

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

AUTUMN 1990

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**AUTUMN 1990 =====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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Job vacancies: We need a Club coach although Keith
Harmer may take this on. In which case we are going
to need a new Evening tens Secretary! Ken Retallick
has taken on the Annual Dinner organising and Marvin
Lucas has volunteered for the post of Membership
Secretary.....

MOUNTAIN BIKE CLUB CHAMPIONSHIPS - FRISTON FOREST

Team "KONA" sets off with only half a tank of petrol about half an hour before signing on is due. Why so late - they are not half asleep and it is daylight outside. The reason - the race is only 30 miles away.

We have Peter Philpot as our guest rider for the day on his new Cinder Cone, James and Matthew Sutton with their unmentionable bicycles and Sam Humphrey and Jeremy Wootton with their brand new 1990 Explosifs.

Upon arrival we checked out the course. It was a welcome change to see a decent length course that was quoted as being 7.5 miles.

From the start the course climbed steadily through the woods, zigzagging its way eastwards for an eternity until the fastest part of the course where there was a breathtaking descent which as usual was fairly rutted and proved to be an excellent testing ground for the new Maximum Reaction Tyres.

From there the course twisted and turned round through the forest and then opened out into a valley for a long gentle climb up a path that would really have presented no problems, had it not been for the bad rutting caused by horses. This made maintaining a reasonable cadence extremely difficult. It now twisted along "fire roads" before climbing back up into the woods to the 'drop off'. Here the steep descent was broken up by a path that traversed it, creating an interesting drop off that proved to be a meeting point for blood-thirsty spectators and cameramen. At the bottom it was sharp right and back to the finish/start point.

Many of the expert riders were fitting clipless pedals to their bikes and the whole course could easily be ridden in the middle ring. It was going to be very fast.

For the juveniles it was one lap, the juniors two, sports three, intermediates four and the experts five.

At 10 o'clock the first race got off dead on time. James Philpot is obviously seeking super-hero status

and perhaps when he can get a decent bicycle he might actually win a race. He was only just dropped by the winner but nevertheless James finished a confident second well ahead of the rest in the juvenile class.

In the junior race, the reports from the course were that our riders, Sam Humphrey and Daniel Hope were setting the pace and it looked like we could get a 1.2. when disaster struck for Sam Humphrey. As both of them changed on to the big ring Sam's front derallier caught on the chain and twisted. This gave Daniel the launch he was looking for and he rode away to win well clear of the rest. Meanwhile Sam straightened the derallier and restarted quite some way down the field. He rode a fighting race into 12th place with Peter Philpot 13th and Matthew Sutton placing a creitable 19th despite the unmentionable bicycle and the recent exam reduced training.

Then it was intermediates and experts with the former going away two minutes ahead. At this point, I must say that at the start I felt extremely confident. With hindsight, I probably hadn't had enough to eat but at the top of the first hill in the lead, I felt I should see who else was going to set the pace with me and so eased off. Unfortunately I lost count as about twenty rode straight past me! Neither were they going to wait for me and I spent the next four laps trying to claw my way back from somewhere around 20th to finish 12th.

In the experts the predictable happened and Tim Gould rode away from the entire race to finish almost one minute ahead of Adrian Timmis, still without a sponsor and proving that roadmen can ride mountain bikes.

There are some lessons to be learned from the outing, including careful scrutiny of equipment and diet before embarking on an arduous race. This was one of the longest Mountain Bike Club Races so far. The bikes handled excellently with the combination of the Reaction front tyre and the bikes race geometry suiting the fast descents and helping to

iron out the ruts and bumps. The self-energising rear brakes were a welcome feature at the bottom of the fastest descents where St. Johns Ambulance sat patiently waiting for someone to practise on.

In the ladies race Nicky Crowther finished fourth or fifth and I am sorry I have no idea who won the mens intermediate race. All I know is that I was ahead of him for a little while!

Once more a great day out and congratulations to Daniel Hope on his victory.

A NEW CLUB RECORD

These have been few and far between lately so it was really good to hear of Jane Avery's fine ride in the Festival Road Club twenty five on Sunday the 5th of August. The G435 course between Capel and the Horsham bypass with headquarters at Kingsfold has no reputation for record breaking and her time of 1.8.14 was a super effort. If my records are up to date this has improved the record previously held by Christine Elson (then Barnett) of 1.9.01 set in 1986. Very well done Jane.

FULL MARKS FOR FOUR MARKS

It is said our members will ride any distance to obtain food and that was certainly the case on Bank Holiday Monday. Ten members met at 6.a.m. opposite Durrington's Happy Eater. This was not however the venue for the breakfast run, merely the meeting place. The field consisted of Mike Poland, Paul and Colin Toppin, Roger Smith, Andrew Slater, Chris McNamara, Alan Edwards, Andy Martello and myself. Chris Beckingham was also with us but departed at Lavant complaining the pace was a little slow! (or was it too quick - I know speed was the subject).

It was a beautiful morning as we rode up the valley to Chilgrove and for the junior squad their first ascent of Harting, (that was the easy side lads) I had soon taken my usual position on hills, way off

the back. We regrouped at the top and swept down into South Harting village. Notification of our visit must have been received as the main street was lined with flags - there might have been a fete later as well. We stopped for a few minutes for those of us who were still in longs, to get the shorts on. Mars bars were removed from racing jersey pockets and for me the traditional flask (with the usual pint of tea in it - What else?) was soon seen off.

Petersfield was still asleep as we sped through. The climb through Steep and up via 'Little Switzerland' had the peloton well spread out, and never mind who was last again. A left turn at the top aimed us through High Cross, West Tisted and Ropley. Somewhere we crossed the A32 and then emerged on the A31. A short stretch uphill of dual carriageway had young Andrew Martello easing up for the first time. I told him the Little Chef was just over the top and he was gone! The service in the restaurant was excellent (Oh! how they vary) and soon we were all tucking into early starters and similar. Andrew Slater was having the same but with the addition of pancakes!

I was to continue farther afield for my ride so departed and left them still eating. Sleepy villages of Medstead, Bradley and Ellisfield passed under the pedals, bringing me just a mile south of Basingstoke. There are so many lanes in this area that you need seldom travel on main roads. I surfaced out of the wild at Hindhead where I knew there was a cafe for lunch. From here it's downhill via Haslemere and across to Plaistow. From there the route home was Kirdford, Wisborough Green, Adversane and Ashington. My ride totalled 122 miles and had me home for tea.

The other group returned for a late lunch with Mike Poland navigating. He anxious to get in some extra miles threw in a number of extra loops all, intended, of course! Their homeward route - roughly - was, Alton, Selborne, Liss, Midhurst and through lanes to Parham and Storrington. There were by now some aching legs and backs so a short recovery break was

made at Storrington before the last few miles back to Worthing. They did over 100 miles and it left the afternoon free for them. If they wanted to do some training there was plenty of time! Andy Martello had started a sprint for the Worthing sign and only eased up when told it was still 28 miles - he said he thought it was 8 miles - some sprint!

A great turn out lads, you rode well. I'm training hard for next year.

Dave Hudson.

THE CLAPSHAW AND SHERWIN TWENTY FIVE

This is the Club twenty five with the emphasis on the handicap section. There are two trophies at stake, with the Clapshaw trophy going to the overall winner on handicap, and with the Sherwin trophy going to the junior rider with the best handicap time. It is possible for both cups to finish on the same mantle-piece.

The race on Sunday 15th July was very well supported and particularly so by the juniors, who, with an impressive list of road racing successes, were clearly there to show that they could also produce the goods in time trials. It was probably true to say that their ability over ten miles had been well demonstrated, but, could they do as well over twenty five?

Twenty six had entered and the make up of the field was interesting for there were eight juniors, eight seniors and ten veterans. It was not an easy task for the handicapper, especially with the two trophies resting on his assessments.

The morning, like so many this season was nice. It was dry and pleasantly warm and just the lightest of winds. Times should be good - and they were.

Reg Searle was number one off but it was John Poland from number five that was first home and his personal best effort of 1.2.42 gave him a net of 56.12. It looked like that could be it. The name

Poland has appeared on the Clapshaw so many times in the past and it looked as though here was another. But we had only a short while to wait before 'old man' Retallick, known to some as Ken, stormed in with a 1.3.44, much faster than recent form had suggested. This was a real poke in the eye for the handicapper who had allowed 7.45 leaving Ken with a net of 55.59. Was there more to come? Yes, there was, but nothing that was to get under 56 minutes. There was something of a lull in the middle of the field with average, to form, rides, giving net times around or just under the hour. Marvin Lucas had another of his off days and Paul Toppin, well into his comeback, was unlucky to puncture at Arundel. Schoolboy Chris McNamara tore home in a super personal best of 1.3.49 for a net of 57.04 then veteran Alan Orman did his best for years, to earn a handicap time of 56.51. Colin Toppin notched up his second under the hour ride, exactly repeating his earlier best of 59.45. Perhaps the handicapper had been a bit mean only to allow him 1.45. Richard Shipton, "I seem to get stuck at 25 m.p.h", (Oh! for the chance. Ed.) recorded 59.37, and finally we had two personal bests. Roger Smith produced another excellent 'schoolboy' ride of 1.3.32 and with his 7.30 allowance the junior "Sherwin" trophy was his. Then from the last man off position our mountain bike man Jeremy Wootton, equipped with a lighter machine this morning, returned a first ever 25 time of 1.2.51.

So it was Roger Smith for the "Sherwin" and Ken Retallick for the "Clapshaw". Don't forget your Dinner tickets so that you can collect your awards. Then you can start polishing.

The full result:-

| | | | | |
|------|----------------|---------|------|-------|
| 1st. | Ken Retallick | 1. 3.44 | 7.45 | 55.59 |
| 2nd. | John Poland | 1. 2.42 | 6.30 | 56.12 |
| 3rd. | Roger Smith | 1. 3.32 | 7.30 | 56.20 |
| 4th. | Alan Orman | 1. 4.51 | 8.20 | 56.51 |
| 5th. | Chris McNamara | 1. 3.49 | 6.45 | 57.04 |

| | | | | |
|-------|--------------------|---------|--------|---------|
| 6th. | Alan Stepney | 1. 6.25 | 8.40. | 57.45 |
| 7th. | Jeremy Wootton | 1. 2.51 | 5.00 | 57.51 |
| 8th. | Andrew Martello(J) | 1. 8.58 | 11.00 | 57.58 |
| 9th. | Colin Toppin (J) | 59.45 | 1.45 | 58.00 |
| 10th. | Colin Miller | 1.12.13 | 14.00 | 58.13 |
| 11th. | Paul Stepney (J) | 1. 9.57 | 11.30. | 58.27 |
| 12th. | John Gilbert | 1. 7.09 | 8.40 | 58.29 |
| 13th. | Alan Matthews | 1. 7.44 | 9.10 | 58.34 |
| 14th. | John Lucas | 1. 5.10 | 6.30 | 58.40 |
| 15th. | Sheila Lucas | 1.16.47 | 18.00 | 58.47 |
| 16th. | Darren Stepney(J) | 1. 6.00 | 7.00 | 59.00 |
| 17th. | Reg Searle | 1.19.43 | 20.30 | 59.13 |
| 18th. | Simon McNamara (J) | 1. 5.54 | 6.40 | 59.14 |
| 19th. | Richard Shipton | 59.37 | SC | 59.37 |
| 20th. | Pepe Martello | 1. 7.27 | 7.00 | 1.00.27 |
| 21st. | A.Parkinson | 1.10.28 | 9.40 | 1.00.48 |
| 22nd. | Marvin Lucas | 1. 3.32 | 1.35 | 1. 1.57 |

WAS THIS YOU ?

If so you bring both the club and cycling in general into disrepute :-

21 Rackham Road
Worthing

21st July

The Secretary
Worthing Excelsior Cycling Club

Sir,

Serious Traffic Incident

At about 8.15 p.m. on 17th July 1990, I was driving north in Offington Lane, when three cyclists crossed at high speed in front of me from Offington Avenue, crossing the "Give Way" line without any apparent intention of stopping, forcing me to brake hard to avoid them. Fortunately no-one was close behind me!

I followed them into Ashacre Lane, intending to "have a word", but they avoided contact, finally

disappearing after disobeying a "No Cycling" sign on a footpath off Rogate Road. Good going six traffic offences in about 800 metres!

Two of these clowns wore trade tops and racing shorts and their direction of travel indicated that they had come from the club-room, as did the "Worthing Wheel" which one of them dropped.

One Excelsior member is recovering from serious injury by the hand of an idiot motorist, and we are all frequently at risk from badly driven vehicles. I know it is unfair that clubmen are often harangued by motorists who hold us responsible for the actions of every "cyclist" they encounter, but incidents like this serve only to support their case.

I immediately reported the incident to Mr. Roger Smallman and I apologise to him for my angry and intemperate manner at the time, but only my experience and prompt action had prevented a potentially serious road traffic accident. If these people can be identified, I suggest they be disciplined, or at the least counselled as to their future behaviour. I should be pleased to hear the committee's views.

Yours faithfully,

John Grant.

The General committee were unanimous in their condemnation of this kind of riding. If it was you, just consider for a moment the consequences of a collision in such a case. You might now be confined to a wheel chair!!!!!!!!!!!!

IT'S RUMOURED that in the East Sussex 25 Dave Hudson (tourist!) did a 1.5. and Ray Douglass did two 3's. That is in the refreshment area he twice downed a cup of tea plus three cakes. And this from a man reputed to have ridden a twelve hour on a chocolate biscuit.....

WHO'S IN THE COMIC

14th June is where we start with Richard Shipton showing in 10th place in the East Sussex '50'. His time though of 2.8.54 will not have given him much joy, at least 10 minutes down on other rides this year. Andy Smith's 2.6.15 in the Sussex event shows him 4th. We also have the result of the Sussex B.C.F Road Race Championships and again it's juniors to the fore. Colin Toppin got the bronze and we had Darren Stepney 5th, Andrew Tarry 6th, James Walmsley 7th and Shane Brown 8th. The result of the 6th Goodwood Gallop gives Nick Lelliott 7th in the senior race, but in the juveniles there is a win for Simon McNamara, ahead of Andrew Slater 2nd and brother Chris 3rd. Alan Edwards made 7th and Andrew Martello 10th. Under track results at the Sussex Cycle Racing League meeting at Preston Park, Nick Lelliott wins the Devil and Colin Toppin the 15 lap scratch. In the juvenile events Andrew Slater made a clean sweep winning both the 5 lap points and the 2 lap scratch. Finally this week it's Mike Gibbs and Dave Dallimore on tandem getting 5th in a 10 in Essex - must have been a hard one - their time 24.00.

On 21st June it's the track scene at Welwyns Gosling Stadium. Andrew Slater wins the juvenile omnium and Simon McNamara is third. In the regional round ups, we quote, "Those who feel pessimistic about the future of cycle sport - and in particular about the problems of attracting young people to it should take heart from the experience of some Sussex Clubs. Worthing Excelsior, for instance, are proud of what they call their minnows. There are five school-boys dominating their races in the popular Tuesday Goodwood Gallops: Andy Slater, Andy Martello, Alan Edwards and the McNamara twins Simon and Chris. They have also been prominent on the Preston Park track where Slater is on course to win the juvenile championship; and all have shown a rare turn of speed in the ten mile time trials." In the same round-up

Colin Toppin and Marvin Lucas receive comment on their first under the hour rides.

A week later (28th June) Paul Toppin makes the East Sussex 25 result with his 10th place in 1.3.20, only a short gap separating him from Pete Burgess 7th with 1.2.56. In the East Surrey 10 Marvin Lucas led W.E.C.C. to a fine team win. He was 4th with 22.51, Colin Toppin was 10th with 23.27 and Paul Toppin completed the trio with 24.17. Marvin also collected fastest junior award. On the roadscene Andrew Slater got 2nd in the juvenile race at the 34th Nomads Melray Grand Prix, and at Goodwood in the 8th of the series, it was the usual juvenile domination with Chris McNamara 1st, Alan Edwards 2nd, Andy Martello 4th and Bryan Sutherland 10th. In the under 13's Ian Sutherland had a fine 2nd place with Tom Miller 4th and Nicky Martello 5th. On the track, this time at Paddington, Andrew Slater wins his two juvenile races. We seemed to miss out on 5th July but did better on.....

12th July. Preston Park results showed Andrew Slater with two juvenile wins at one meeting, and at another we had Chris McNamara, Colin Toppin and Alan Edwards all scoring wins. There was also "MabNamara" in the "Juvenile" 6 laps. Must have been Chris or Simon - but as to the category ! Sounds like Gabbletalk - maybe he meant Jooligan ? Goodwood results show Alan Edwards with a juvenile win and Andy Martello 4th. In the same issue there's Jane Avery's 7th place in the South West London Ladies 10 with 26.49.

On to July 19th and in the Eastway League we see Simon McNamara 4th and Andrew Martello 5th in a handicap. No.11 of the Goodwood series shows Nick Lelliott 5th in the senior race, while in the juveniles there's Alan Edwards 3rd, Andrew Martello 6th and Bryan Sutherland 8th. Only clubman to make the time trial results this week was Shane Brown who picked up fastest junior award in the Farnham Road Club 25 with 1.4.32.

On 26th July at Goodwood Alan Edwards is first again in the Sussex C.A. 10 Colin Toppin was 4th in 23.16

big brother, Paul, 5th in 23.17 - Oh! how infuriating. Dave Dallimore made 6th with 24.15 and John Poland was 7th on 24.27. The Bognor 50 result appears and we note Paul Toppin's 2.8.8. effort for 8th place.

2nd August and under the heading "Mountain Bike Racing" W.E.C.C's Carl Farrell is 6th in the juveniles at the "Cheshire and Peaks" Championship. Good to see the club name in yet another cycling discipline. In this issue the Brighton track results catch up again with details from two meetings. In the first Nick Lelliott wins the 5 lap scratch and Colin Toppin wins both the Devil and the unknown distance race. In the second Nick's in form to take the Points Race and the 20km. Results from Goodwood show, in the juveniles, Chris McNamara 2nd, Alan Edwards 3rd, Andrew Martello 7th and Bryan Sutherland 10th. In a novices race Ian Sutherland was first and Tom Miller was third. We can also claim half a tandem win in the Brighton Excelsior 25 where Andy Smith piloted their Richard Holkham to a winning 52.39. A double page picture of the Wincanton Classic climbing Ditchling in the issue of 9th August clearly shows our new B.C.F. Racing Secretary Paul West (centre right) . Several others claim they can spot themselves but we've lost our magnifying glass! In the result of The National Junior 25 championship it was good to see a full team from Worthing. Marvin Lucas was best on the day with 1.1.17, Andrew Tarry did a personal best of 1.3.12 and in an off form ride Colin Toppin finished in 1.5.19.

On 16th August we have another National Championship result with Worthing Excelsior doing very well. The National Juvenile Circuit Race Championship meant a long trip to Merseyside but they did just great. Alan Edwards was 16th, Simon McNamara 21st and brother Chris 22nd. Another Goodwood result shows Chris 2nd, Alan 3rd, Andrew Martello 7th and Bryan Sutherland 10th. Then in the 14th event of the series Andrew Martello gets up to 2nd and Alan is back to 5th. Event No.15 has Alan 4th Bryan 5th and Chris 9th. In the under

13's Ian Sutherland is 2nd and Nicky Martello 3rd. Back to Preston Park track results and Alan Edwards has won the juvenile 3 lap scratch and Nick has polished off the senior opposition winning the Devil, the 12 lap scratch and the 12 lap points race.

THE HUNDRED MILE RUN

We can not perhaps devote too much space to this report for this year it failed to attract anything like the number of participants of previous years.

Dave Hudson's routes have never let anyone down and 1990 was an excellent one. The ride had been publicised and the normal format of three groups depending on ability and 'challenge' requirement was again on offer. Oh. Yes! and the weather - it was hot and sunny with just a little breeze.

Why then only five takers? You missed a good day on the bike. The five, that was, Dave, John Maxim, George Wall, Ray Douglas and our Ed. departed Worthing at 7 a.m. and before much traffic was about had skirted south of the Shoreham Power Station (what remains) and into Brighton. Here they picked up Tony Palmer ("what are you doing down there" they asked.) and on they rode. Dave decided that a quick stop was permissible on the seafront at Seaford, where from his saddlebag he produced his Campag Vacuum flask of Campag tea. This is only slightly more expensive than the Ray preferred 'Earl Grey' but is less perfumed. Tony couldn't wait for the climbs around Cuckmere, Friston and East Dean so on we pressed and soon found ourselves winging down to the Eastbourne promenade from the Beachy Head direction. Tony stayed with us for coffee in Eastbourne, but despite massive attempts to persuade him to continue (we even volunteered to phone Ann for him!) he determined to honour his half day pass, and left us at this point. It was though, a close thing!

Now we were into the lanes of East Sussex, a strange mysterious land full of Lewes 'Wanderers' and folk with a funny accent. A land of 'bores' and 'nodders' and Eastbourne 'Rovers' Vast acres of wildlands believed to be owned by the Noble Sir Charles of Robson. First it was flat and winding as we ventured through Pevensey and out to Herstmonceux - the place with the large conservatory! Then it was hilly and more wooded. People peered from behind their curtains and asked themselves "Was this the day of those awful East Sussex Reliability Trials?" We were glad we had a good guide, and were relieved to make it to the comparative civilisation of East Hoathly, and to find shelter and sustenance in The Kings Head. We also learned here that the Robson tribes had not been seen in the district for some time. We waited while Ray finished his third fruit crumble and then moved on.

East Hoathly to Haywards Heath was stage 3 and we were nicely over half way with 56 covered. While this section did see us emerging into West Sussex from the eastern badlands, we were now subjected to other problems, namely the seering heat. Our Ed. the first to proclaim that "all pies need a crust" was without a hat and his derision at the sight of Ray Douglas's lurid fluorescent yellow one with a twelve inch peak, began to back-fire. The route however was a good one, taking us through negroes (You're not supposed to say Blackboys), Framfield, Uckfield, Piltdown - we didn't see the man - and on to Fletching and Scaynes Hill. The cafe at Haywards Heath enabled us to restock, especially with liquid. Dave also showed us how to wear a hat full of water. You could tell the sun was beginning to take its toll !

Mileage now covered was 75 and we aimed with increasing speed to Wiston for tea. A section of 18 miles which was covered in a little over an hour. This stage route was:- Ansty, Sayers Common, Sherrinbury, Partridge Green and Ashurst with a final run through Spithandle Lane (otherwise known as

Snakey). Tea was somewhat delayed while the tables and the Cyclists Touring Club section were cleared away, but then we set to - or was it set five - anyway Ray again put away most and somehow managed to get his pot of tea for five on our bill which started with a pot of tea for four. It was too hot for calculations and even the proprietor seemed happy with an approximate figure - very friendly. George Wall says that in future he will call there while riding the evening tans. It's to be recommended. It's the same place as the little Post Office Stores.

The final 8 miles (total measured at 101m) were uneventful save for the indignation of George when overtaken by a mountain bike. He was this day aboard his lightweight machine. So we had to charge down Findon Valley to re-establish his idea of the proper order of things.

A super day and a shame that so many of you missed out.

IS THIS WHAT HAPPENS WHEN WEST GOES NORTH ?

The Editor couldn't help smiling, (Is his chamois insert cracking up we ask ourselves) when he read the agents particulars of a property in the Kettering area, that Paul and Carole West were hoping to purchase. It included a " double length tandem garage", or should the inverted commas be placed:- double length "tandem garage" ? We doubt that it is intended for something with a twelve feet wheel base so the latter is probably correct. Does Carol know of these "tandem" intentions though!

MANY THANKS The club has recently been given two sets of training rollers. They have been donated by Mr. Harries of K.C's Burger Bar. They are at present housed with Colin Toppin and Chris McNamara. We are very grateful and have no doubt that they will be well used.

FEARED BY THE BAD A few recollections of the National Track Championships. Leicester 1990

Every year since 1982 from the top of the banking at Leicester's Saffron Lane cycle track, Owen Griffiths has played familiar little tunes on his flute and the wind has carried them to the bikies as they thundered past below him and away across the arena.

A chubby, shy man, he will play "Ilkley Moor" or "Scotland the brave", but only for those he feels need some encouragement or perhaps occasionally when he likes the look of someone.

So much nicer than shouting, I thought. He didn't play for me although the pursuiteres are some of his favourites.

There can be few more ritualized sports around than track cycle racing.

Just riding a bicycle does not qualify anyone to become a bike rider, that comes gradually over a period; as one gleans the attitudes and nuances of the stars and those in the know.

It is **not generally** absurd behaviour which attracts attention; it is acting normally. A grown man lying on a table wearing not much more than a silly hat at a ridiculous angle on his head; while having his legs soothed with shiny oils and all in the middle of a heavy shower of rain, will not be noticed by the leg wobblers and those walking like ducks in their funny shoes.

Lay on the floor, legs in the air or pedal frantically to nowhere on rollers, that's O.K. Not shaving the legs or wearing a crash hat on the back of the head can rapidly lose status.

It is necessary to know how to circle imperiously at the top of the track.

Perhaps the 4000 metres pursuit is the most intimidating of all track disciplines. Each competitor must endure this "5 minutes sprint" exposed to the gaze of the crowd; with nowhere to

hide except inside his own dream of victory and subsequent glory.

The opening day saw scores of us provincials prostrate ourselves, in the hope that something in the big occasion would raise our efforts into performances worthy of victory. Life's not like that though, is it.

Each of us in our turn flickered briefly on the track. Things were not too bad, we suffered and our wheels caused the boards to thunder, just like those of the stars; surely everything would be O.K. this time. No such luck.

Away from the bicycle multi-title holder Chris Boardman looks rather mild and ordinary and very young, the sort from whom you would ask directions on any street corner and then instantly forget him. He is small, with legs significantly shorter than his body. He walks in a stooping way, skulking, like a boy kicking a can across a school play-ground. He has no rippling muscles or suntan.

Everything seems to change when he gets on a bike.

In his manner is a quiet confidence in the likelihood of his own success, let others bite their lips, he believes himself capable of anything.

Having undergone an abdominal operation only a few weeks previously; he showed great courage in competing at all. A quiet person he won't speak unnecessarily to strangers.

Simon Lillistone, in contrast, appears like a "White Knight". A tall perfectly tanned, blonde Adonis with an upper body the shape of a Dairylea Cheese triangle, and legs with muscles which squirm like stockings stuffed with fighting ferrets, he looks invincible.

His entire presentation is colour-coordinated, the vest matches the gleaming bike, with two clean white disc wheels to pick-up the crystal clear whites of his eyes.

Graham Obree from Scotland, who rides with the

upturned handlebars and is the British hour record holder on the track, was perhaps a bit overawed by the occasion. He sat in between events constantly looking over his shoulder. Wearing knitted white woolly socks and 70's style cycling shoes. He didn't think he needed a skin suit and aero helmet to win.

His approach seems unschooled and naturally he will talk to anybody. "You seem very interested", he said as we swapped data during a rain stoppage. "Is your son riding?" "No" I answered "I'm riding myself. I just look old 'cos I've had a hard life". "Oh. sorry" he said.

His pursuit rides, although good, did not meet expectations, and in the bunch races he rode in an unrefined way, leaving gaps for others to close, he got in the way. They cursed and hounded him until finally losing his will he was dropped from the field. Shaking his head while collecting his gear the "Jock" went home early. Very nice chap, I thought.

So Simon Lillistone met Chris Boardman in the final of the pursuit. In the early evening I watched them prepare for the confrontation. Lillistone was nervous, when spoken to he smiled too broadly, he fiddled and fidgeted and checked the soles of his shoes about a thousand times.

In the track centre, Boardman, dressed all in dark blue with a smoked glass visor over his face, cruised in tiny circles, eyes fixed, pursuing some spot a yard in front of his wheel. He seemed hungry to get on with it

At dusk they switched on the floodlights and a feeling of intimacy settled over the stadium.

After three of the twelve laps Boardman was down by 20 metres, this is nothing unusual. He toys with his opponent and surely nothing collapses like a man who once held victory in his grasp. We in the crowd were silent, everyone waited for Boardman to come back; and he began to do so.

Fifteen metres closed to ten, then next lap to

five, but after that no further gain. I thought he must be easing to taste Lillistone's defeat as well as his own victory.

Victory, so indescribably sweet, so addictive, one would do almost anything to achieve it.

The truth was Boardman was in trouble, he was dying and everyone, I think, suddenly felt so sad.

The crowd suddenly went shouting crazy as that sweet thing slipped from the Champion's grip.

Then from the banking came a tiny shrill sound. "Feared by the bad, loved by the good, Robin Hood". The flute man had found someone who needed help.

Boardman never did gain the lead and Lillistone took the title.

In common with many other minor groups in society, cyclists may dream of being on the brink of a "Renaissance" revival. We are a long way from that. Few people will ever witness the exquisite pain and pleasure that cycle sport can give, for only 700 people watched that final.

Nick Lelliott

THE FUND RAISING SCHEME

| | |
|--------------|------------------|
| Winners: May | John Lucas |
| June | Chris Beckingham |
| July | Jeremy Wootten |
| August | Linda Gibbs |

The final draw takes place as usual at the Club's annual dinner. We have run this for about 18 years now and it provides valuable income. We do however need an organiser for next year. It's not very difficult but takes a little time particularly at the start of the year when the selling has to be done. Please can we have a volunteer- someone from outside of the committee perhaps.

MEMORIES OF MY 21ST

The years pass quickly when you're enjoying yourself, and before you realise it, you've got the key of the door. I have just celebrated my 21st, and what a party I had. Geoff Boore - the gossip columnist of the East Sussex 'Bonk' magazine and renown 'wheel sucker' from the Sussex Nomads, very kindly attended to all the arrangements. He invited suitable guests and a total of 98 accepted including professional party goer Ian Cammish. Ian did not seem to enjoy himself though. He was on some kind of a rally - or should that be Raleigh ? - and stayed for little more than 55 minutes. The venue for the party was Fairwarp Village Hall and the catering would consist of traditional cycling fare - tea and rolls, tea and cakes, tea and ... Oh yes and coffee.

There were, however, conditions; one first had to undertake a little exercise namely to ride a route of precisely 25 miles. Apparently hand measured - amazing! A suitable stretch of the Queen's highway had been selected and my programme of events gave me, what appears to be a coded reference number of G838 (amended). My maps of the area seemed to show only the A22 following the route details. Has this been amended I wonder.

To begin with it was not a very sociable affair for we were all started at intervals of exactly one minute. Again it was all very precise with a man with a watch and you were forcibly held until your seconds were counted down .

You perhaps understand by now that this grand occasion was no ordinary 'twenty first'. As young as I may look, this was not my twenty first birthday, (that was yonks ago Ed.), it was indeed my twenty first twenty five mile time trial "unpaced and against the clock" are I believe the words which govern such events.

My first such venture at this distance was in September 1973. Don Lock had very kindly lent me his

'fast' racing machine to ride in the Sussex Championship on the Washington to Horsham road. This was before Buck Barn became festooned with lots of poles and coloured lights. In that I managed a fastish touring speed - in the immortal words of Ray Douglass I had been going well, to finish with 1.9.42. Pleased to say I have so far always managed to go faster than that (even on his tourer! Ed.). I did a 1.7.39 in the Weston-Super-Mare event in 1979. There's been a couple of 5's, several 4's and 3's and a couple of 2's and 1's. The beauty of them all though was in 1978 when in Essex I recorded 1.0.45. The beauty was definitely in the time for the arterial abomination one had to ride on was devoid of anything remotely beautiful. I recall that Colin Miller did a superb 59.37 I also recall what fast man Paul Toppin did, but modesty demands I continue with my story. I have never been under the magic hour - except in a timed section of the club tourist trial - No. That is denied. Nearest on merit would be the 2-up ridden with another touring man Duncan Waghorne. With saddlebags removed we did a 59 something but Messrs Keith Dodman and Richard Shipton did a 58' They had though also removed lights and mudguards.... If only we had not stopped for the cuppa in Arundel....

So who on earth talked me into this one. It's 9 years since the last. It was of course our friendly Events Secretary Tony (I have ways of making you ride) Palmer. He was ably assisted by Mike Gibbs who willingly lent me a fast machine from his stable. I was left with no excuse. Fortunately my touring plans for the day were not interrupted as I had plans to meet up with our friends from the Dieppe cycling club. I was still able to meet them at 10.30 at Hurstpierpoint and spent a happy 67 mile long day with them.

The 'race' itself ? Well! The seconds were counted down and Roy Humphrey says " 5,4,3,2,1,GO" Go! but where, there's no map holder on this bike. I'm glad

I didn't borrow his low profile machine, where would I have put the handlebar bag. These time trials are very easy though, you just peddle as fast as you can and there's a friendly marshall at every roundabout to point the way, what more could you want. You don't even get asked any silly questions. From the Maresfield bypass around Uckfield and down to Halland and Whitesmith. What's that ? A strange noise from behind, and a rider goes past with a kind of cardboard back wheel. Is it a compact disc I've heard so much about ? Whatever, it goes much faster than mine. I shall investigate further! Ah! Holmes Hill. Chris Beckingham told me of a cafe here, blast, it's closed, maybe someone will be handing up mugs of tea; no sign of that either - what a way to spend ones twenty first. Returning through Halland I receive cheers from Val Stringer and from Ray Douglass. I sit straight up - just to annoy him. He tells me I'm "going well". A mug of tea would have been of more use.

I finish in 1.5.10 and stagger back to the hall where the party is now in full swing, although Ray had got through most of the cakes. In some corners I felt things were going to well and there seemed to be some trouble where one person was hemmed in by riders demanding times and handicaps and standards and there was much clamour that I did not understand.

I might try againany chance of borrowing a bike in 1999 Mike ?

Dave Hudson

THE G.H.S. NATIONAL JUVENILE 10 MILE TIME TRIAL CHAMPIONSHIP

The final, held near Kidderminster, saw our Worthing High School team, winners of the London South District heat, ride to the very best of their ability, and they came so close to getting among the team medals.

Simon McNamara led the way with a time of 24.16 for an undulating course with the wind in the wrong

direction; the only help was on the shorter return leg. Brother Chris - never far away (timewise) was nine places back with 24.24 and third man Alan Edwards was a further seven places down the list on 24.32. Their placings were 42nd, 51st and 58th of the 102 finishers. Their team placing was fourth and achieving this they beat last year's gold medallists. It seems they chose a record year, with the winning school recording the fastest ever team aggregate. Their times - if recorded in the '89 final - would have definitely have given them a medal each. It was an excellent effort.

We offer our congratulations to ex Excelsior Andrew Slater who represented St. Andrew's School. From his London South heat winning ride, he managed a personal best of 23.36 for 24th place in a high class field.

JUNIOR 10 MILES NATIONAL CHAMPIONSHIP

This event was on our doorstep, being on the A24 road south of Dorking, a course that our riders are familiar with. We had five riders in the 106 entries. There is no district heat qualification for this, unlike the juvenile championship. You simply put in an entry and selection is on the basis of your previously recorded best time. In addition, while this is for juniors, i.e. under 18, they will accept, if the maximum field is not exceeded, juveniles, i.e. under 16's.

We fielded six, Colin Toppin, Marvin Lucas, Andrew Tarry, Darren Stepney, Shane Brown and young Ian Sutherland. They all rode well without breaking any records, is probably fair comment, with perhaps Andrew Tarry's 23.45 and Shane's 23.51 being nearest to personal bests. Shane was only 11 seconds down on Marvin Lucas, well back from his best, on 23.40, while Andrew got even closer with 23.45. The fastest ride was from Colin Toppin with 23.19 which gave him about 25th place in another very high class field.

Darren was probably not very pleased with 25.45, but Ian should be content with his 27.51. He will soon be taking time off that in '91 and he can ride this championship for another 4 or 5 years yet.

To put these efforts in perspective we must note that the winner was Chris Allcock (a junior Worlds selection) of the Mansfield Road Club with a quite remarkable 21.29. On the other hand in the team section, Knaresborough were 1st with a three man aggregate of 1.09.03 and Worthing Excelsior were second with 1.10.44.

There was a slight difference in the times reported to us and those appearing in the 'comic'. We have used ours, and we think they are right, but the difference (9 seconds) would have made no change in positions. Not bad - second team - so close to an R.T.T.C. shield and three medallions - that would have been very nice.

HILL CLIMB 1990

In August I rode up Kithurst Hill to survey the course for the Hill climb, a pleasant lane winding its way up to the top of the South Downs with a steep 1:6 bend and the hill shrouded with trees and foliage. The surface was good until it ran out after the finish line on to the South Downs Way.

Sunday 30th September, what a change, it was thrashing with rain, on top of the Downs it was misty, there was a cold and south westerly breeze. Road conditions were appalling, the overnight rain had created a puddle at the entrance to the hill which would have alleviated the water shortage for some weeks, stones, flints, twigs and branches had been washed down from the hillside. Colin Toppin was to puncture while on a practice ride on the hill and Roger Smith suffered the same fate before starting.

Ray Douglass was the finish timekeeper for the event and he timed the first finisher, John Poland,

Cy

over the top in 4 mins 45 seconds. Starting timekeeper and pusher off (Yours truly) dispatched the riders at two minute intervals for the ascent. Experienced mountain bikers Jeremy Wootton and John Saville adopted conventional machines for this mountain and turned out most creditable performances. Lightweight Roger Smith who punctured on the way down to the start sat on the start line having his tyre inflated with 15 seconds to go before starting, by the time he had reached the summit it was flat. Paul and Colin Toppin were two minutes apart at the start but Colin got 23 seconds closer to his brother by the time he got to the top. Richard Klemperer who arrived for a very hurried start explained that he "slogged his guts out" on the hill and found it unreasonable that for his efforts he was beaten by a clear minute over the 0.9 mile course.

Dave Hudson, intrepid tourer and photographer was on the hill to "snap" the anti-gravity men on the sharp gradient and Mike Poland supported all by saying "going well" to all and sundry.

Tea and cakes were available at the finish, they were needed to offset the cold and damp hill top conditions.

Colin Toppin was the overall victor with a time of 4m 33 secs. followed by Jeremy Wootton 4 seconds behind in 4m.37secs., Roger Smith with flat tyre 4m 31 secs was third. John Poland made fourth with 4m 45 secs. - all very close, and Paul Toppin, third in the previous day's tourist trial, could only manage fifth with 4m.56 secs. John Saville completed the course in 5m 5 secs. and Richard Klemperer was a further 30 seconds adrift in 5m.35 secs.

Tony Palmer.

NEW LAWS.... Well, not so new. Since 1st April cyclists are brought into line with motorists and can be fined on the spot if they break traffic rules. No lights or ignoring traffic signs could mean an immediate £16 and that figure will increase with inflation.

TOURIST TRIAL 1990

The Tourist Trial for 1990 was a disappointment for the prganiser when only three people turned up at the start point at Lancing Leisure Centre for the 1.30 p.m. start on Saturday 29th September. John Mansell, a considerable force to be reckoned with in this competition over a number of years had been persuaded to enter to do his best against the might of the 1989 winner, Ray Douglass, but at the last minute a phone call was received announcing that he was having muscular spasms in his back and he would not be able to start. Perhaps he knew something about the forthcoming weather conditions for the afternoon!

Paul Toppin, Brian Cox, and Ray made up the field and after consulting the maps and instructions were dispatched up the Adur Valley, taxing their map reading skills on the minor roads, footpaths and bridleways; to cross the river at Botolphs and Bramber to arrive at Manor Farm, Steyning for an en route test of knowledge about Sussex rivers and British freshwater fish. Brian and Ray achieved 100% on the former but Ray's answer of a bloater as a freshwater fish did take some believing. Paul's knowledge of fish seemed to be limited to those you can get over the counter at the local "chippie" and he was only able to gain 25% of the marks available for this section.

Onwards to Ashurst through the heavy rain which had started at Steyning, to the start of Section 2 of the competition, speed judging.

This section took the riders around a short 1.4m circuit of Ashurst where it was also necessary for them to describe the weathervane on the parish church, name the headmaster of the village school and name the Landlord of the Fountain public house. Having previously forfeited their watches for this section they did not know how long it took them but after completing one circuit they had to repeat

the ride in the same time, the rider with the closest of times for the two circuits would gain the most points for the section. Fastman Paul achieved the best result with only a 31 seconds variation, Brian had a difference of 38 seconds but Ray, resplendent in fluorescent racing cape and tennis shoes, was clearly handicapped without the use of his R.T.T.C. approved sundial, and finished well adrift with a 2minutes 15 seconds difference.

By this time the weather had really deteriorated to a steady downpour. The first time it had rained this heavily during the Tourist Trial for many years and this in a summer practically devoid of moisture, let alone actual rain. The trio now departed north through Partridge Green, to Shermanbury Place and over the cattle grid to Wineham. Here there were checks on the Countryside Code and well done, for all achieved 100%. The route was then south through Blackstone Village, Oreham Common and on to Woods Mill, and then right to Nep Town Henfield. Taking the back roads through Henfield and utilising a couple of very muddy paths and tracks a further crossing of the Adur river was required to bring the competitors to Horsebridge Common just south of Ashurst. While enduring these rain sodden meanderings through the lanes and bridleways they had to observe (that is if they could still see where they were going) various items en route. At the end of the section I received two very damp sheets from Ray and Paul while Brian in perfect style recited all eleven answers from memory - most impressive.

The weather got worse and with daylight fast disappearing there was a danger of riders being unable to get home without lights. The event was because of this stopped at the end of the fifth section.

The riders despite the awful conditions seemed to have enjoyed themselves and the result was:-

| | |
|---------------------|----------------------|
| First: Brian Cox | Second: Ray Douglass |
| Third: Paul Toppin. |Tony Palmer. |

Schoolboys/Junior Nationals (What other Club Mag gets contributions from the British Cycling Federation's Racing Secretary - Paul West)

The mammoth round of this year's National Championships began in late July when schoolboys Chris and Simon McNamara and Junior Colin Toppin travelled with myself to Leicester for the National Track Championships. All three riders had never seen Leicester Track before but were quick to adapt to this fast wooden track. In fact the twins were so keen it was hard to get them off the track at times.

Results wise all three riders rode well, giving good signs for the future. Chris and Simon rode the 500 metres sprint finishing 23rd and 26th respectively, 500 metres time trial - 24th and 18th and 2000 metres pursuit - 22nd and 21st. As always there was little to choose between them.

Colin meanwhile rode the junior points race in which he finished 13th in his heat with nine to qualify, and was slightly disappointing in the pursuit where he finished well outside the first 16.

It should be noted that we had one other performer at the Track Nationals, this was Nick Lelliott who rode at his usual outstanding best. Nick missed qualifying for the last 16 of the senior pursuit by a tenth of a second and got through to the semi final of the 20 kilometre scratch having finished second in his heat to Chris Boardman. He was well set up for a good performance in the points race when a training crash put him in hospital (fortunately nothing too serious) and out of the championships.

On the Sunday of the Championships Colin travelled to Stone in Staffordshire for the National Junior 25. Here he was joined by Marvin Lucas and Andrew Tarry. On a hilly course and on a tough day Marvin did well to record 1.1.17 to give him 52nd place compared to Julian Ramsbottom's winning ride of 56.37. Andrew did all that could be asked of him by getting a personal best of 1.3.12 for 62nd spot. Colin though

gave a lack lustre performance back on 1.5.19 in 74th place. All three would have needed to go under the hour to have stood any chance of the team in an extremely high class and talented field of juniors.

The next major event was the National Juvenile Criterium at Birkenhead near Liverpool. This race was fast but the relatively easy circuit and maximum gear of 81" kept the race together with little in the way of a chance to break away. With three laps to go Alan Edwards was stopped by a crash and so finished just behind the 50 up bunch sprint. In this sprint Chris and Simon were placed at 22nd and 21st respectively though I suspect in watching the finish that they finished a few places higher than this. As something of a consolation the official result gave Alan 16th place!

The next long journey for us was to the G.H.S. Final of the Juvenile 10 mile championship held on a course near Kidderminster. Once again Simon, Chris and Alan were our representatives although strictly they were representing their school, Worthing High. A few days before the final the twins had suffered from a garage fire which had written off their best bikes. This meant that Chris had borrowed Pepe Martello's machine, while Simon warmed up on his track bike. He decided that he would be better off on Alan's so waited to borrow that after Alan had finished. Given these factors, a windy day and an undulating course all three did extremely well to finish within a minute of their personal bests. Simon was 42nd with 24.16, Chris 51st on 24.24 and Alan 58th on 24.32. As a team they finished fourth.

The final Championship was the Junior Ten near Dorking where we had six entries and this is covered earlier in this issue.

Paul West.

ON THE BIKE TRAINING (With acknowledgements to the British Cycling Federation and their 'Training Manual' - excellent reading for one and all)

The first month of winter work on the bike should be looked upon as conditioning work. You are preparing

your body for the beginning of real training and should be aiming for steady runs, preferably in company, and the normal clubrun is ideal. Pedal revolutions should be about 100 r.p.m., runs should be non-stop and as you will be riding at a steady pace at which you can talk to your training companions without being totally out of breath, the seniors and juniors should be able to ride together. School age riders should go out with their own group, supervised by an older clubman.

Avoid burn-ups as you have yet to prepare your body for them. Talk to the more experienced riders and store away the advice for future use (or rejection). Carry a spare jersey, a windproof jacket, in case you stop for a puncture, and food and drink. If a stop is unavoidable, the rest of the group should ride for about two miles, then turn round until they meet the delayed rider(s), before continuing with the run. In this way, riders are not hanging around becoming chilled and risking various ailments.

Gearing should be around 64-68 inches and, because of road conditions etc., it is preferable for riders to be on single freewheel in the first month, keeping off gears until the true training starts. Fixed wheel is also suitable provided you live in a relatively flat part of the country, but single freewheel is best in hillier parts, where steep descents on fixed can destroy, rather than perfect, fluid pedalling style.

Be wary of extreme weather conditions and don't feel that you must stick rigidly to your training programme. Do a home circuit training stint, or an extra weight training session if the weather is bad. It is better to be racing fit a few weeks late, than to spend the first few months of the season coping with bronchial problems, tendon strains and other conditions.

The mileage for conditioning work will vary according to the age of the rider and the amount of time available, but for this first month riders in

the 12-15 year old group should be aiming for about 100 miles per week, with the 16-18 years old on 180 miles and the older riders in the region of 200 mile per week.

Cover 40% of your weekly mileage on Sunday, 25% on Saturday and spread the remainder over as many nights as you have available during the week, always taking into account the time required for your "off bike work". Even at this stage, it is important to map out the amount of time which you have available every week for your cycling, and then ensure that this time is used wisely. This will become even more important when you progress to serious training and may be in a position where you have to allow time for examinations, studies, work etc.

Improvement in performance will only come through increased commitment and the application of a well balanced, self disciplined programme of training and rest.

In cycling, as with most other sports, the phrase "you will only get out what you put in" is very true and this applies whether you are after a world championship, or a club championship, or even when you simply wish to bring about an improvement in the standard of your performances at any level.

.....

There will be runs from the Woolwich roundabout on the Littlehampton Road starting end of October and departing at 8 a.m. These will normally be lead (from the back) by Our Ed. but once you all start "the real training" still by then you'll know the way anyway.....

VIC COWAN

Some years back, Don Lock was lucky enough to know an elderly man called Vic Cowan. But like all elderly men, Vic had been a young man once.....and then, he belonged to the Excelsior. He joined in 1906, and was for many years secretary and auditor. Like Don, Vic had

an unswerving loyalty to the club, and through these two we have a link with the days when the club was young.

Although Vic died in the 1970's, his memory lives on. Have a look at the Victor Cowan "Most Improved Rider" trophy at the next club dinner - it's quite simple, just a chunk of mahogany with an old-fashioned medal fixed to it, but it tells a story. Vic got that medal in June 1907, for a "100" in 6.21, on dusty roads which barely knew the motor car, and three months later he added the club's 12-hour silver, for 163 miles in 10.17. Remember, anything shorter than a "100" was considered cissy then!

When Vic won his medal it cost the club five guineas, (£5.25), a month's wages, but you cannot measure its worth in money - it is the oldest one we still regularly compete for.

Sadly there are only one or two other tangible signs of Vic's long service to the club - his start sheet for the Southern Cycling Club "100", July 19th, 1908, (4 a.m. start), and his scrap book, now a fragile fading document, autographed "Victor Cowan, Worthing Excelsior Cycling Club 1906", with a photo of a bright-eyed young man inside its front cover.

Some of the "Cycling" cuttings in it give advice on gear ratios and training which is still relevant today, but better, there are poems which carry to us across the years, the pioneer's love of our sport.

On the inside front cover, framed by a Patterson drawing of the start of an Edwardian time-trial.....

"100"

He pumps each tyre and feels each nut,
As the earlier men depart;
And carefully notes the pace they cut
And takes that pace to heart;
Then they call his name-he slowly mounts
And somebody shouts "Up, Up!"
As the last few seconds the starter counts;
He steadily thinks of the cup.

So it's up and away at an "eighteen" bat
He tackles the first long hill
Finds no trouble in mounting that-
Down he goes with a will.
There stands Brown, who had started first-
Given it up ? Ah! No!
Only delayed with a tyre that's burst
And he utters a loud "Cheer O"!

Forty miles a in a couple and ten,
Pace is beginning to sink:
Jones brings in news of the foremost men
As he proffers a hasty drink:
Smith is under a minute in front,
Though he started the first by five;
So up and away on the long, long hunt,
Now is the time to strive.

Eighty miles and going it strong,
Fresh as a two-year-old;
He sucks an egg as he plugs along,
And the few more miles are told-
Twenty, ten, five, four, three, two
Now it is only one,
And the crowd all cheer as he passes through
And the speedman's work is done.

- "Theta."

- awful roads, very few cars, dust and mud-
pioneering bliss in a tweed knickerbocker suit!

John Grant

THE OPEN HARDDRIDERS - 23RD SEPTEMBER.

Entry: Disappointing.
Weather: Extremely wet.
Event: Very good.

Winner: Kevin Harding, Central Sussex 1.2.49.
Team winners: Central Sussex

So, there are the bald facts, and we include 'Event very good' as a fact, for all those we asked, whether winners, losers, or even puncture victims, were unanimous in this opinion.

Many thanks are due immediately to the host of faithful helpers who turned out to get drowned. They ensured that the course was fully marshalled. Thanks to the ladies who baked goodies and manned the canteen, to the timekeepers and recorders, to the pusher off and to the "C.B.grants" and to our promoter, Andrew Lock, who again had to "climb in" to get the hall open, but this time, with authority.

On the subject of appreciation, let's also acknowledge again the financial help which we received from our sponsors/advertisers: Frames of Broadwater, Worthing Computer Services, The Bike Store of Broadwater, H.W.Seymour & Son of Bognor, A & B Taxis of Tarring, John Spooner Cycles, Artworker, and County Insurance Brokers. Please remember, where you can, to support those who support us.

Why the entry is down (about the same as last year but much lower than in '88 and previously) is strange. Perhaps next year we must try and get some leaflets out a month to six weeks before - distribute them at other local races - see if that will help.

The 'bald' statement on the weather is probably enough, it was a kind of de-droughting hour, where amphibians would have been better equipped to cope. It brought a lot of muck on to the roads and there were many puncture victims, some suffering twice before they got back to the Pulborough H.Q.

Kevin Harding's winning ride was tremendous, and to note that he was only 20 seconds off the 1989 course and event record speaks not only for his form and fitness, but perhaps also bears out what a few others did admit, namely, that it was not cold and it was not windy, and if you could handle the wet, and had the bottle for the roundabouts and

corners times could still be fast. Kevin, by all accounts, is the protégé of veteran clubmate Paul Lipscombe and the words from the song ".....by your pupil you'll be taught" turned out very true. Paul made second place with a great ride, but was almost three and a half minutes down and that is a very big winning margin. Last year's winner and record breaker Mike Coyle of the Velo Club Etoile rode some way on a flat tyre and then changed a wheel with Nick Lelliott who had finished. He still managed 3rd place in 1.7.00. Andrew Beale, the Central's junior did exceptionally well to win the junior section with 1.9.28. He was 8th overall and completed his club's winning team.

Our riders did not fare too well. Best was Mike Mansell 11th with a time of 1.10.50. Paul Toppin was close up in 12th on 1.10.56 and Nick Lelliott was the third counter in the team which again collected second team place, but badly down on the Central.

Other club times were:

| | |
|-------------------|---------|
| Jeremy Wootton | 1.12.08 |
| John Poland | 1.13.31 |
| Ken Retallick | 1.15.28 |
| Colin Miller | 1.20.43 |
| John Lucas | 1.21.16 |
| Richard Klemperer | 1.21.20 |
| Shane Brown | 1.22.07 |
| Alan Stepney | 1.22.40 |
| Mike Poland | 1.29.25 |

Due to punctures, mechanical failure, physical failure or a dislike for the conditions, or combinations of these factors, James Walmsley, Darren Stepney, Alan Orman, Marvin Lucas, Pat Morey, Colin Toppin and Mike Brown failed to report to the gentleman by the chequered board, although all departed the start point and all have been seen since.

Going back to the marshalls, someone should have taken a photo of the elegant, immaculate, and suitably colourful turn-out of Dave Dallimore at

Whiteways. He must undoubtedly figure in this year's "Best Dressed Marshall" Awards. His colour, co-ordinated, of course, outfit for this year's event was extravagant but delightful, a burst of brilliant daffodil yellow. He chose a straight line for the trousers, which had that very fashionable "wet" look and there was a gathered waist, perhaps to disguise a slight upturn in waist inches due to a slight downturn in his recent mileage. The top was a one-piece complete with an absolute "poppet" of a hood, based on those exciting pictures of Scot in the Antarctic and absolutely gorgeous little furry ear flaps, Ooh! The whole ensemble was set off by a large red and white golfing type umbrella. He looked a real picture, throwing light into the otherwise grim greyness of the morning. From a distance - and only a short one at that - he looked for all the world like some large and benevolent toadstool.

SUSSEX C.A.OPEN HILL CLIMB - 20TH OCT.1990

A much kinder day than for our club event held on the same hill (Kithurst - off the Storrington to Amberley road). In that one Colin Toppin was victor in 4 minutes 33 seconds, but against open event opposition and despite lopping off 13 seconds in his second effort he was this time back in third place, still a most creditable performance. The winner was the very rapid and versatile Stephen Elms of Crawley who stormed up the climb in a super 3 minutes 49 seconds. Organiser and all-rounder Mark Jones of the V.C.Stella was 2nd with 4.07.

Nice and sunny with lovely clear and distant views for the spectators from the summit was one thing, for the competitors it was a stiff challenge provided by the laws of gravity and a country lane type hill strewn with the fallen leaves of autumn. Many spoke of the problems caused by lack of adhesion between

rear tyre and road surface.

Jeremy Wootton could only improve 2 seconds on his club time, recording 4.35 and Simon Letts who did not ride in the club event was only one second farther back with 4.36.

SUSSEX C.A.25 INDIVIDUAL CHAMPIONSHIP

This was held on the usual Chichester Road course on 16th September and saw some pretty good rides in Worthing colours. Andy Smith himself a veteran gave way to only one of the 103 entries and this was Paul Lipscombe of Central Sussex who has enjoyed a marvellous first season in the over forty category. Paul's effort of 56 minutes 26 seconds was by far the ride of the year in Sussex Championships and left him clear of the rest by 1 minute 23 seconds. Andy's 57.49 came in a period of consistent good form in solo and tandem racing but second it had to be. Third place also went to a veteran with Central's Don Awcock clocking 58.29. Five riders got home in less than 60 minutes; Peter Davies of Brighton Mitre being fourth in 59.44 just ahead of our new Gen.Sec. Paul Toppin on 59.48. Really great to see Paul back in this kind of form and next year could see him right back to top county level once again.

We managed four riders in the first eight - pity there was no team prize -with Pete Burgess on 1.00.25 and Colin Toppin on 1.00.35. Colin incidentally winning the junior award.

Other W.E.C.C.times were : Steve Gumbrill 1.2.35. John Poland 1.3.21, Mike Gibbs 1.5.50, Pepe Martello 1.6.19, Tim Burch 1.8.06, Ken Atkins 1.10.05, Bill Procter 1.10.14, Tony Palmer 1.12.40 and Mike Poland 1.14.24.

BACK TO THE HARDRIDERS: Not everyone who rode in the Open entered for the club competition, held within

the main event. The result of this was:

| | | | |
|------------------------|---------|-------|---------|
| 1st. Paul Toppin | 1.10.56 | Sc. | 1.10.56 |
| 2nd Jeremy Wootton | 1.12.08 | 3.50 | 1.08.18 |
| 3rd. John Poland | 1.13.31 | 3.30 | 1.10.01 |
| 4th. Ken Retallick | 1.15.28 | 6.15 | 1.09.13 |
| 5th. Colin Miller | 1.20.43 | 9.30 | 1.11.13 |
| 6th. John Lucas | 1.21.16 | 6.15 | 1.15.01 |
| 7th. Richard Klemperer | 1.21.20 | 9.45 | 1.11.35 |
| 8th. Shane Brown | 1.22.07 | 5.30 | 1.16.37 |
| 9th. Alan Stepney | 1.22.40 | 8.00 | 1.14.40 |
| 10th. Mike Poland | 1.29.45 | 15.00 | 1.14.25 |

Evening Tens results:-

No.5 7th June

| | |
|------------------|----------|
| 1 C TOPPIN | 00:22:52 |
| 2 P BURGESS | 00:23:44 |
| 3 P MOOREY | 00:23:52 |
| 4 P WOODHAMS | 00:24:02 |
| 5 P TOPPIN | 00:24:03 |
| 6 J POLAND | 00:24:16 |
| 7 A EDWARDS | 00:24:30 |
| 8 K RETALLICK | 00:24:42 |
| 9 J LUCAS | 00:24:52 |
| 10 D LOCK | 00:24:52 |
| 11 A SLATER | 00:24:56 |
| 12 C MCNAMARA | 00:24:56 |
| 13 S MCNAMARA | 00:24:58 |
| 14 P SEYMOUR | 00:25:12 |
| 15 J GILBERT | 00:25:16 |
| 16 R SMITH | 00:25:18 |
| 17 A ORMAN | 00:25:24 |
| 18 A LOCK | 00:25:34 |
| 19 A STEPNEY | 00:25:35 |
| 20 P HAWES | 00:25:41 |
| 21 J GILBERT | 00:25:51 |
| 22 S BARRETT | 00:25:56 |
| 23 D NIGHTINGALE | 00:25:58 |
| 24 B SUTHERLAND | 00:26:01 |
| 25 A MARTELLO | 00:26:13 |
| 26 M GIBBS | 00:26:27 |
| 27 P STEPNEY | 00:26:32 |
| 28 A MATTHEWS | 00:27:25 |
| 29 K ATKINS | 00:27:42 |
| 30 K ROBERTON | 00:27:45 |

No.6 14th June

| | |
|------------------|----------|
| 1 C TOPPIN | 00:22:07 |
| 2 M LUCAS | 00:22:33 |
| 3 P BURGESS | 00:23:10 |
| 4 P MOOREY | 00:23:17 |
| 5 P TOPPIN | 00:23:24 |
| 6 P WOODHAMS | 00:23:32 |
| 7 J POLAND | 00:23:49 |
| 8 J LUCAS | 00:23:50 |
| 9 M HAWKES | 00:24:04 |
| 10 K RETALLICK | 00:24:17 |
| 11 C MCNAMARA | 00:24:19 |
| 12 S MCNAMARA | 00:24:29 |
| 13 S BARRETT | 00:24:32 |
| 14 D LOCK | 00:24:33 |
| 15 A EDWARDS | 00:24:33 |
| 16 P HAWES | 00:24:53 |
| 17 A STEPNEY | 00:25:10 |
| 18 P SEYMOUR | 00:25:14 |
| 19 P PHILPOTT | 00:25:17 |
| 20 T BACON | 00:25:23 |
| 21 A MARTELLO | 00:25:24 |
| 22 G KELL | 00:25:26 |
| 23 D NIGHTINGALE | 00:25:32 |
| 24 J GILBERT | 00:25:33 |
| 25 P STEPNEY | 00:25:34 |
| 26 M SUTTON | 00:26:29 |
| 27 A MATTHEWS | 00:27:04 |
| 28 K ROBERTON | 00:27:18 |
| 29 J AVERY | 00:27:27 |
| 30 J SUTTON | 00:27:35 |

31 G WALL 00:28:57
32 M POLAND 00:29:12
33 R SEARLE 00:32:18

31 W TO 00:27:44
32 S LUCAS 00:27:45
33 M POLAND 00:28:46
34 R FOSTER 00:28:57
35 G WALL 00:28:59

No.7 21st June

1 C TOPPIN 00:24:51
2 J POLAND 00:25:22
3 P MOOREY 00:25:29
4 P HAWES 00:26:34
5 P SEYMOUR 00:27:02
6 A SLATER 00:27:33
7 M MILLER 00:27:48
8 B SUTHERLAND 00:28:13
9 M POLAND 00:31:18
10 J AVERY 00:34:12

No.8 28th June

1 C TOPPIN 00:22:21
2 P TOPPIN 00:23:01
3 P MOOREY 00:23:20
4 J POLAND 00:23:30
5 P SEYMOUR 00:24:05
6 D STEPNEY 00:24:20
7 P HAWES 00:24:30
8 R SMITH 00:24:34
9 M GIBBS 00:24:40
10 J SAVILLE 00:24:40
11 A ORMAN 00:24:55
12 A STEPNEY 00:24:57
13 S BARRETT 00:24:59
14 J GILBERT 00:25:12
15 D NIGHTINGALE 00:25:24
16 A LOCK 00:25:31
17 P STEPNEY 00:25:32
18 T BACON 00:25:51
19 A MATTHEWS 00:26:04
20 J AVERY 00:26:38
21 K ROBERTON 00:28:04
22 R FOSTER 00:28:15
23 M POLAND 00:28:19
24 G WALL 00:28:38
25 S LUCAS 00:28:44

No.9 5th July

1 C TOPPIN 00:23:05
2 P MOOREY 00:23:57
3 P TOPPIN 00:24:00
4 J POLAND 00:24:06
5 P SEYMOUR 00:24:34
6 C MCNAMARA 00:24:38
7 J SUTTON 00:24:58
8 P HAWES 00:25:07
9 R FOSTER 00:25:07
10 J GILBERT 00:25:14
11 A ORMAN 00:25:15
12 A EDWARDS 00:25:15
13 T BACON 00:25:20

No.10 12th July

1 C TOPPIN 00:22:32
2 P MOOREY 00:22:57
3 P TOPPIN 00:23:06
4 J POLAND 00:23:26
5 M HANSELL 00:23:29
6 P BURGESS 00:23:32
7 A EDWARDS 00:23:38
8 C MCNAMARA 00:23:43
9 R SMITH 00:23:56
10 A ORMAN 00:24:15
11 P SEYMOUR 00:24:20
12 M MILLER 00:24:24
13 M HAWKES 00:24:30

| | |
|---------------|----------|
| 14 S LETTS | 00:25:21 |
| 15 M SUTTON | 00:25:36 |
| 16 A STEPNEY | 00:25:52 |
| 17 S BARRETT | 00:25:55 |
| 18 P STEPNEY | 00:26:21 |
| 19 K ATKINS | 00:26:44 |
| 20 A MATTHEWS | 00:27:15 |
| 21 K ROBERTON | 00:28:11 |
| 22 M POLAND | 00:28:39 |
| 23 G WALL | 00:30:10 |
| 24 R SEARLE | 00:31:20 |
| 25 T MILLER | 00:32:21 |

| | |
|----------------|----------|
| 14 S LETTS | 00:24:30 |
| 15 J GILBERT | 00:24:39 |
| 16 J LUCAS | 00:24:40 |
| 17 A STEPNEY | 00:24:47 |
| 18 J WALMESLEY | 00:24:47 |
| 19 D STEPNEY | 00:24:53 |
| 20 G KELL | 00:25:12 |
| 21 T BACON | 00:25:15 |
| 22 A MARTELLO | 00:25:19 |
| 23 S BARRETT | 00:25:22 |
| 24 M SUTTON | 00:25:26 |
| 25 A MATTHEWS | 00:25:29 |
| 26 P STEPNEY | 00:25:30 |
| 27 J AVERY | 00:26:13 |
| 28 K ATKINS | 00:26:20 |
| 29 C MILLER | 00:27:09 |
| 30 G WALL | 00:27:27 |
| 31 M POLAND | 00:29:00 |
| 32 T MILLER | 00:29:13 |
| 33 R SEARLE | 00:30:43 |

No.11. 19th July

| | |
|----------------|----------|
| 1 P BURGESS | 00:22:25 |
| 2 P TOPPIN | 00:22:42 |
| 3 M MANSELL | 00:22:47 |
| 4 P MOOREY | 00:22:50 |
| 5 M LUCAS | 00:22:51 |
| 6 A TARRY | 00:23:26 |
| 7 C MCNAMARA | 00:23:26 |
| 8 J POLAND | 00:23:28 |
| 9 S MCNAMARA | 00:23:40 |
| 10 K RETALLICK | 00:23:43 |
| 11 A EDWARDS | 00:23:53 |
| 12 R SMITH | 00:24:09 |
| 13 J WOOTTON | 00:24:14 |
| 14 A ORMAN | 00:24:28 |
| 15 M GIBBS | 00:24:34 |

No.12. 26th July

| | |
|----------------|----------|
| 1 P TOPPIN | 00:23:25 |
| 2 C TOPPIN | 00:23:38 |
| 3 P MOOREY | 00:24:01 |
| 4 M MANSELL | 00:24:05 |
| 5 J POLAND | 00:24:08 |
| 6 R SMITH | 00:24:10 |
| 7 A TARRY | 00:24:20 |
| 8 C MCNAMARA | 00:24:23 |
| 9 M MILLER | 00:24:26 |
| 10 S MCNAMARA | 00:24:32 |
| 11 K RETALLICK | 00:24:38 |
| 12 D STEPNEY | 00:24:48 |
| 13 J WOOTTON | 00:24:52 |
| 14 A EDWARDS | 00:24:56 |
| 15 P SEYMOUR | 00:25:10 |

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No.11. 19th July

| | |
|----------------|----------|
| 16 M HAWKES | 00:24:35 |
| 17 A STEPNEY | 00:24:37 |
| 18 A MARTELLO | 00:24:37 |
| 19 S BARRETT | 00:24:59 |
| 20 T BACON | 00:25:14 |
| 21 G KELL | 00:25:29 |
| 22 P STEPNEY | 00:25:46 |
| 23 C MILLER | 00:25:55 |
| 24 A MATTHEWS | 00:25:56 |
| 25 J AVERY | 00:26:02 |
| 26 K ATKINS | 00:26:04 |
| 27 A LOCK | 00:26:05 |
| 28 R FOSTER | 00:27:56 |
| 29 K ROBERTSON | 00:28:00 |
| 30 S LUCAS | 00:28:20 |
| 31 M POLAND | 00:28:26 |
| 32 T MILLER | 00:29:02 |
| 33 P HAWES | 00:29:40 |
| 34 R SEARLE | 00:31:27 |

No.12. 26th July

| | |
|------------------|----------|
| 15 A STEWNEY | 00:25:21 |
| 17 P HAWES | 00:25:26 |
| 18 T BACON | 00:25:31 |
| 19 M GIBBS | 00:26:04 |
| 20 P STEPNEY | 00:26:27 |
| 21 B SUTHERLAND | 00:26:28 |
| 22 J GILBERT | 00:26:34 |
| 23 D NIGHTINGALE | 00:26:49 |
| 24 K ATKINS | 00:26:58 |
| 25 A MARTELLO | 00:27:07 |
| 26 J AVERY | 00:27:18 |
| 27 M POLAND | 00:28:55 |
| 28 G WALL | 00:28:56 |
| 29 R FOSTER | 00:29:07 |
| 30 T MILLER | 00:30:14 |
| 31 R SEARLE | 00:32:01 |

No.13.2nd August

| | |
|------------------|----------|
| 1 P BURGESS | 00:22:43 |
| 2 P MOOREY | 00:22:50 |
| 3 J WOOTTON | 00:23:02 |
| 4 P TOPPIN | 00:23:04 |
| 5 R SMITH | 00:23:08 |
| 6 M LUCAS | 00:23:22 |
| 7 J POLAND | 00:23:25 |
| 8 A TARRY | 00:23:42 |
| 9 S LETTS | 00:23:49 |
| 10 P SEYMOUR | 00:24:04 |
| 11 J WALKESLEY | 00:24:09 |
| 12 P PHILPOTT | 00:24:10 |
| 13 A STEPNEY | 00:24:19 |
| 14 M MILLER | 00:24:22 |
| 15 J GILBERT | 00:24:28 |
| 16 M GIBBS | 00:24:33 |
| 17 A EDWARDS | 00:24:33 |
| 18 A GRMAN | 00:24:55 |
| 19 D NIGHTINGALE | 00:25:18 |
| 20 P STEPNEY | 00:25:31 |
| 21 P STEPNEY | 00:25:35 |
| 22 B SUTHERLAND | 00:25:41 |

No.14.9th August

| | |
|------------------|----------|
| 1 P TOPPIN | 00:23:05 |
| 2 P MOOREY | 00:23:08 |
| 3 P BURGESS | 00:23:12 |
| 4 M LUCAS | 00:23:12 |
| 5 C TOPPIN | 00:23:12 |
| 6 A TARRY | 00:23:15 |
| 7 J POLAND | 00:23:36 |
| 8 M MANSELL | 00:23:38 |
| 9 K RETALLICK | 00:23:47 |
| 10 J WOOTTON | 00:23:55 |
| 11 P WOODHAMS | 00:23:55 |
| 12 D STEPNEY | 00:24:02 |
| 13 R SMITH | 00:24:03 |
| 14 P SEYMOUR | 00:24:23 |
| 15 S LETTS | 00:24:50 |
| 16 B SUTHERLAND | 00:25:14 |
| 17 M GIBBS | 00:25:19 |
| 18 J GILBERT | 00:25:21 |
| 19 P HAWES | 00:25:33 |
| 20 P STEPNEY | 00:25:36 |
| 21 S BARRETT | 00:25:49 |
| 22 D NIGHTINGALE | 00:25:54 |

| | | | |
|---------------|----------|---------------|----------|
| 23 A MARTELLO | 00:25:45 | 23 C MILLER | 00:26:12 |
| 24 J AVERY | 00:26:34 | 24 A MATTHEWS | 00:26:24 |
| 25 G WALL | 00:27:21 | 25 J AVERY | 00:26:27 |
| 26 S LUCAS | 00:27:58 | 26 G WALL | 00:27:50 |
| 27 M POLAND | 00:27:58 | 27 R SEARLE | 00:31:32 |
| 28 T MILLER | 00:29:53 | | |
| 29 J SUTTON | 00:30:37 | | |
| 30 R SEARLE | 00:30:57 | | |

Colin Toppin is undoubtedly the series winner but at the time of going to print they are still inspecting birth certificates and tapping away on calculators to work out the fastest veteran. We will try and bring the "full classified" in the next Mag.

THE INTER-CLUB 25 FOR THE CLONMORE TROPHY

Result was a win for the Hampshire Road Club who were the only club to field a full team of six. Bognor managed five, Worthing, three and Rother Valley none.

Our Club Events Secretary Tony Palmer reports:

This event staged by the Hampshire Road Club for 1990 was held on Sunday 7th October on a course from Emsworth to Bognor and return, generally the usual Bognor course.P922/25 in reverse. The poor entry for the usually well supported event, with only the promoting club being able to field a full team, was due to many factors. It was very late in the season, it clashed with other traditionally popular races which Worthing riders regularly support and the unfavourable course with its turn in Bognor.

I do not know why the event could not have been held during weekends in July or August when the racing calendar for the shorter distances locally is far less packed.

Hants R.C.won with an aggregate of 6 hours 58 mins 11 secs. or an average of 1.7.22, not an indication of a good course, much competition or really much of an event. Should representation of the Club take

precedence over riding in open races ?

Congratulations to Steve Gumbrill for an excellent fastest ride of 1.3.37 over two minutes clear of the second man. Mike Poland recorded 1.16.05 and also Richard Klemperer tells us he rode but we have no time from the organisers. Are you sure you got the right one!

THE WORTHING EXCELSIOR FIRST CYCLO CROSS MEETING 7TH OCTOBER 1990

This was the Mike Miller spectacular which was a great success. Mike's full report was received too late to be included fully in this issue but he deserves an enormous thank you from the club for the months of work which he put into it. For now, let us just add our thanks to the Worthing cycle traders who so generously supported us. Without the financial assistance of The Bike Store of Broadwater, John Spooner Cycles of South Farm Road and Kona Mountain Bikes and their local dealers the Sussex Mountain Bike Centre, the prize list would have been very average, instead of impressive.

The Juvenile Race was won by Shane Bridgeman from Brian Cortis of the Festival R.C. with Andrew Martin third.

In the Mountain Bike handicap race W.E.C.C.'s Mathew Sutton was the victor, ahead of James Lloyd and Brian Ejes.

Everyone was a winner in the under 12's with Mars bars distributed to one and all.

The main race was brilliantly won by Stuart Blunt from Wembley Road Club. Second was Mike Bell of the London Fire Brigade and third veteran Ian Jewell, Worthing's Jeremy Wootton finished in 8th spot and second in the mountain bike section.

More detailed report in the next issue of the Worthing Wheel.

IMPORTANT NOTE FOR ALL MOUNTAIN BIKE AND CROSS FANS

**2nd December City of Westminster - London
Championships .**

**MTB - 11.00 (£250.00) prize list London
Championship.**

JUV - 13.00 + ATB

SEN/JUN - 14.00 (£250.00) prize list

**Course: Shirley Hills. Entries in advance and
as soon as possible to Mike Miller or Jeremy
Wootton so that teams can be organised.**

**DID YOU KNOW THAT WE HAD A NATIONAL CHAMPION ?
WELL WE DO AND WE SHALL BRING YOU FULL WRITE UP
IN THE WINTER ISSUE ***** IT'S NOT TO BE MISSED **
SOUNDS JUST LIKE THE SUN NEWSPAPER.**

Welcome back to Dave Hudson. Dave our Touring Secretary was hit from the rear by a car while riding home from Lewes after work. His injuries were very extensive and he was for a while in intensive care at the Royal Sussex County Hospital. He was unconscious for more than 12 hours and his condition caused much concern. We are therefore delighted to note that his physical fitness has stood him in such good stead and he is now home and making good progress. Hope to see you back on the bike real soon Dave.

All good things come to an end ? Well, they may have done. You will notice the front cover of this edition. We will see how things progress.