

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

WINTER 1990/91

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WINTER 1990/91=====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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ROAD RACING The Surrey League race in September last and a general round up for last season from the Club's Road racing secretary, Mick Miller.

The Worthing Excelsior road race on the Ashurst circuit was promoted as part of our commitment to the Surrey League series of road races. A good class field assembled of some thirty or more riders, which after some initial skirmishes left a four man break developing. It contained two of the fields strongest riders, Glen Longland and Paul Rogers, who joined together with Wayne Coombs and Colin Tamon. The quartet worked very well indeed and within a few miles of escaping had built up a good lead. In fact after getting away just after Partridge Green, along the A24 Paul Rogers almost fell off in disbelief when he looked round to see where the chasers were, to find that they weren't in sight. They had gained about 2½ minutes in little more than five miles.

Although a few riders made valiant attempts to leave the bunch with lone breaks all of these came to nought and the breakaways gained a huge lead, which they held to the finish where Glen Longland took the sprint. Whether Paul Rogers was really trying we do not know, but the following day he decimated the field in the Brighton to London race to win easily.

The organisation turned out O.K., but due to the fact that I got into a mix up, losing the start lists etc., only about ¾ of an hour before the race and only finding them in time to screech to a halt at the village hall in a cloud of dust about 35 minutes before the start, then to have to get the key, it all turned out to be a bit of a panic! To cap it all the commissaire did not arrive and so after urgent telephoning to Keith Butler, the League Secretary, we started with Colin Toppin as chief official for one lap - somewhat irregular!

As usual all the helpers were great and turned up on a nice sunny day - thanks to them it all went very well.

GENERAL ROAD RACE SCENE

The club has had an increased number of riders taking part in events this year. In terms of the honours, the younger riders have performed best with the exception of one person, Nick Lelliot who has been outstanding in the senior Goodwood events. These senior races on Tuesday evenings at Goodwood attract 100 plus riders as well as over thirty juveniles most times. Although they tend to be informally organised the competition is very fierce indeed with top names like Paul Rogers, Glen Longland Gethin Butler, as well as the occasional professional or continental squad, turning up some evenings.

About three out of every four weeks the event is organised as a handicap with the ladies (usually about 6-8) going off first together with the veterans (normally twenty odd), followed by the juniors and third cat. riders with no licence points (hoards of 'em - usually 60 plus) then third cats. with points and finally the 2nd. and 1st cat. riders. These scratch men are held until the vets. are gasping down the finishing straight, but despite every kind of collusion and effort, the vets. have never been able to catch them in the hope of gaining a lap.

Every other lap is a prime lap with points for the first, second and third man over the line. These points are the currency of the series and at the end of the series are converted into prizes after deduction of expenses etc. These prime points are usually evenly divided between the various groups of riders during the season.

As the race progresses the groups close together, usually the juniors and thirds making contact with the vets. and eventually the first and second cats. getting up. This is not always the case though and on some occasions the scratchmen have not caught the flying bunch.

As the circuit is flat the speed can be really ferocious at times, especially if a group of riders is working hard at the front. Forty miles per hour

is not uncommon. The average speed for most of the events has been about 28 m.p.h.

Splits or breaks have occurred quite regularly and Nick Lelliot has engineered these on a couple of occasions riding in a super style against high quality opposition and his win in one event was one of the class rides of the year.

Occasionally there is a mass gallop of 60-80 riders going for the line which raises a bit of a sweat if you're in there doing it, but even more, if, as a few of us were for one event, judging! I think I got two numbers! Thank goodness for those who were experienced at it.

Although, we have had a number of riders taking part in the senior race each week with Shane Brown, Roger Smith, James Walmsley, Mick Mansell, Darren Stepney, Mark Turner and a few others, all performing well, with Shane being in the first ten a few times, and the rest of us having a good dig, it has been the juveniles who have really shone overall and dominated their events.

The juvenile race is normally a scratch race but occasionally it is handicapped. There are also separate starts for the smaller riders, i.e. 12-13, which although do not attract so many riders are hard fought battles just the same.

In the main juvenile events, five club riders have always figured in the action, Chris and Simon McNamara, Alan Edwards, Andy Martello and Brian Sutherland, with wins and placings in the first three being commonplace. It is really great to see these riders handling their bikes well, riding on a wheel, attacking, sprinting for the line etc. and after dominating the races, against good competition.

These riders have also performed well in open events both locally and at Eastway, Gosport and the occasional foray to Wareham.

A number of riders have ridden in other open events including the Division criteriums and Road Race Championships, as well as some classic Junior races.

Generally the senior support has been very patchy during 1990 with one or two regulars such as Vern McClelland and Miles Davies having a mixed season or being away on business.

Unfortunately two of the promising riders have joined other clubs where Road Racing is the main activity, it remains to be seen whether we have a strong junior and juvenile squad in the coming season.

Mick Miller

THAT 'OLD' FEELING ?

Do you sometimes get on the bike, and all is well, but other times find they're not? You come down on the saddle and it feels like a stranger, the gear although next to bottom seems too high and the arms legs and back that yesterday fitted the bike like a glove, just do not seem comfortable today. The smooth power to pedals that bowled you along before has disappeared. In short, the road seems rough, the bike feels rough and you feel rough. Well what do you do, pack it in and go straight back home ?

If your purpose of going out was 'training' then the answer is 'NO' because unless you are unwell, it is just at these moments that a bit of that quality known as 'dedication' is required. If on the other hand, the purpose is simply 'pleasure' the answer is still 'NO'

I suggest in the first instance that you get down on the drops and get stuck in, if it's training it should be hard anyway. In the second instance I suggest you let the pace be dictated by how you feel, start to enjoy the route you have selected, and look at the scenery rather than the handlebar computer. Nine times out of ten that early feeling of being uncomfortable will be forgotten in a few miles.

The breathing takes in the air and gradually becomes more relaxed, the muscles get warmer and the joints lubricated. The body is supported and gradually

everything settles into that wonderful motion and there's the feeling of well-being that only cycling can generate.

Even if you have started on a route which begins with a hard section because of head winds or hilly terrain, or both, nevertheless, irrespective of the speed, you achieve distance and satisfaction simply by riding efficiently against the elements. You will in due course ride on a flatter section or where the wind is assisting you. After unkind weather will come better conditions, the sun will warm and brighten and your legs and lungs will provide an increased cadence and you'll feel so fit, why you could tackle the Tour de France.....

CLUB CYCLO-CROSS MEETING LANCING LEISURE CENTRE
OCTOBER 7TH 1990

Well, after a lot of hard work the club's first Cyclo-cross meeting went off very successfully, and I believe, in a small way we managed to project the sport of bike racing and the cycling club scene very well, to a number of people who had never experienced either before.

That the event was so successful was down to a whole host of club members, many it should be noted being the younger members, who responded to my requests for assistance willingly. I would like to single out a few of the people who deserve a special thank you from both myself and the club.

Colin Toppin (the clerk of the works!), Nick Lelliot, Jeremy Wootton, Roger Smith and Mike Slater who put up the course, no simple matter putting in over 200 metal posts and unravelling 2500 metres of striped tape. This was after spending all Saturday afternoon simulating sailing round Cape Horn in a square rigger when erecting the marquee in 40 m.p.h. winds.

A very special thank you has to go to Dave Hudson

who looked after the catering side and organised transport for the marquee. This was a major exercise in itself.

The course which was varied for the four events was reckoned by all the experts to be good and was hard, especially as we gave them slightly more than the advertised time in each event.

Each of the events was sponsored by one of Worthing's cycle traders. Without their support the prize lists would have been pretty average whereas all agreed they were first class.

The first race was the John Spooner Cycles Juvenile Cross which had separate prize lists for cross bikes and mountain bikes. Forty seven riders took part in the race, a large number of which were not club riders and were competing in their very first bike race.

The winner was Shane Bridgeman who rode really well on a mountain bike to beat Brian Curtis from the Festival Road Club who was on a cross bike. Shane did not belong to a club neither did the third placed rider Andrew Martin.

Several of the Club's riders had misfortunes. Our only National Champion - ever- James Sutton who was riding his mountain bike was leading when he punctured. This was the fate suffered by Brian Sutherland who was also in the leading group.

The second race was a handicap Mountain Bike race sponsored by Kona Mountain Bikes and their local dealers the Sussex Mountain Bike Centre.

Each rider selected their own handicap which worked out very well without a single cheat - try this in the time trials next year ? Unfortunately the organiser was much too conservative with the time allowances for the groups and the scratch men soon got among the rabbits.

Again punctures took their toll but at last the club had a winner in Mathew Sutton who stormed to victory over James Lloyd and Brian Ejes. Virtually all of the 64 entrants were non cycling club members.

The third race was for the under 12's round a very small circuit of approximately 100 yards. All shapes and sizes, they were on every type of bike too, great fun. It was even better when they all lined up in front of Mrs. Mima Robinson the Chairman of Adur Council to receive their Mars bars.

The final race was the main cyclo-cross. This was sponsored by The Bike Store of Broadwater who put up a handsome series of prizes which were supplemented by the Club's contribution.

The event was won by Stuart Blunt from the Wembley Road Club in fine style. Stuart who is a junior still, has been winning road races during the summer and is a classic cross rider, light and powerful with good bike control. He has also won at Eastbourne and Brighton in subsequent weeks. Second was another cross specialist Mike Bell from the London Fire Brigade C.C. who is a real fireman too. Third was veteran Ian Jewell who is really going well this year again - another cross specialist. Regent Road Club's Barry Coomer who is also a cross man suffered mechanical problems while well up with Mike Bell.

Club interest centred on a real battle of the Mountain Bike riders between Jeremy Wootton and V.C. Etoile's Vernon Smith who were in contention for 7th and 8th places overall, but 1st and 2nd in the mountain bikes classification. Vernon jumped Jeremy about 300 yards from home and although Jeremy was coming back and was alongside with about 25 yards to go a concrete post loomed up and forced evasive action to cost him first place in the section.

In the race caravan teams of chart compilers were working away plotting the progress of the events, Tony Palmer and Nick Lelliot for the first races with the Editor and his spouse (also known as Maureen) working well for the last race. The results were available in record time for any cross I've been to for several years and this was remarked on by several of the competitors.

All of this could not have taken place without the support of Adur Council who were very supportive especially as they had never experienced the needs of a cross race before.

Mike Miller

WHO'S IN THE COMIC ?

It's back a long way, in fact to 23rd August where Andy Smith and Richard Holkham actually get a mention in the report for their second place in the Essex Roads tandem 25 with a great 52.45 time. Our past-President Ray Douglass gets a mention in the 'Sussex' column when the future of the S.C.A.12 hour is discussed. Colin Toppin's "supremacy" at Preston Park is referred to and there is compliment as to track ability of the McNamara twins, Chris and Simon. The 16th Goodwood meeting shows Nick Lelliot winning the senior race and in the under 13's we have Tom Miller 2nd, Nick Martello 3rd and John Gardiner 4th. A week later Paul Toppin's 1,1,47 in the Eastbourne shows him in 8th spot. In the Surrey/Sussex Vets 25 Andy Smith is 3rd on 58.22 and Richard Shipton 5th with 59.21. In the Comet R.C. 10 Mike Gibbs and Dave Dallimore finish 9th with 23.11. Our own Open 10m result appears with Paul Toppin making 5th place with 23.45. On September 6th a late Sussex Track League result and the overall season's points table. Nick Lelliot first with 92 points and Colin Toppin equal second with 86. The East Sussex C.A.25 - Andy Smith - another good ride, 3rd in 58.17. Jane Avery does a good 25 in the Belle Vue event recording 1.9.10. We also have the G.H.S.10 mile championship result with Simon McNamara 24.16, Chris McNamara 24.24 and Alan Edwards 24.32. At the 17th Goodwood meet Andy Martello gets 3rd in the juveniles with Bryan Sutherland 9th. In the under 13's Ian Sutherland is the winner. On ~~13th September we get the final~~ Goodwood result and Alan Edwards records another win in the juveniles with Chris McNamara 4th and Bryan Sutherland 6th. In the

under 13's Ian Sutherland this time is 2nd. In a two stage tandem event promoted by V.C.Elan - a 10mile and a separate 1.7m hill climb Andy Smith and Richard Holkham run out winners in 27.48. The result of the National Junior 10 shows Colin Toppin 23.19, Marvin Lucas 23.40, Andrew Tarry 23.45, Shane Brown 23.51, Darren Stepney 25.45 and Ian Sutherland 27.51. Andrew Tarry receives very complimentary comment for his riding and eventual sixth place in the Southdown Velo Grand Prix. In the Royal Navy criteriums in the juvenile race Brian Sutherland finishes 7th just two places ahead of Andy Martello. Moving on to 27th September we find the Richard Holkham/Andy Smith tandem in third place in the Andover 25 but their times seem to get faster, this time its 51.22. and Andy's form continued on the solo machine with 2nd place in the Sussex 25 Champs. with an excellent 57.49. Also in that result: Paul Toppin 5th with 59.48 Pete Burgess 7th in 1.0.25 and Colin Toppin 8th on 1.0.35. In the Reading 2-up 10m Mike Gibbs and Alan Orman take the honours in the veterans section. Mike also made 8th place in the Rodney 10 with 24.45. On 4th October there's the result of the Viking 50 and look at that time for the Holkham Smith tandem - 1hour 45 mins 1 second! On 4th October Ray Douglass actually gets his photograph in the Comic ; yes he's there in the background at a gathering of the elite 300,000mile club at Knighton. On 11th October the result of the Lewes 2-up 18m shows Richard Shipton dragged our Ed round in third place. On 18th October our first ever Cyclo cross result appears .Jeremy Wootton shows 9th in the main event and Matthew Sutton's win in the handicap race is also recorded. In the monthly 'Sussex' round up Nick Lelliot's win in the Preston Park track league gets mention, it also mentions Marvin Lucas - some comment about allround development for 1991 - that's not development round the waist Marvin! The Redmon Grand Prix des Gentlemen result shows our Ed in 7th place, this time towed round by Andy Smith. On 25th October we read of yet

another tandem win for Andy Smith and Richard Holkham, this time in the Epsom 25 where they beat some class pairings with their time of 53.02. John Poland produced a personal best at the very end of the season and chose the East Sussex 25 course. His 1.2.08 in the Brighton Mitre event was a fine effort.

SUSSEX CYCLE RACING LEAGUE

Two items of news have reached us from the League at the end of the 1990 season. Some good and some bad.

We had three riders score points in the regular Wednesday evening meetings and two, Nick Lelliott and Colin Toppin have truly dominated. Nick ran out the league champion with a total of 92 points and Colin was an excellent second, equal with Paul Delani of Eastbourne on 86 points.

The bad news concerned an after race flare up between Eastbourne's Steve Willis and Nick Lelliott. The Eastbourne rider has been warned about his riding by the officials during the season and it would seem that Nick was provoked by doubtful tactics once again. The Sussex Division of the British Cycling Federation have considered the matter and while Steve Willis has been reprimanded, Nick has been suspended until end of April 1991. Nick has never been involved in anything of this nature before and to say that he has brought the sport into disrepute does seem somewhat over the top however, Nick accepts the ruling and regrets very much that the incident ever occurred, provocation or not he should not have allowed himself to react as he did. A great shame for Nick has always been an example of self-discipline and dedication to the sport. It means that he will be unable to compete under B.C.F.rules or R.T.T.C.rules, because of the 'joint agreement' until May.

Look out next season's track league - what odds on his winning it again by an even bigger margin!!!!

YOUNGSTERS DEPART

Following Andrew Slater's move from the Worthing Excelsior to V.C.St.Raphael we've received letters of resignation from Andrew Tarry, Andy Martello, Chris Collyer and James Walmsley.

It has been suggested that the Club's General Committee are out of touch with the youngsters, do not understand their needs and are simply not bothered. Is there any truth in any of these claims? Possibly a little of each of the first two, but not the last. Perhaps the real problem is the inability of both sides to communicate which could well lead to officials "being out of touch". It could mean that those who have departed have spoken in the only way they know. They've just got up and gone.

No one should think for a moment though that the club's officials are not bothered. While there are obviously degrees of concern, let the members be assured right away that the committee has discussed the problem long and hard over several meetings and quite a few feathers have been ruffled in the process. Not all the officers have been on the committee for "donkey's years" they are not all "old traditionalists" set in their ways. Some of the newer blood has been quite outspoken on the problem.

This article is an attempt, as indeed is the whole magazine, an attempt to communicate. To let you know what is happening, and in this instance to let you know that these resignations are a matter of considerable concern and the committee are anxious to have all ideas put forward which may help.

Principally it would seem that after Paul West departed from the area several of those who had benefitted from his coaching/management assistance felt that as we had no replacement they must look elsewhere. We haven't anyone in the club, at least no one has come forward, to take on that roll and

you can't buy them like football managers.

It maybe also that there is some thought, an under-current of belief, that the club is wealthy and can afford to spend money on all kinds of things like coaching, transport and equipment and that we should be able to subsidise club clothing and so on. This is not the case. We do have a 'Building Fund' but those moneys were either donated to the club for that specific purpose or have come from fund raising for that purpose. The ideal of a new, our own, clubroom is regrettably a very long term project but we can not just spend that money it would last no time at all and it would surely be very wrong. That money is invested and it will hopefully grow in value and in the meantime it is providing a good return to the income side of our annual balance sheet.

At the forthcoming Annual General Meeting there may well be a suggestion that the membership subscription should be dramatically increased. Already we are moving up to £10 as a result of last year's decision, but there are members, and they include forthright supporters of the youngsters case, who feel that cycling is too cheap. No other sport they claim provides so much for so little and it is a fact that other cycling clubs are raising subscriptions and above our level. Membership will presumably only accept this if they see it spent for their benefit. The committee generally seems to prefer the more reasonable increase, phased in from year to year and if that view holds then perhaps we shall have to charge more for other club provisions. The canteen will have to be more commercially priced and entry fees will have to be increased. The committee have got to balance their decisions fairly to all members. Should we subsidise racing or any other aspect of our activities to the cost of those who do not take part in that particular sphere.

Your A.G.M. is not far away. Please attend. Please express your views and be ready to listen to the views of others.

Perhaps this biggest problem over the past year has been simply the enormous expansion of membership and the diversity of cycling activity for which it has tried to cater. Maybe it is failing, but it is your club and it is democratic. Get on board and help pedal you'll be most welcome.

Don.

SUSSEX C.A.TIME TRIAL PROGRAMME FOR 1991

16th March 16.5m Circuit event Ashurst. 2.p.m.
17th March 25m Chichester road,Angmering 9.a.m.
24th March 23.5m 2-up Handcross area 9.a.m.
12th May 25m Team Champs. Cowfold early a.m.
9th June 50m Mainly on A27 west of Worthing.6.a.m.
7th July 100m ---- ditto ----- 6.a.m.
11th August 12 hour - West Sussex - 6.a.m.
8th September 25m Chichester Road,Angmering 7.a.m.
19th October Hill climb.Kithurst Hill 2.p.m.

A few comments on this list: 1.Remember that as with all association and open events full details with event Secretaries and entry fees are in the Road Time Trials Handbook -cost probably about £3/4 and you should order your copy through our Secretary Paul Toppin as soon as you can. 2.Special entry forms are required so make sure you have a supply. Ask Tony Palmer or other seniors in good time. 3. Keep a note of all your times with dates, names of event, number of course and name and time of winner,for that information has to be put on entry forms. 4.Entries usually close 12 days before the event but the handbook will tell you if this is varied. 5. If you are under 18 your parent or guardian will have to sign the consent form which is part of the entry form. The event secretary can not accept your entry without this. 6. Specifically, of the above events, the 50m the 100m and the 12hour incorporate our club championship,so for those races you must also complete a separate entry form for the club and pay the separate fee to your club events secretary.

JUNIOR TRACK

The late arrival of the final Preston Park, Sussex Cycle Racing League results meant they missed our last issue and we should be sadly amiss if we did not record our congratulations, not only to Nick Lelliot and Colin Toppin for their performances in the senior competition, (see earlier in this Mag), but especially to the juniors who did remarkably well. The junior points table saw a run away win for Andrew Slater with 65 points and the great majority of those points were scored while he rode for W.E.C.C. Second was Chris McNamara with 35 and third Alan Edwards on 29. In 5th place there was Andrew Martello on 20. Others to record points in the final table were Simon McNamara and Bryan and Ian Sutherland.

CLUB RUN HUMOUR

As the group, about a dozen strong, came up behind the lady on horseback in the very narrow lane south of Hassocks, the lady turned and with concern in her voice explained to Tony Palmer, that her horse did not take too well to bicycles. To which came the retort, "No, he probably has difficulties getting his feet in the clips".

MOUNTAIN BIKE CLUB CHAMPIONSHIPS 1990

The finals of the Mountain Bike Club National Championships took place in North Wales in the Beddgelert Forest and as usual Worthing Excelsior Cycling Club members were well represented.

James Sutton riding in the juveniles and elder brother Matthew in the junior riding along with Sam Humphrey from Shoreham and with Jeremy Wootton riding in the intermediate.

The season kicked off back in April with Round 1 in Swansea. Round two was in Eastbourne in the sweltering heat on a very long dry and dusty course.

Round 3 was at Thetford and Round 4 in Cannock. Round 5 that I missed, took place at Bosley and the finals were in the shadow of Mount Snowdon.

The format was the same for all categories. On Saturday there was a hill climb for three and a half miles with over a thousand feet of climbing. Once everybody had got to the top they had to come down. The downhill time trial involved setting off pairs of riders at thirty second intervals. Sunday's format was the cross country race. For the juveniles it was one six mile lap, the juniors two, intermediates three and the experts four.

To return to Saturday's activities, in the hill climb young James Sutton rode to a commanding victory leaving his nearest challenger at least a minute behind him. In the juniors Sam Humphrey was fourth with Matthew Sutton twelfth. In the intermediates I had forgotten how short the hill was(!) and was surprised when I turned a corner to see the finish line ahead. Having saved myself in anticipation of at least another five minutes riding I was able to come up with a late burst and finish sixth.

In the expert men, predictably Tim Gould rode to a comfortable victory.

As far as the downhill is concerned I have no idea what the final results were and unfortunately the timing system went completely haywire with the entire intermediates result being erased. This meant that everyones results were scrapped and points from the top ten placings that would normally count towards the final tally of points in the championship would be lost by everyone. The net result was that they caused a switch of placings on Sunday afternoon in the expert women for second and third and a considerable amount of resentment as a result of it.

It was taking around eighteen minutes to ride up the hill and somewhere around six or seven to come down. Descending three and a half miles off road flat out must be the ultimate adrenaline rush.

Despite the mix up with the times everybody enjoyed this bit of the weekend (including those who crashed!)

Sunday morning in the juveniles James Sutton (who weighs 2 lbs more than his bike) rode to a hard fought victory.

In the juniors Sam Humphrey was placed second behind Jake Elliott. This is an excellent result and one that he really deserves having had more than his share of bad luck throughout the season. Matthew Sutton finished just outside of the top ten. Matthew's performances must not go unnoticed. He has had to spend a year concentrating on his exams and has been unable to train and clearly is looking forward to a successful season next year.

In the intermediates having saved myself for a late burst in the hill climb I decided to go for an early burst. The course climbed steadily for about two miles and involved a considerable amount of running particularly when it ran along the bed of a rocky stream for about two hundred yards. At my age I should know better than early burst and I fell back from second to around tenth by the end of the first lap. I spent the next two laps regaining what I had lost finishing up in a sprint for seventh/eighth place - (I got eighth!).

With the downhill results having been scrapped there was obvious confusion at the eventual presentation as to who had won what. However, in the juveniles young James Sutton walked off with first place and a new bike. In the juniors Jake Elliott secured victory though Sam Humphrey was second. In the intermediates my "consistent top ten placings" secured third place. In the expert men, predictably Tim Gould went home with yet another new bicycle. In the expert women, Sally Hibberd riding for 'Specialised' took the honours.

All in all an excellent season with racing all over the country on superb courses.

My thanks must go to J.P.Saville of Team Kona who has supported us all throughout the season with

a vehicle, t-shirts, shorts, helmet covers and an excellent range of Kona mountain bikes.

Jeremy Wootton

THE 1990 POINTS TROPHY

Awarded to the rider whose aggregate handicap placings in all club time trials other than the evening tens, the two ups and the hill climb, is the lowest. If a rider enters but does not finish he is placed one place back from the rider actually last on handicap. If you did not ride or enter at all then for that event your deemed placing is two more than the last man.

This time the winner was Colin Toppin and there were fifty members who rode at least one event and for whom records were kept.

Top ten were:-

1st. Colin Toppin	58
2nd. Ken Retallick	64
3rd. Roger Smith	79
4th. Pepe Martello	81
5th. John Poland	85
6th. Jeremy Wootton	92
7th. Mike Poland	97
8th. Alan Stepney	98
9th. Steve Gumbrill	99
10th. Darren Stepney and Alan Orman	101

THE 1990 VETERANS BEST ALL ROUNDER

The most complicated of calculations are needed for this one. First you need to know the dates of birth and, of course, they are not eligible until they are past the forty mark. Then the dates of their best performances at 10, 25 and 50 miles. Next you have to look up the standard times allowed by the Veterans Time Trials Association for each year of age. A calculation then has to be made to ascertain the m.p.h. of the standard and another to find the

m.p.h. of the actual performance and then you take one from the other to give you the plus m.p.h for that particular ride. For each rider you do this for the three distances. You add them together and divide by three and then you have the average m.p.h. plus for that competitor. Our Club events Secretary had six qualifiers this year and is putting in for some new batteries for his calculator.

The final table was:

First: Richard Shipton (43years)

Ten Miles:	actual	21.57	standard	26.06
25 Miles	"	55.21	"	1.07.30
50 Miles	"	1.56.35	"	2.20.08

Average m.p.h.+ 4.516

Second: Mike Gibbs (55 years)

Ten Miles:	actual	23.40	standard	28.38
25 Miles	"	1.02.49	"	1.13.49
50 Miles	"	2.11.49	"	2.33.15

Average m.p.h.+ 3.712

Third: Don Lock (53/54 years)

Ten Miles	actual	24.20	standard	28.12
25 Miles	"	1.03.35	"	1.13.16
50 Miles	"	2.06.01	"	2.32.06

Average m.p.h.+ 3.527

Fourth: Andy Smith (40 years)

Ten Miles	actual	21.38	standard	25.30
25 Miles	"	55.13	"	1.06.00
50 Miles	"	2.06.17	"	2.17.01

Average m.p.h.+ 3.502

Fifth: Ken Retallick (53 years)

Ten Miles	actual	23.43	standard	28.12
25 Miles	"	1.01.24	"	1.12.43
50 Miles	"	2.17.59	"	2.30.58

Average m.p.h.+ 3.231

Sixth: Alan Stepney (43 years)

Ten Miles	actual	24.11	standard	26.06
25 Miles	"	1.06.45	"	1.07.30
50 Miles	"	2.21.50	"	2.20.08

Average m.p.h.+ 0.604

EAST SUSSEX C.A. RELIABILITY TRIAL

Since they started it in 1986 the Worthing Excelsior have won it every time. That's right, five consecutive times and, let's not forget it has been run on the morning immediately following our club annual dinner dance and prize presentation each year. Consider further, the administrative effort in getting all our riders over to East Hoathly, while for most of the other clubs involved it's pretty well on their doorstep, and we have, to put it mildly, done rather well.

There was some grapes in some quarters, with small clubs, almost it seems wanting the rules changed so that the trophy went to the club with the biggest percentage of it's membership finishing! Can you imagine trying to work that out. The result would be worse and take longer than a conservative election. Others, unable to be positive and congratulate us on our support of this promotion, could only point negatively to our lesser support for their time trials. Also some commented on our riders in the main seeking the easier option of the slower standard, but they made the rules, and we chose a time which allowed us to ride in a group to cater for all our members and abilities.

There is one thing though that is undeniable, it is that the quite fantastic success of the event - there were 216 entries for the ride on 18th November 1990 - is due to our dominance producing the right response from a number of other strong clubs i.e. don't gripe - get a big entry and beat 'em. On the start sheet there were some tremendous teams, Eastbourne Rovers the club of organiser Charles Robson had no less

than 44, and while we had 36, there was Crawley with 34, East Grinstead with 27 Brighton Excel with 24 and Lewes Wanderers with 23. There were, on a lovely sunny morning, with a strongish north westerly, 195 starters. We had three unable to make it, so we were quickly down to 33. We also had three all, would you believe, C.T.C. riders, who either got lost or failed to find the checker at Groombridge who was found without difficulty by 159 others! So by the finish we were down to thirty and then one just failed to make the time limit, making 29. This would have won easily in previous years but with this entry, we would have to wait.

Most in fact had left for home before Roy Humphrey Chief Adjudicator, could make even a provisional announcement of the result. It was that he thought we had won by 2. By the evening Dave Hudson had obtained that we had won but by the narrowest of margins:- Worthing 29. Eastbourne 28, Crawley 25, East Grinstead 24.

It was a tough route which could have been very hard indeed had conditions been wintery. It was mainly in lanes and the autumn countryside looked great. With start and finish in East Hoathly the route - in brief - was Halland - Isfield - Piltdown - Fletching - Sheffield Green - Ardingly - West Hoathly - Sharpthorne - Whych Cross - Coleman's Hatch - Hartfield - Withyham - Groombridge - Eridge - Hadlow Down and Blackboys. The time standards allowed were: 3 hours 5 minutes in which we had four of the 14 entrants and all were home successfully. 3 hours 30 minutes where we had just five of the 48, and all made it comfortably, and 4 hours 5 minutes in which we had 27 out of 154 with 20 successful.

Our riders were:

3 hours 5 minutes

Chris McNamara
Simon McNamara
Roger Smith
Mark Hawkes

3 hours 30 minutes

Don Lock	Richard Shipton	Nick Lelliott
Vern McClelland	Mark Woolfenden	

4 hours 5 minutes

Tony Palmer	Paul Toppin	Alan Orman
Marvin Lucas	Sheila Lucas	John Lucas
George Wall	Mike Gibbs	Alan Stepney
Brian Howe	Alan Matthews	Karl Robertson
Mel Robertson	Colin Toppin	Ron Foster
Richard Klemperer	Alan Scarratt	Dennis Lednor
Darren Stepney	Dave Dallimore	

Very well done to one and all not least to Dave Hudson for all his hard work in drumming up support and making travel arrangements. It's going to be even harder next year though.

Don

THE GRAND PRIX DES GENTLEMEN TEN MILE EVENT

Old man Gibbo was favourite for this one and with a smoothy in form Colin Toppo to keep the wind off should have snapped round in a lively '22' to have ridden away with the standard and possibly the scratch awards. A puncture in Hole Street when going well though upset this and they did not finish. A shame, for it would have been interesting to have compared their actual time, with that of winners Alan Orman shielded by Paul Toppo. Big Paul managed a good 22.52 but young Col would surely have been there, or better, and with Michael Gibbo's extra age allowance the result may have been different.

Still all that's, as may be, if, is a big little word. Steve Gumbrill made one of his rare appearances on the Washington course, to act as pacemaker for Alan Stepney. He gave Alan a good ride, probably faster than Alan has been before, and they finished with 23.33. The family Lucas outfit - Marv up front and Dad tight in behind were to finish third on scratch with a moderate 24.06. When the standards

were calculated the final result was:

1st:Alan Orman/Paul Toppin	22.52	age	+	3.26
2nd:John Lucas/Marvin Lucas	24.06	"	+	2.48
3rd:Ray Douglass/Alan Matthews	28.06	"	+	2.39
4th:Alan Stepney/Steve Gumbrell	23.33	"	+	2.33
5th:Mel Robertson/Karl Robertson	26.54	"	-	1.00
6th:Mike Miller/Tom Miller	31.09	"	-	3.36

The watches were held by Tony Palmer and Peter Kibbles and the most important refreshments at the finish were supplied by Sheila Lucas.

1990 LADIES BEST ALL ROUNDER

Two finishers is better than one, and over four rides, two at 10 miles and two at 25 miles, we must congratulate the winner on a record average miles per hour.

Sheila Lucas has only to repeat her club run style where she frequently half wheels us, and next season she will be pushing Jane Avery much closer.

Sheila's times were 27.45 and 27.59 for the ten miles and 1.17.38 and 1.18.16 for the twenty five to give her an average m.p.h. of 20.387. Jane, breaking club records on her way, recorded excellent 26.02 and 26.13 times for the ten and 1.8.14 and 1.9.10 for the 25, to put her average m.p.h. at a highest ever 22.4.

Let's have some more riders next year - come back Christine Elson and Angela Toppin - for a start!

1990 JUNIOR BEST ALL ROUNDER

The expected scrap between Colin Toppin and Marvin Lucas was how it turned out and in the end the greater consistency of Colin paid off.

Again, the trophy, like that of the ladies, is decided over two tens and two twenty fives and while Marvin had the fastest rides at both distances they

were not backed up with other very fast times. The difference in m.p.h. was about .3 but significantly Colin's average went over 26 m.p.h. leaving that as a target for Marvin still to aim for. The counting rides were:-

Colin	25:	59.45	and	59.45	
	10:	21.59	and	22.07	<u>Average 26.518</u>
Marvin	25:	59.32	and	1.01.07	
	10:	21.55	and	22.53	<u>Average 25.833</u>

THE CLUB DINNER prize presentation and dance for 1990 was a mixed success and failure. It was generally felt the the Windsor House Hotel did us proud. The meal, quality and quantity, was of a high standard and the surroundings and atmosphere were good. The speeches also were well delivered and received, with international triathlete, Sarah Springman doing well to entertain us with detailed club member leg pulls which she was still researching during the meal. The glimpse which she gave us of international triathlon competition around the world was most interesting and to learn something of her brilliant performances left us in no doubt that this lady was a rather special kind of athlete. Mike Miller's response was super - not over long - basically did what was required to thank Sarah, and then entertained us with a 'graphic' display of his thoughts - tongue in cheek - I think - of future aerodynamics for the racing cyclist.

Cross toasting will perhaps never be as good as it was in the 50's and 60's - for those of us who go back that far - but it was quite good and there was a happy atmosphere.

The presentation of the prizes was carried out by Sarah Springman and the final draws were made for the 1990 Fund Raising. £50 went to our President Roger Smallman and the second prize of £25 went to Ian Reader our Treasurer - most appropriate! Bouquets were given to Sarah Springman , and also to Carole

West, this as a small token of thanks for all her work for the club over the past couple of years.

In starting this report I said the event was a mixture - success and failure- I think failure, on two counts. Firstly of our total membership only sixty could be encouraged to come, and even that number included friends and relations. The principal problem here is ticket price which this time was up to £16, but also many of the younger members do not seem interested in an evening of this kind. They seem unbothered about receiving the medals or even trophies which they have won during the season, and the small numbers left many trophies uncollected. Secondly, while the music was good from a live group, traditional jazz is not everyone's choice, and very few cyclists it seems can dance to it. With comfortable bar and lounge facilities adjoining the numbers left to support the efforts of the band dwindled to an embarrassing dozen or so and the evening really dragged over the last hour. Gone, it would appear, are the days when every cyclist would be on the dance floor trying to outdo the other with energetic versions as such things as knees up mother brown etc... - a shame.

The committee is to seek members views as to what we do in 1991. Suggestions are (1) that we have a midday luncheon on a Sunday, perhaps still at the Windsor House, but without music/entertainment, or (2) that we stick to a Saturday dinner formula but again without the music/entertainment. (1) would bring the cost down to about £10.£11 and (2) to about £14. But do you have other ideas? If you do please make them known.

Don

CLUBMAN OF THE YEAR

Our club events Secretary Tony Palmer was the recipient of the pewter 'Meredith' Trophy for 1990. His work in organising all our club events and the arrangement of the programme to fit in with other

London South events takes a lot of time.

Mike Hayler of the Brighton Mitre who co-ordinates the London South club events programme tells us that in 1990 we provided for 1250 club time trials (that is for individual rides). The next highest in the area was just 785! More than half as many again as any other. Also we gauge more accurately our maximum rider requirement, using 92% of the applied for numbers. In other clubs this percentage is very much lower, generally no more than 60% and frequently as low as 40%.

Those few facts which came to us quite independently show rather well the work that Tony does, and how well he does it.

The annual collecting in of all the trophies and getting them all engraved ready for the dinner is just another part of his duties. Well this year at least there's one already on his mantelpiece, and our thanks and congratulations go with it.

THE TROPHY WINNERS 1990 (THE CHAMPIONS)

TEN MILE SERIES	COLIN TOPPIN
JUNIOR FIFTEEN	MARVIN LUCAS
TWENTY FIVE MILES	ANDY SMITH
THIRTY MILES	COLIN TOPPIN
FIFTY MILES	ANDY SMITH
JUNIOR BEST ALL ROUNDER	COLIN TOPPIN
LADIES BEST ALL ROUNDER	JANE AVERY
VETERANS BEST ALL ROUNDER	RICHARD SHIPTON
HARDRIDERS	PAUL TOPPIN
HILL CLIMB	COLIN TOPPIN
SENIOR ROAD RACING	NICK LELLIOT
JUNIOR ROAD RACING	SHANE BROWN
TRACK	NICK LELLIOT

TOURING BEST ALL ROUNDER
TOURING COMPETITION

RAY DOUGLASS
BRIAN COX

MANCHESTER WHEELERS TRUE - MAN STILL ???

From the national press (Daily Telegraph) we read that a £200 council award to homosexual cyclists in Manchester has been criticised by C(c)onservative councillors. The idea was to avoid the ridicule and abuse of participating in the sport with heterosexuals. You know the sort of thing; there's aero bars, triathlon bars then there's gay bars...

CLUB TIME TRIAL PROGRAMME 1991

Sat.23rd Feb. Medium Gear "72" 10 mile - Washington
Sun 24th Feb. 16mile circuit. Ashington/Ashurst
Sat 6th Apr. Ten mile Washington
Sun.19th May Championship 25 mile. Angmering
Sun 6th Jne Championship 50 mile Angmering ***
Thu.20th Jne. 2-Up Team Time Trial 15m.Ash/Ashurst.
Sun.23rd Jne. Championship 30mile. Angmering
Thu 27th Jne. 2-Up.Team Time Trial 10, Washington
Sun. 7th Jly. Championship 100 mile ***
Sun. 4th.Aug. Clapshaw/Sherwin 25 mile.Angmering.
Sun.11th.Aug. 12 hour Championship ***
Sun.22nd.Sep. Hardriders 26 mile Pulborough +++
Sun.29th.Sep. Hill Climb. Kithurst,Storrington.
Sat.12th.Oct. Grand Prix des Gents.10m.Washington.

*** these are in conjunction with Sussex C.A.events

+++ this is in conjunction with our Open promotion.

Evening ten mile series will comprise just 12 races,
on Thursdays, 9th May to 13th June inclusive and
4th July to 8th August inclusive.

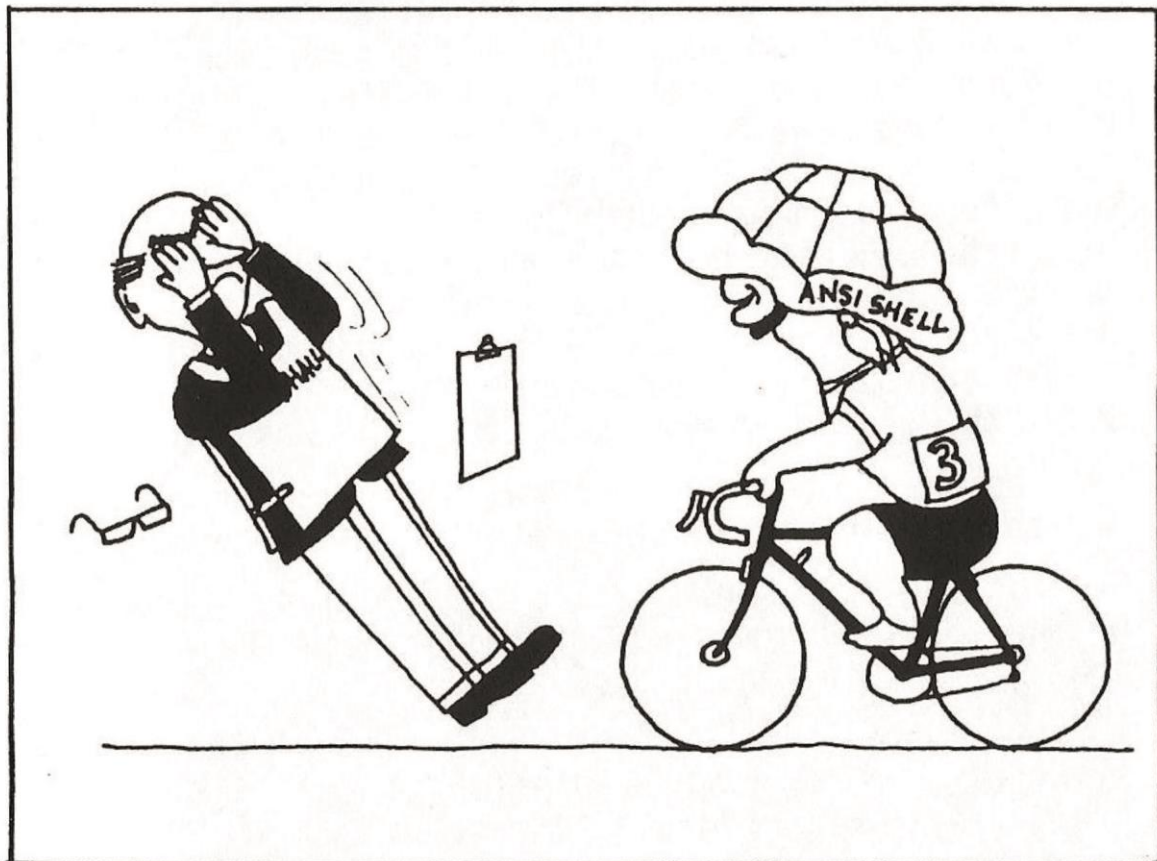
"What's the matter, are you blind ?"

"Why? I hit you, didn't I ?"

SCAZ.



"THE SHELL IS OUT !!NO BODY-STREAMLINING !!"



Paul and Carole West put in a surprise visit to the elevenses venue on the Sunday before Christmas. They were there on four wheels, but it was still very nice to see them both, down this way for the holiday. They both made it clear that they would be very pleased to see anyone from the club who happens to be in their area. The new address is 4 Balfour Drive, Rothwell, near Kettering, Northants. Our man, who travels the country in the search for fast courses, Mike Gibbs tells us that this is at the northern end of the favoured 'F' courses and also well within reach of others in the 'A' and 'N' geographical classifications.

THE TOPS

Well at ten miles it has not been possible to give exactly the top twenty rides, for one rider in particular, using the rides purely as training, was happy only to keep a note of the one that sits at the top of the list. He did ride most of the Bognor series on the Fontwell course and won them all. It is not thought that he was ever outside of '22' so that list has to be read with that in mind.

At twenty five miles, prolific sub hour man Richard Shipton still enjoys his trips to the A12 between Brentwood and Colchester, but also beats 60 minutes more often than not on whatever course he rides. He has now beaten 60 minutes on 142 occasions. We found another ten who crept into that last 15 seconds under the hour. Paul Toppin was there three times.

It was Richard Shipton he gave us some super fifty times to head by miles this list in what was a rather poor year otherwise. This list is not extensively researched but we are sure no one else got under two hours and it is not thought that there were in fact any other rides beating 2 hours 15 minutes.

Ten Miles

1.	Nick Lelliott	21.20.	Fontwell
2.	Andy Smith	21.38.	Falmer
3.	Andy Smith	21.53.	Falmer
4.	Marvin Lucas	21.55.	Washington
5.	Richard Shipton	21.57.	Tonbridge
6.	Colin Toppin	21.59.	Washington
7.	Colin Toppin	22.07	Washington
8.	Colin Toppin	22.21.	Washington
9.	Colin Toppin	22.22.	Washington
10.	Andy Smith	22.23.	Wiston
11.	Pete Burgess	22.25.	Washington
12.	Colin Toppin	22.29.	Washington
13.	Andy Smith	22.30.	Fontwell
	Pete Burgess	22.30.	Washington
15.	Steve Gumbrill	22.31.	Fontwell
16.	Colin Toppin	22.32.	Washington
	Marvin Lucas	22.32.	Washington
18.	Marvin Lucas	22.33.	Washington
	Pete Burgess	22.33.	Washington
20.	Paul Toppin	22.37.	Falmer

Twenty five miles

1.	Andy Smith	55.13.	Ringwood
2.	Richard Shipton	55.21.	Essex
3.	Paul Toppin	56.10.	Ringwood
4.	Richard Shipton	56.56.	Essex
5.	Richard Shipton	57.13.	Essex
6.	Nick Lelliott	57.19.	Chichester Road
7.	Richard Shipton	57.26.	Essex
8.	Richard Shipton	57.35.	Chichester Road
9.	Andy Smith	57.49.	Chichester Road
10.	Richard Shipton	57.57.	Essex
11.	Andy Smith	58.17.	East Sussex
12.	Andy Smith	58.22.	Chichester Road
13.	Pete Burgess	59.06.	Chichester Road
14.	Richard Shipton	59.17.	Essex

15.	Richard Shipton	59.21.	Chichester Road
16.	Dave Dallimore	59.28.	Essex
17.	Marvin Lucas	59.32.	Chichester Road
18.	Andy Smith	59.34.	Chichester Road
19.	Richard Shipton	59.37.	Chichester Road
20.	Richard Shipton	59.45.	Chichester Road
	Colin Toppin	59.45.	Chichester Road
	Colin Toppin	59.45.	Chichester Road.

Fifty miles

1.	Richard Shipton	1.56.35.	Essex
2.	Richard Shipton	1.56.37.	Essex
3.	Richard Shipton	1.58.58.	Essex
4.	Paul Toppin	2.00.27.	Oxford
5.	Don Lock	2.06.01.	Ringwood
6.	Andy Smith	2.06.15	Sussex
7.	Paul Toppin	2.08.08.	Bognor
8.	Richard Shipton	2.08.54	East Sussex
9.	Mike Gibbs	2.11.49.	Ringwood

MOST IMPROVED RIDER AWARD

The rules are that this shall be awarded for time trial improvement over previous bests, provided that they were recorded within the last five years and while you were a member of W.E.C.C. The greatest miles per hour improvement over the standard time trial distances went for 1990 to Mike Gibbs who at the age of 55 was recording some fine rides in what has been his best season for many years. He puts it all down to the loss of one and a half stones of excess fat. As he put it "Just think of it in the form of bags of potatoes and you really have lightened the load."

He recorded improvements as against the last five years at all distances up to 50 miles, and it was at 30 miles where he improved from 1.23.06 to 1.15.21, that he made the biggest improvement. This

was 2.228 m.p.h. faster. His closest challengers for the trophy came from Colin Toppin, whose ten mile improvement from 23.45 to 21.59 gave him a plus mph of 2.030, and from Alan Edwards whose speed at 10 miles went up by 2.147 mph, in improving from 25.49 to 23.38.

VICE PRESIDENT RAY DOUGLASS

Ray made the 'Comic' and the Evening Argus in November with good photographs and an excellent "potted history" or "pen picture" and knowing of Ray's modesty, the interviewer must have worked hard to extract as much as he did.

For 38 years Ray has recorded his mileage - he was a late starter at the cycling game - and he has now amassed very nearly 400,000 miles. This is the regular annual mileage of more than 10,000 or to bring it down to an even shorter comparison, pretty well 200 miles per week for 1976 weeks! While Ray may have been able to up his mileages to around 12/14000 p.a. since retiring a few years ago, he worked without break during the earlier years and his mileages in the fifties and sixties when he did most of his racing included several dozen hundreds and twelve hour rides and no less than eight 24 hour rides.

Ray's official jobs among cycling's famous back-room boys have included many years as Treasurer and time trial secretary for Worthing Excelsior, years of course measuring, handicapping and timekeeping for the Road Time Trials Council, and a couple of decades of tireless work for the Sussex Cyclists' Association as event promoter and in committee. He is still running their 12 hour and presently holds office as Treasurer and Secretary for them.

The Worthing Excelsior gets several good plugs in the article and we can imagine RAY emphasising that

aspect to those really trying to find out more about Ray personally. Cycling's Peter Knottley knows these kind of cyclists though and his final paragraph is simply repeated for it is so right:-

"It is good to meet another example of the true cycling breed, always ready to help his club and others, a consistent contentment of a lifetime. You do not hear much about these folk and they don't say much about themselves, but they are the essence of it all."

Our President for five years, and in true Ray style, insisting that others should be similarly honoured, resigning so that a new appointment could be made. He continues as Vice President, and while not currently on the committee, there is no one within our membership more prepared to take on a job, whether it be timekeeping, handicapping, making the tea or delivering the Worthing Wheel.

Ray's plans for 1991 are simple; just over 6000 miles will do nicely it puts him on that 400,000 mile mark, but he does not intend to ride miles for the sake of it. Quality rather than quantity. As we get older we go slower, but then if we keep our eyes open, we see more.

Congratulations Ray on what you have achieved. Thanks for sharing so much of it with the W.E.C.C. and good wishes for all the happy miles still to come.

Don

TRIBARS ARE APPROVED. The Road Time Trials Council having road tested them throughout 1990 both in and out of competition, and on conventional as well as low profile machines. The four guinea pigs reported an expected period of acclimatisation, but after a short while found them comfortable and considered that while they did not entirely remove the danger

of head down riding, they felt that the new position created by the bars definitely improved the line of sight.

The Council in answering one or two objections were also able to point out that they had been used in competition in Scotland to an extent of almost 50% against the conventional type of bar and without any problems being reported.

So now we are free to use them if we want to and it will provide an interesting addition to our club room discussions, as the pros and cons are argued. Increasing technology will always be providing new ideas and in cycling it has picked up at a rapid rate over the past five years, following a period where nothing new seemed to be happening. Ideas have come from skiing, the world of the triathlon and more recently from mountain bikes, but undoubtedly much has come from the enormous technical input which the U.S.A. have given to their amateur and professional riders. At club level a number have tried disc wheels and some have invested in them. Generally there is the belief that there is an advantage to be gained. Nick Lelliott took careful note of the use of disc wheels in the 1990 National Pursuit Championships. Apart from Graham Obree, Nick was the fastest in the whole competition not using one or more disc wheels and he is seriously considering their use in the 1991 event.

Lemond demonstrated dramatically in the Tour de France the possibilities of tribars, and while no doubt some courses and some types of event will be found to be more suitable, there's no reason why they can not be used to advantage in British Time Trials.

Who is going to be first ? They're in the Worthing bike shops and as they become more popular they may come down in price. They certainly seem expensive at the moment.

Jeremy Wootton has tried them out and reports that he found a definite advantage to be gained, so there you have it - Greg Lemond and Jeremy Wootton, what

other recommendation can be needed !

DID NOT START

For some years now there has been a problem in time trialling with riders entering open events and then failing to start. With the basic selection method being that the fastest are accepted to the extent of the permitted full field, usually 120, then it's the slower riders being thrown out. When it comes to trying to get a ride on a fast course, frequently the average rider is not quick enough to get in, but finds that on the day there were many non-starters. It is a frustrating business to which the Road Time Trials Council have been giving a great deal of thought.

A system of reserves has been suggested but this would mean arriving in time for number one and having to wait perhaps 2 hours for a ride and to be ready at one minutes notice throughout that period. It would also frequently give rise to field placing problems.

To further their investigation and hopefully to help find an answer to the problem the Council are publishing the following form:-

ROAD TIME TRIALS COUNCIL

Did not start form

(self certification)

1. Name:.....
2. Sex (do not answer yes-state which if known).....
3. Reasons for D.N.S.(Do not answer "Too bloody windy"
"P'ing down", Knackered", or I'm not getting up at
3 0' bloody clock) (None of these are acceptable
as they are too technical for District Council
members).....
.....
.....
4. Are you incontinent or domiciled (reside)
in the United Kingdom ?.....

5. Do you take drugs? Please tick as applicable:
- | | | |
|-----------|----------|----------------|
| Staminade | Marzipan | Glucose |
| Accolade | Algipan | Sucrose |
| Lemonade | Racosan | Fructose |
| Marmalade | Ultratan | Goodness knows |
6. Do you (men only) habitually dress in woman's clothing and race only on drag strips?.....
7. Did your own conduct contribute in any way to your failure to start? Did you:
- (1) Not tell the wife you were racing and she found out?.....
 - (2) Go to a party the night before?.....
 - (3) Take the girl friend out?.....
 - (4) Get a job?.....
8. When do you intend to D.N.S. again ?
9. Would you be willing to have your condition investigated by the District Council ?
- Yes/No

Declaration I understand that any false statement may result in my being given progressively earlier starts until I finally disappear off the top of the start sheet and end up in the marshalling detail.

Signature:.....

On completion of this form, take it to your Club events Secretary who will tell you what to do with it,

ON BBC2 - 150 YEARS OF CYCLING

BBC2 is to celebrate the 150th anniversary of pedal power with a series of six programmes called 'Bicycle' beginning on Thursday, 21st February.

The series producer told 'Cycling' that cycling is universal, as if we didn't know. What was interesting was the statistic put forward that the world's 800 million bicycles outnumber cars two to one, while in Asia bicycles carry more people than all the cars on

earth.

The programmes will span bicycle use around the globe. From the swarms of black roadsters in Beijing to the bustling bike lanes of traffic choked Amsterdam, the world's toughest bike race - the Tour de France, the craz Alaskan Iditabike 200-mile race-through-the-snow and Keirin racing - Japan's multi-million dollar betting industry.

MOUNTAIN BIKE CALENDAR 1991

Jeremy Wootton the Club's mountain bike representative on the general committee has provided us with a copy of the British Cycling Federation's Mountain Bike Calendar 1990-1991. It runs from early November 1990 through to end of September next.

I have no doubt that all our ATB men will have details - if not give Jeremy a ring and I'm sure he will be pleased to help.

He does volunteer that he expects to ride all the British Mountain Bike Federation National Series events so if it's transport co-ordination that's required again we are sure he will help if at all possible.

The first event in the National Series is on 17th March and they then follow on 21st April, 12th May, 16th June, 7th July, 18th August and 15th September. The calendar does not give us the venues but if it's the same as last year there will be quite a lot of travelling to be undertaken.

We note that Jeremy has not placed a asterisk against "World Championships - Pisa. Perhaps he has leaning to international competition.....!

Please let us have reports during the season.

EAST SUSSEX CYCLING ASSOCIATION TIME TRIAL PROGRAMME 1991

16th.March	Hardriders 16m.	a.m.	Fairwarp
------------	-----------------	------	----------

7th. April	2-Up Team T/T 29m.	a.m.	Laughton
20th April	10m.	p.m.	Whitesmith
21st April	25m.	a.m.	Hailsham
2nd. June	50m.	a.m.	Hailsham
16th June	25m.	a.m.	Uckfield
4th. August	50m.	a.m.	Hailsham
31st August	10m.	p.m.	Whitesmith
1st September	25m.	a.m.	Hailsham
29th September	Hill Climb	a.m.	Kidds Hill.

Remember fuller details of all these time trials plus other association and open events can be found in the R.T.T.C. yearly handbook available now through your club secretary. Entries to these events close two weeks before the date and the names of the organisers will be in the handbook with address and amount of entry fee.

THE QUESTIONNAIRE

In a determined effort to find out the wishes and feelings of the present club membership a questionnaire will be found with this issue or may be with your A.G.M. notice. One way or another you should all receive one within the next week or two. We can only repeat the request on the form that you do give it your attention and that you will complete it seriously and as soon as possible to a committee member.

There can then at a later date be published some data from the results.

It can not be said that what the majority want will be forthcoming, for there may be difficulties but at least the committee will have no doubt as to what is required and will have valuable guidance as to what they should be working for in the future.

The questionnaire is in fact copied on the next four pages so if you do not receive a separate one please photo copy from the magazine.

January 91

Dear Member

I have set out below a few questions which I would like you to answer. The objective is to try and identify what the membership expects of W.E.C.C. Those requirements will be addressed by the Club. At present it can hardly be criticised for failing to meet the memberships requirements if no one has identified them! I'm sure there are many points I have missed and please add your own comments.

1) Do you see the membership subscription fee as value for money?
Yes/No

2) Would you be prepared to pay more membership subscription fees?
Yes/No

3) Do you know what W.E.C.C. spends its income on? Yes/No

4) Is the Club's income well spent in your view? Yes/No

5) Do you want to know more about what the income is spent on?
Yes/No

6) Would you want to see the Club spend more/less on:-

	More	Less
Club Premises		
Training Facilities		
Awards/Trophies		
Coaching Facilities		
Insurance of Trophies		
Road Racing Team		

Time Trialling		
Touring		
Mountain Bikes		
Social Functions		
Evening Tens		
Others - please specify		

7) Do you want to see the Minutes of Committee Meetings? Yes/No

8) Do you think the Committee tells you what is going on in the Club? Yes/No

9) Are the Club nights on Monday a good thing? Yes/No

10) Would another night be a good 'Club Night'? Yes/No

11) If yes to question 10, please specify.

12) Does the Club need a new club room? Yes/No

13) What other activities/facilities would you wish to see available on Club night?

	Yes	No
Table Tennis		
Darts		
Videos		
Catering Facilities		
Training Lectures		
Others -		

14) Are you an active racing member? Yes/No

15) If yes, please specify:-

Road Racing Yes/No

Time Trialling Yes/No

Track Racing Yes/No

Cyclo Cross Yes/No

Mountain Bikes Yes/No

Others - please specify

16) If no, please state if you are involved in touring or recreational cycling.

17) Does the Club cater for the needs of the following membership categories:-

	Yes	No
Men		
Women		
Juniors		
Seniors		
Veterans		

18) Do you think the Club discriminates against categories or types of membership? Yes/No

19) If yes, please specify.

20) Should W.E.C.C. liaise/merge/share facilities with other sporting Clubs? Yes/No

21) If yes, why and who?

22) Do you think the Press Officer is provided with sufficient

information about racing results and events to make full use of the media? Yes/No

23) Do you know who the Club Committee Members are? Yes/No

24) Do you know what each Club Committee Member does? Yes/No

25) Would you support the Club if it were sponsored or had a sponsored/racing Division? Yes/No

26) Would you approve of a split membership fee on the basis of a general membership fee (ie, as it exists at present) and a racing membership fee (ie, as part of a "racing team")? Yes/No

27) Have you any other comments? (please remain anonymous if you wish!!!)

Having completed this, I would be grateful if you would either return it direct to me or pass it on to any Club Committee Member. Due to the very nature of the Club, the membership only ever gets out of the Club what it puts into it and your assistance in this project is encouraged and greatly appreciated.

Jeremy Wootton
Mountain Bike Rep - W.E.C.C.
17 Amberley Drive
Goring by Sea
Worthing
West Sussex

Telephone - 45068

Jeremy Wootton.

1991 PREDICTIONS

PAUL TOPPIN wins club road race ---- then wakes up.

COLIN TOPPIN does a 56" - his slowest ever for the Washington ten course.

MARVIN LUCAS wins Tourist Trial - and a set of Esso Maps of Sompting and district.

TONY PALMER goes into full production of washing-up liquid bottle mudflaps.

RAY DOUGLASS reaches the 400,000 mile mark and then has to ride back.

RICHARD SHIPTON rides 400 k Audax - on low profile and discs.

NICK LELLIOTT reaches last eight of National Pursuit - wearing a woolly hat.

ROGER SMALLMAN rides home from clubroom with C.T.C. bag and -- leaves Jean behind.

DAVE HUDSON has a year off from time trialling - he plans to do some touring.

JOHN LUCAS is caught riding a mountain bike - and enjoying it.

GEORGE WALL stops for tea at Wiston Post Office during an evening ten.

KEITH HARMER'S computer produces full result of the 1990 evening ten series.

MIKE GIBBS buys a trike -- plus a train set and a box of leggo.

MIKE POLAND gets the Clapshaw - but makes a good recovery.

JOHN SAVILLE fixes it for Jeremy Wootton to ride the National - but he falls at Beechers.

JOHN GRANT gets a new C.B. rig - old one sold to B.B.C. World Service.

DAPHNE GRANT finishes 42nd knitted scarf - ready for
this year's Crawley/Shoreham/Crawley.

JANE AVERY breaks another record but upsets Mike
Mansell - it was one of his favourites.

KEN RETALLICK gets fourth in the annual Angmering
all-comers Barn Dance championships -
on standard.

DAVE DALLIMORE breaks all records at club auction -
pity they could have been worth a bob
or two.

KEN ATKINS misses club room - we moved two years
ago.

PETER KIBBLES - but then they can't touch you for it.

DON LOCK gives up Worthing Wheel - says he
can't afford the subscription.

ANDREW LOCK runs the hardriders - takes him four
and half hours.

JOHN GILBERT gets his own skiing piste --- on the
A24.

COLIN MILLER retires on commissions received -
after boost given to sale of safety
helmets.

STOP PRESS+CONSIDERABLE MOVES ARE AFOOT WITH REGARD
TO NEW CLUB ROOM + FURTHER DISCUSSIONS ARE BEING
HELD WITH THE WORTHING FOOTBALL CLUB + CHANGE FROM
TUESDAY TO MONDAY BEING CONSIDERED SO AS NOT TO
CLASH WITH GOODWOOD GALLOPS + MEMBERS WILL OF COURSE
BE GIVEN MAXIMUM POSSIBLE NOTICE IF ALL NEGOTIATIONS
PROVE SUCCESSFUL

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