1.7.36 had counted. Mike Mansell clearly wasn't very serious in riding round in 1.19.37. We think he was just keeping an eye on potential record breakers!

KIDDIE SEATS

Since Angela Toppin passed her driving test - and all cyclists came off the road - No, Angela, that's not true - indeed one has come back - husband Paul has actually been seen a little more and is now accompanied by daughter Sofie, who looks very comfortable and at home in the special seat firmly fixed over the back wheel and behind the saddle.

It reminded several members of the days when Mike Poland used to come out on a club run with young John on the back. John enjoyed it enormously, especially when Mike would go for a sprint or there was a bit of a burn up going on. The more Mike tried the more excited John would get.

That was all a long time ago though, and it is rumoured now that Mike is thinking of getting something similar fixed up once again. As he has pointed out, it's time he was able to sit back more and put his feet up a bit, and anyway John's such a powerful strong lad!!

THE GOODWOOD RACING

As many members are probably aware, for the first time in many years there has been massed start circuit racing on the old motor racing circuit at Goodwood just to the north east of Chichester. Events have been held every Tuesday since the beginning of May and they will continue until the end of August. The promotion has been under the umbrella control of the Surrey League with member clubs including Worthing Excelsior taking their turn to organise. Competition is available for everyone from juveniles to the professionals in a series of races both scratch and handicap. Instead of the squeal of Stirling Moss on his Dunlop's it's now Paul West on his Vittoria's...

It has been ideal from Worthing's point of view and many of our riders have made the trip over on a fairly regular basis. In the juvenile events we have had, Andrew Martello, Roger Smith, Andrew Slater and Simon and Chris McNamara all gaining experience rapidly, and several times they have won placings in the top ten.

In the senior and junior ranks riders have been Shane Brown, Pepe Martello, Mike Miller, Paul Middleborough, Paul West, Colin Toppin, Neil Liston, Andy Smith and Pete Woodhams. With large fields, often of eighty plus the racing is usually on a handicap basis but with a scratch race every third week. Several Excelsiorites have done well in the races so far. It must be appreciated that with most races finishing in a bunch sprint of 50 to 60 riders to get even in the top fifteen, requires a lot of speed, skill and nerve.

Many have taken the opportunity to try bunched racing, as against time trials for the first time. Others, some of the old hands, have used the events to test the water again, to see if they still have the bottle, so to speak, after a long break from such competition. It's been ideal in this respect for it has not been necessary to pay out for a full Racing Licence, which is expensive if you may not ride that

regularly. Also the dangers inherent in racing upon the open roads, i.e. the obvious ones of other traffic are removed. In fact many of our riders have been able to contribute to the competitiveness of the racing. They have soon found their feet and have really had a go.

Should any other club riders be interested in racing at Goodwood all that you require is a crash hat. Any non-trade jersey will do although a club one or at least something in blue and or white will be preferred. A one day B.C.F. membership can be purchased when signing on for the races. This will be additional to the entry fee of £3 for seniors and juniors and £1 for juveniles. Entries are not taken in advance.

Racing starts at 6.30 p.m. with a schoolboy race or races and is followed by the junior/senior race at 7.00 p.m. The senior events are usually over 36 miles while the juvenile or schoolboys race will normally be 10 miles.

You just have to turn up. Give yourself time to get ready and sign on. Get your parents to come over if you are a juvenile. There's no problem parking and they can enjoy the events. If you have any query regarding the Goodwood racing make contact with any of the riders mentioned who we are sure will be pleased to help if they can.

Just think, about two miles of closed circuit, with no cars and not even a kerb to bother about. No roundabouts or junctions, even the surface is reasonably good.

THE TANFIELD TRIATHLON We reported on this event in 1988 (Summer Edition Worthing Wheel). Our triathlete Kevin Spilman had shown the others the way home in a time of 2 hours 10 minutes 17 seconds. Now we are able to report that he has repeated the win and in an even faster time.

The event is held at Southwater, just south of Horsham. It comprises a 1200 metre swim in the lake,

a 29 mile bike ride and a 10 kilometer run. The start at 10.a.m. on Sunday 11th June was hot and there was a northerly breeze. Conditions were considered pretty fair for the near 200 strong entry of which 170 were to make the finish.

The swim was completed by Kevin in 18 minutes 58 seconds and he was in about 10th spot as they came out of the wet stuff and prepared to take to the bikes. The faster swimmers were only about a minute up at this point.

The bike course was four laps of a tight little circuit using the old A24 in Southwater then on to the new road towards Buck Barn but turning hard left to Copsale. Then north parallel and to the east of the A24 to cross the Southwater by pass and come back into Southwater at the northern end. So having spent 20 minutes nearly swimming do you reckon you could do that (29 miles) in 1 hour 16 minutes 2 seconds ? That was Kevin's time and by now he was in the lead. It is interesting to note that Tim Stevens, an ace bikie recorded 1.14.58 for the ride. Fortunately he doesn't swim so well.

Well, nearly all over now, just a little warm down run of 10 kilometers to go! That's like Offington to Washington! Still our Kev was in the lead and was not going to be headed. He ran that final stretch in 33minutes 54 seconds and was home the winner in a total time of 2 hours 8 minutes 54 seconds knocking 1 minute 23 seconds off his 1988 time.

It was a superb performance and deserved the three photographs and report which subsequently appeared in the Evening Argus.

THE OPEN TEN Mike Gibbs promoted this one for us on the afternoon of Saturday 1st July and expressed himself "a bit disappointed at the entry". We in fact received 65 entries but of these some 23 were from the Club. He also says that he would like some one else in the club to take on the job in 1990, he has done it for six years now. If you do not do

anything for the club at the moment perhaps you would like to do this for us next year. Mike will tell you whats involved, it's not too much.

The afternoon was warm and sunny but it was very windy and the Wiston/Shoreham course is probably more exposed than our usual Washington based course. In these conditions the rides of Paul Lipscombe from Central Sussex winning in a time of 22 minutes 16 seconds and our own Andy Smith, second in 22 minutes 23 seconds were outstanding. Indeed they were over a minute clear of the third place rider Alan Green of the Brighton Mitre.

Apart from Andy's ride we managed to keep two other awards in the club, with Dave Dallimore taking the veterans award with an actual of 23 minutes 40 seconds and an age plus of 4minutes 19 seconds, and with Colin Toppin coming home with the fastest Junior time of 24 minutes 21 seconds.

The team award went to the Central Sussex with a three man aggregate which was half a minute too good for our trio of Andy Smith, Dave Dallimore and Pete Burgess who recorded 24.13.

Rest of the Worthing times were:

John Lucas 25.15

Alan Stepney 25.37

John Gilbert 25.53

Bill Proctor 25.58

Ken Atkins 26.23

Tony Palmer 26.38

Alan Matthews 26.53

Alan Orman 26.54

Andrew Slater 28.10

Reg Searle 30.57

Officials were all club members and Mike extends his thanks to them. Pete Kibbles and Don Lock who repaired the broom and swept the grit away at the roadworks area, are, incidentally available for other events at a reasonable fee.

RULES AGAIN Road Time Trials Council Regulation No. 13 'Entry to events' reads:-

A competitor must not enter or accept an invitation to compete in more than one event (whether under the regulations of the Council or the rules of the British Cycling Federation) on the same day except when:-

(a) his entry or acceptance for one event has been withdrawn before the closing date for entries for that event or

(b) it is possible and reasonable for him to start and finish in both events.

Now it has occurred twice recently that members who have entered for the Club's evening ten series have also entered an open event upon one of the Thursday evenings. It is the case that neither had really thought about it. They knew that they were not preventing anyone from having a ride in the club event and they probably did not think that a club ten would count, especially one which they had entered as a series.

It has been suggested that the breach is so serious that the R.T.T.C. could actually suspend the rider for three months. That seems a bit harsh. If you read the rule carefully surely you can comply. The event that you have entered (club) is the evening ten series and you can start that by riding the first event and finish it by riding any other seven. The fact that you might take one Thursday out to ride an Open is therefore not in violation.

Should we get a ruling on this from the R.T.T.C.? Could we put on entry forms for the series that we would allow entries to opens? Would we be able to alter their forms in this way?

Also, thinking more about it if you did it often enough then on one occasion you would actually prevent yourself from finishing the ten series, because there were no longer enough events left to enable you to qualify.

Some clarification from the R.T.T.C. would we feel be useful. We will see if the General Committee will consider the point. Maybe in the next issue we may have an answer.

PROVOCATIVE PIFFLE

Did you see the Evening Argus on 10th July and read the tripe which appeared under "Mike Ward on Monday" "Menaces on two wheels". He starts by saying "I really cannot abide cyclists" so he is clearly very prejudiced. We are he says, "with a few exceptions a nuisance" and suggests slapping a ban on us rather than cars in busy town centres. The bicycle had its day many moons ago when the car was in its infancy. This kind of outrageous tripe continues. The cyclist he claims turns driving into a potentially lethal experience. Given this idiot's attitude, this may be the only truth that he has written.

The following extract though will demonstrate the nature of his views: " Cars may well be noisy, smelly pollutants, but at least, when it comes to a congested city centre or a roaring motorway, their drivers are competing (because let's face it, it is a competition) on a relatively equal footing. Stick a cyclist there and the whole equation goes completely haywire" We are told that we cannot hope to compete so we should be prohibited before we end up damaging innocent people.

The more I read this the more I am convinced that this man Ward must be an absolute looney. Mike Gibbs our Chairman was so incensed that he straight away responded. His letter which we now copy is of course Mike's view, but I don't think many of us will disagree, unless, that is, we find it difficult to keep our thoughts as well restrained. Don

The Editor, Evening Argus

Dear Sir

Reference your article of July 10, Mike Ward on Monday, Menaces on Two Wheels. I would venture to

suggest that this is one of the most irresponsible and irrational pieces of journalism your paper has printed.

Obviously Mr. Ward is one of those moronic drivers who keeps a score - 3 points for a granny on a bike etc. Speaking as both a motorist and an active cyclist I object to this type of article being given prominence in what is supposedly a responsible paper. It is just the sort of article which provokes other morons to act in an irresponsible manner to a means of transport which is the only type some people can afford and to which others enjoy. Obviously if Mr. Ward assumes that all motorists are competing on the highways, he should direct his efforts towards curbing the motorists, not the cyclist.

The average motorist however I am happy to say does not possess the idiot -like mentality of Mr. Ward and use their car to move from A to B in a most courteous manner and as for cyclists on roaring motorways - like the rest of his article - pure B/s.

Granted there may be some cyclists who are inconsiderate but that is not to say all are, neither are all motorists. Most schools these days enforce Cycling Proficiency Tests before letting children cycle to and from school. Furthermore it encourages an awareness of Road Safety and Road Sense. Mr. Ward's efforts and articles would be better directed in encouraging this aspect and all aspects of Road Safety.

How many instances can Mr. Ward cite of a drunken cyclist killing an innocent person, how many motorists have killed or been killed under the influence?

Most cyclists contribute in road fund, tax, insurance etc. and even more contribute to easing congestion when they leave the car at home and cycle to work. Many cyclists and clubs raise many millions of pounds for deserving causes so Mr. Ward, I suggest you take your own advice; go see your psychoanalyst, maybe have a brain transplant, but please live and let live. Come on Evening Argus, direct your Ward's

attention to something worthwhile.

I suspect that this response will not get printed and thrown in the bin. Nevertheless, I am sure I am not alone in being provoked by uninformed drivel.

Yours faithfully

Michael J.Gibbs

15 MILE JUNIOR CHAMPIONSHIP.

There were just five takers for this event on the evening of Tuesday 11th July. It was a pleasant evening, not too hot and not too windy.

It looked like a straight fight between Marvin Lucas and Colin Toppin, but Marvin had been suffering lately with a bad cough (sounds like a horse) and maybe this would be Colin's chance to lift the trophy.

The other riders were Karl Robertson, Greg Hobden and Andrew Slater. The event was supported by three senior riders namely Paul West Alan Stepney and Ken Retallick.

From Castle Goring down to Angmering and Andrew Slater was breathing down the neck of Karl Robertson. Marvin at No.3 was hard on the heels of both of them. Colin was nearly on to Gre and about level with Marvin - maybe just a fraction up ?.

Back through the village and up to Patching - a hard stretch at any time. Then the turn left and the climb towards the Hammerpot . Marvin was out the front but he was not really motoring. Colin though seemed to have the bit between his teeth. Young Karl was having a fair old tussle with Andrew who did not seem to be able to pull away.

Colin perhaps had his brother's junior 15 record on his mind for he was moving very well up Crossbush, while Marvin, spotted just over the top looked quite distressed.

This is a hard course and in the last couple of miles Hammerpot has to be tackled and for Colin to get home in a winning time of 36 minutes 44 seconds was an excellent ride. His brother holds a time of 35.54 but it was on the Ashurst course which must be

faster. Marvin finished in 38.25 , a full minute and 21 seconds slower than in the earlier 15. His coach has apparently recommended two weeks Majorca sunshine now, so he'll soon be roaring again.

Colin reckons he'll have his brother's record and points out that he's still got plenty of time.

Full result:

1st.	Colin Toppin	36.44	1.00	35.44
2nd.	Marvin Lucas	38.25	Sc	38.25
3rd.	Greg Hobden	41.03	4.15	36.48
4th.	Andrew Slater	42.26	4.30	37.56
5th.	Karl Robertson	43.42	7.15	36.27
P.T.T's				
	Ken Retallick	37.26		
	Alan Stepney	38.59		
	Paul West	39.02		

WELCOME to Mark Woolfenden who comes from West Chiltington. His membership was duly approved at the General Committee's July meeting. Aged 16 we hope you will have a go at junior competition and get as much involved in the Club as you can. Nice to have you along.

1989 FUND RAISING WINNERS May: Bobby Churchley, June: Jean Smallman, July: Maurice Reeve-Black.

MERIT AWARD for June goes to Andrew Martello. The members of the Committee have been so impressed at the effort and enthusiasm which he has put into his riding. He has participated in the evening tens, at the Goodwood circuit racing and on the track at Preston Park. Even those the same age, seem to be twice his size as well!

JUST A THOUGHT: " I heard your husband is in hospital what's the trouble ?" "It's his knee. I found a strange woman on it."

Our Ed had trouble with his knees, but it was no woman on it. All he found was a "Best before date....