

# THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB**

Summer 1991

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**SUMMER 1991 =====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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Space to let for Club Coach, for new  
Social Secretary and for Club runs  
leader.....



## A SUPER YEAR

Life awheel with Audax U.K. the long distance cyclists association.

The idea of Audax was first formulated in 1887 in Italy. One had to swim, run, walk or cycle a set distance in 14 hours which was approximately the time between sunrise and sunset. The distance to be covered by cycling was 200 kilometres and this still holds today despite better machines and roads.

Not being one for swimming more than I have to, or, for that matter, walking or running very far, the cycling has always been the one that has appealed to me. Within the Audax organisation many awards are there for the taking, that is if you start taking to stacking in many kilometres and duly earn them.

In 1990 the award I sought was the Super Randonneur Medal which is available to those completing, during the same season, the 200, 300, 400, and 600Km distances at Randonneur standards. If one wishes a longer distance may be substituted for a shorter one, but I had no intention of being that silly!

I started with the shortest one first, I'm not sure it was the easiest. The Dorset Coast 200. A Brevet card is issued at the start and it is unwise to be late as the event starts at 8 a.m. sharp with the first few hundred yards being diesel assisted on the Sandbanks Ferry across to the Isle of Purbeck from Poole. This event which started in 1978 had 69 entries and now numbers almost 400. However, not all these riders were crammed on the Ferry, I'm pleased to say, for this event also has a Dorchester start for those who prefer it. Chris Beckingham was also riding the event, (He of Brighton Excelsior fame and known as the Iron Man).

The short sea cruise was soon over and as the ramp was lowered, so were the gears, and we were away. The route had a mixture of lanes and 'B' class roads with just short stretches of main road. However, whichever you were on the hills were still



with you. Through Studland and Corfe Castle, Lulworth Camp and along to Weymouth. I was pleased to have been near the front for the first control (and to the food!) as later on the queue outside the cafe stretched well down the street.

From here the coast road via Portesham and Abbotsbury is taken; that hill makes Bury and Duncton seem very easy. It's much steeper and goes on much longer. You can get off and walk, but you would be seen by many, so you plug away. We were fortunate in that it was dry all day but that wind didn't half nag. Soon Bridport is passed and you are into more sheltered lanes to the north. Raymonds Hill is taken but there's no sign of a Douglass with a watch! Arrival at the Stow House in Charmouth is a welcome sight, 105 km are under the belt and lunch is at the ready, cornish pasties and beans, washed down with gallons of tea. I had started the event at a brisk pace but was slowing and the Iron Man had caught me here. Many lanes are now ridden and as the instruction says "It's easy to get lost here, but don't worry, just hack through on any road to Fishpond Bottom." So we did and survived. The village of Beaminster brought back memories of a tea with the Brighton Excelsior many years ago on an Easter weekend to the area. The premises had changed trades, so there was no quick cuppa this time.

A secret control (to ensure we were not missing out any of the hills) set up in an old village school provided a short break and the welcome brew. Dorchester followed shortly afterwards and additional rations were consumed to power the legs over the remaining 43 kms. Fortunately the route was flatter from here, just as well, for I was sagging. We passed Lawrence of Arabia's old cottage, and then across the very sandy area used for army training. Better keep eyes peeled for stray Chieftains and Centurions or the odd Churchill. It was then into Wareham and from here I was able to hang on to Iron Man back to the finish at Poole, reached at 7.15.



Having ridden that event, all the others, although longer, cannot be tougher, can they?

The thought of four hundred kilometres of road beckoned me to the Severn Bridge on the first May Bank Holiday, to take part in the Brevet Cymru 400. Around forty of us departed from Aust services and rode across the Severn Bridge on the cycle path. The beautiful Wye Valley was a delight with a crisp mist chilling the legs of those who had forgone the wearing of longs for the early miles. Tintern Abbey received our 'kind regards' but little else as we pressed on to Monmouth. It was an undulating 'B' road to Hay on Wye by which time we had covered 53 miles. (Miles - what are these in a Randonneur event Mr. Hudson ? Ed.) It was now 9.30 and the Blue Boar Hotel was to provide an excellent breakfast stop and control.

Once fed the randonneurs were a wheel once more. Some were concerned with the heat which was increasing with the miles, but I was enjoying it. A quiet lane route took us to Builth Wells to join the main road (but where's the traffic?) to Llandovery. By now 154 km have been covered and the B.P. filling station control is providing the goodies. The cake I chose may have been better suited for a tyre patch, such was its toughness, but it was washed down with tea and I was a wheel once more. Keith Harmer has also enjoyed the cuisine at this establishment on previous Audax events. Our route continues, westward now, via Llanwrda and Lampeter and eventually out to the coast at Newquay. The sun is still frying us nicely as we pedal into the seaside town at 5.30 with 235 km duly recorded. A light meal (What's that? Ed.) is enjoyed with other riders in a cafe overlooking the sea. My careful study of the route before hand would ensure that I didn't go off course, but I did! 2½ miles down the wrong road - yes - and back again. It seems though that I was not the only one. As darkness crept in, **we crept** back into Llandovery.



Another meal was taken at the same establishment, but this time the cakes were given a wide berth - I was all right for puncture repair kit!

Whatever I did eat (Can't remember) seemed to powere the legs well and the night section along the quiet A40 passed fairly easily. Another control was reached between Brecon and Abergavenny. What super organisation; in a small marquee they produced spaghetti on toast and rice pudding and peaches and all cooked on a calor gaz stove, quite one of the best lay-bys I've come across! It was a lovely warm night and we pressed on, but had we wished for a short sleep, they even had sleeping bags available in a van. Just beyond Abergavenny one rider had a puncture. We told him to take his time while the rest of us had a lie down at the side of the road. The repair was effected all too quickly and soon we were riding on through Usk and up a killing drag which went on for ever and a mile.

The morning light was creeping in - as was the tiredness but soon the Severn Bridge loomed and we crossed back to Aust Services and the finish just a day after starting. With my short detour off course, 257 miles had been covered.

It's surprising what you can do in a day!

Saturday 19th May saw about 25 of us pedalling out of Marlow. It was 7 a.m. and we were off on the South Bucks C.T.C. 300km. An excellent route had been worked out for us and we rode through Bicester and across the Windrush Valley to Northleach. 123km was the distance at this point and the Corner Cafe made an ideal lunch stop. The prices in this establishment have risen many times since my first visit in the early seventies. Beans on Toast 2/- (10p to those who wouldn't know of those days). The return route took us around Fairford Airfield, the edge of Swindon and down the Lambourn (look out for the horses) Valley towards Newbury. A southerly direction then took us across the famous Bath Road, (no sign of any



time triallists) , and over the legkilling Inkpen Beacon . A long descent to St.Mary Bourne and another control. They had the kettle on the boil and soon we were seated in deck-chairs around the controllers car, all very civilised. The sun was still shining and had been for most of the 150 miles that day. The remaining 38 miles were almost all in the quiet Berkshire lanes that took us close to the Wellington monument at Stratford Saye near Reading. At Twyford we joined the A4 for a few miles, for the racing man this section, is I believe, identified by the code "H.10". I recall an event with Paul Toppin back in 1978 (yes he has been going that long!) along here, I was going much slower this time! Soon the lights of the scout hut in Marlow were in sight and the end of another enjoyable audax ride.

Three of the events had now been covered, this just left the biggie for the weekend of 2nd/3rd June. The 600km. There is usually the choice of venue's for this distance, Norfolk, Wales, Doncaster or the Windsor-Chester-Windsor. I chose the latter for it starts at Marlow and is therefore nearest, but also I believe it's the easiest. The WCW is now in it's 10th year and attracts over 100 riders. The Marlow start point suits the organiser. The event is still 600km though and the event retains the same title.

I pedalled away from the start at 6 a.m.having breakfasted well. There were about 35 of us. We would see others who would have started from the other starting point options of Kidderminster and Northwich. On a ride of this distance how do you pace yourself? That would come easier to a 24hour man which I am not. The time limits for this event are the same as for the shorter Randonnees, a minimum speed of 15kmp.h. and a maximum of 30 km.p.h. which translated to the English is 9.4 m.p.h. and 18.75 m.p.h. I wondered how many of the road men would average the higher rate for 375 miles. So one has to remember the words of Paul de Vivie, "Velocita" the founder of the French magazine "Le Cycliste!".....



1. Light meals and frequent. I like the sound of that, must remember the "light" bit. Eat before getting hungry, drink before getting thirsty.
2. Never ride until so fatigued that you cannot eat or sleep. Easier said than done.
3. Few stops and short, so as not to lose your drive.
4. Put on extra clothing before getting cold, take some off before getting hot. Do not be afraid to expose skin to sun, air, and water.
5. On the road at least, cut out wine and tobacco. Well, of course!
6. Never rush things. What me! Ride within yourself, especially in the first hours of the trip when you feel strong and are tempted to force the pace.
7. Never pedal to show off. Now, would I do that?

The long drag out of Marlow found me nearer the front than the back, was I pedalling "to show off" ? Oh dear! I hope not. In our group of six was John Woodburn, yes, he of all long distance events, record holder (then) of the Lands End - John O'Groats. A clubmate had suggested he try an audax event, so why not start with a 600km! I thought I would ride a few miles with him, perhaps something would rub off! The Little Chef in Bicester stamped our cards just before eight with 52 km covered. I had intended to stop a few miles farther on for a short stop, but I somehow continue with them, struggling somewhat on the climbs to Stow on the Wold. By then 61 miles had been covered and it was only 10.30. As I staggered into the cafe control a few minutes behind them I was very grateful for the pot of tea that had been ordered for me. John sat there tucking into beans on toast and said " these events are great, much better to stop and have a breakfast with your mates than simply be handed up a drink and told to keep going." But the stop was soon over and we had to ride on. We were now out of the lovely Cotswolds and into the Evesham Valley. A quiet B road brought us to the outskirts of Droitwich and then a main road stretch



saw us in Kidderminster for lunch at 1.20, not a bad distance covered, 173km (108 miles). By then I had decided that my Woodburning experience should end, so, remembering Paul De Vivies words, I let them go, or, to put it another way, they dropped me. From here main roads are followed, although, they were not very busy. It was not as attractive as the Oxforshire/ Cotswold area but it was all new to me. Bridgenorth was skirted as well as Telford and then followed a long drag on the A41 which seemed never ending. The next control at Prees Heath was a welcome sight. I had been told of it's enormous meals, and now I was to find out first hand - or should that be 'first mouth'. The Raven Transport Cafe seats 280 plus. I enjoyed a large meal with a stodge pudding and custard, known as "Spotted Richard".

Very much refilled, the remaining 31 miles to the northern control at Northwich passed quite easily. The ride had so far been dry but we had had a head wind. From here it must surely be downhill all the way and wind assisted! John Woodburn and party were just about to leave. "Why isn't Don Lock here." he called out, "If I'm suffering a bit why shouldn't he?" I explained that Don would have loved to have been with us but unfortunately he had another commitment. Was that right Don? (Yes Dave, a commitment to save my legs, for another day. Ed.).

Ten miles south and a rider punctured. Another laughed, but then stopped quickly - he had suffered the same fate. We had a quick cuppa from my flask and were soon a wheel again. Bridgenorth seemed very peaceful as we passed through. A stop at the Little Chef was out of the question. It was 2.a.m. and it was closed. Don't they want the business? We enjoyed the long descent back into Kidderminster and were pleased to soak in the warmth of the control. It was nearly 3.30 a.m. and it was getting quite cold with tiredness creeping in. The control offered an upstairs room with some sleeping bags. It was soon the land of



nod for three hours.

Just after 7 a.m. having brekfasted we were rolling our wheels down the road once again. It was only 111 miles to the finish now, so no problem. The Vale of Evesham was soon passed, but the long drag back up into the Cotswolds tested the aching limbs. The Stow on the Wold control was revisited, virtually 24 hours since we checked there on Saturday. A similar meal was consumed. We were thankful for the following wind which swept us out of the Cotswolds and into Oxfordshire. Some rough stuff was again necessary to cross the then uncompleted bridge over the new M40, but the Randonneur takes it all in his stride! The Little Chef in Bicester provided the final stamp on my card before the finish, "Little Chef makes the day" were the words on the stamp and I know John Maxim would agree with that. Just think John how many Little Chefs you could visit in 600km! Through Thame and Postcombe and along the deserted A40 - the M40 now runs parallel. The climb up into the Chilterns and through Stokenchurch was hard but we were happy in the knowledge that this was the last climb. It was almost all downhill now and we were back to the Marlow Scout Hut finish at 5.15 p.m. The organiser again provided a fine spread of food. The returning Randoneurs swapped stories of the ride and some, the keener ones, were looking forward to the Welsh 600km in two weeks time.

One a year at 600km is enough for me. It was hard but not too bad and I really did enjoy the challenge.

Dave Hudson

Thanks Dave. Now that you are a "Super Randonneur" may we call you 'Sir'. (Ed.)

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TRI-BARS Your Ed. - for what it's worth - agrees with the comment in the 'Cycling' article that Tri-bars are worth two minutes in a 25. That's exactly how much he's gone back.....



1st EVENING 10 --- RESULTS.

9-May-91

	H/CAP	ACTUAL TIME	H/CAP TIME
1 C.TOPPIN	SCRATCH	22.28 .	22.28 .
2 P.TOPPIN	0M-20S	23.18 .	21.58 .
3 J.WOOTON	0M-45S	23.26 .	22.41 .
4 C.MILLER	2M-15S	23.40 .	21.25 .
5 S.GUMBRILL	0M-30S	23.42 .	23.12 .
6 S.LETTS	1M-10S	23.45 .	22.35 .
7 J.POLAND	1M-15S	23.50 .	22.35 .
8 J.SAVILLE	2M-00S	24.24 .	22.24 .
9 M.ROBERTON.	1M-50S	24.36 .	22.46 .
10 M.FEESEY	3M-30S	24.46 .	21.16 .
11 T.BACON	3M-00S	24.55 .	21.55 .
11 A.ORMAN	2M-00S	24.55 .	22.55 .
13 M.HAWKES	1M-50S	25.05 .	23.55 .
14 A.LOCK	3M-00S	25.20 .	22.20 .
15 P.BAIRD	6M-00S	25.54 .	19.54 .
16 D.NIGHTINGALE	2M-15S	26.31 .	24.16 .
17 A.LEADER	6M-00S	27.51 .	21.51 .
18 G.WALL	4M-50S	28.12 .	23.22 .
19 M.POLAND	5M-00S	28.33 .	23.33 .
20 E.BACON	6M-00S	31.13 .	25.13 .
21 N.MARTELLO	10M-00S	32.22 .	22.22 .
22 T.MILLER	2M-00S	32.30 .	30.30 .



## CLUB 25 CHAMPIONSHIP 19TH MAY '91

### COURSE G938 Angmering/Westhampnett

Ten veterans (male), one veteran (lady), one junior and ten assorted others assembled before the President Roger Smallman to be despatched at the regulation one minute intervals, westwards along the A27 from the top of Hammerpot Hill. This was the start of the club's 1991 25 mile championship.

The morning was fine with little sunshine and a slight westerly air drift which made the out going journey a bit stiffer than the return. The temperature was a bit on the cool side and arm warmers were the order of the day.

Many riders have now become exponents of the now familiar tri-bars, with no less than seven riders machines having these devices fitted. Disc wheels have not been shown to be that popular with our club riders, probably due to the cost. John Poland was the only rider to use one in this championship event. Richard Shipton has superceded his disc wheel with a tri-spoke rear wheel. It was good to see many riders now using safety helmets of various colours and designs.

The event was hindered by a roadworks diversion at Maudlin corner on the return from the Westhampnett roundabout. Riders were required to fork up the Petworth road and sharp right to rejoin the A27. This detour according to computer checks, (we have the technology!!) accounted for about one third of a mile, so an additional riding time of between 40 secs. and a minute depending on speed.

Past president Ray Douglass lent his support to the event, quietly giving encouragement to riders on Crossbush Hill. Those who did not hear the "Going Well", a phrase synonymous with Ray, may have gained some solace from a new catchphrase, "You're doing a wonderful ride", even though you may be red-faced and suffering badly. Turn marshall and photographer for



the occasion was John Gilbert, still recovering from his injury on the piste, but able to assist us with a spot of arm waving.

# RESULT

1st, Richard Shipton	57.56.	sc	57.56.
Vet.Tri-bars.Helmet.Tri-spoke rear wheel.			
2nd. Steve Gumbrell	1.01.49.	4.00	57.49.
Senior. Tri-bars. Helmet.			
3rd. Colin Toppin	1.02.20.	2.30	59.50.
Junior. Tri-bars. Helmet.			
4th. John Lucas	1.03.09.	8.00	55.09.
Vet. Tri-bars. Helmet.			
5th. Colin Miller	1.03.48	5.30.	58.18.
Vet. Tri-bars. Helmet.			
6th. John Poland	1.04.24	7.30.	56.54.
Senior. Disc wheel. Helmet.			
7th. Ken Retallick	1.04.36	8.15.	56.21.
Vet.			
8th. Simon Letts	1.05.09.	7.30.	57.39.
Senior. helmet.			
9th. Jeremy Wootton	1.05.42.	5.00.	1.00.42.
Senior.Tri-bars.Helmet.(new tights needed!)			
10th.Alan Orman	1.05.53.	6.00.	59.53.
Vet. helmet.			
11th.Vern McClelland	1.06.15.	8.30.	57.45.
Senior. helmet.			
12th.Michael Feesey	1.06.37.	8.00.	58.37.
Senior.Tri-bars.First ever 25.			
13th.Peter Baird	1.08.17.	9.00.	59.17.
Vet. First 25 for 20 years.			
14th.Pepe Martello	1.08.37.	8.00.	1.00.37.
Senior. Tri-bars. Helmet.			
15th.Shane Jones	1.09.35.	12.00	57.35.
Tri-bars. helmet. First ever 25.			
16th.Tony Palmer	1.14.38.	13.00.	1.01.38.
Vet. helmet.			
17th.Tim Baylis	1.15.37.	13.00	1.02.37.
Vet.First ever 25.			



18th. Michael Poland                      1.15.45.17.30.    58.15.  
                  Vet. helmet.  
 19th. Sheila Lucas                      1.17.35 17.30. 1.00.05.  
                  Lady vet. helmet.  
 D.N.F. Paul Toppin "Turned round at Maudlin - not  
                  going well"  
 D.N.F. Alan Stepney "Didn't know which way to go at  
                  the diversion so I took the main road."

\_\_\_\_\_  
 Tony Palmer \_\_\_\_\_

### THE CLUBROOM

It seems that it is as important to have a settled team off the field, as it is to have one on it. This is the conclusion your committee have reached after months of negotiations with Worthing Football Club for the use of facilities at Woodside Road.

Remembering that it was the football club who made a quite public (local paper) announcement that we were going to join them; it sounded almost like a merger; and remembering the first meeting with Barry Youell and his officers when they suggested £100 per annum! you can see how far up the proverbial garden path we've been led, when we tell you that at the last meeting they were talking of £75 per night!

Barry Youell went, and others came. Discussions continued and they certainly took a more business like, even 'commercial' approach. Agreements were drafted and approved and most details appeared to be agreed.

At our Annual General Meeting we went for increased subscriptions feeling the need to budget higher for this and other reasons. By May we were ready and it all looked imminent; and then they produced another new team. There was only one face familiar to us and that one looked decidedly embarrassed. Sponsors and accountants outnumbered football club and their totally new proposals were quite outside of anything that we could afford and



negotiations have ceased.

Your general committee are very disappointed at the outcome. It has wasted a great deal of their time, but it does show how important it was to insist on a detailed written agreement. Had we sailed in on their original invitation without one it would have been disastrous. We would have given up the use of the Broadwater premises and we would have been stranded.

The search for something better must go on and if you have connections with any club or commercial concern which has a suitable clubroom which we could hire for one night a week -preferably, Monday - and upon reasonable secure terms, please let us know and we will investigate.

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### CLUB NIGHTS

We must try and see that more happens on our clubnights, especially in the autumn and winter months. Jeremy Wootton has suggested a series of short talks on a wide variety of cycling subjects. He is going to try and get a list up on the notice board. The presenters may not always be experts, but they will be experienced and will have views on their subject. Talks and discussions rather than 'lectures' is generally the idea, and perhaps lasting up to 30 minutes depending upon the interest shown and any debate that follows.

Tony Palmer is working on the idea of hiring one or two professional racing or other cycling films, which would be good.

There will we hope be another 50/50 sale always a good evening and perhaps one of Dave Hudson's super slide shows, if we can talk him in to it. It could even feature the 1991 Paris/Roubaix this time.

If you have any other ideas. Let us know.

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### 15 mile time trial - 28th April '91

The Ashurst circuit again played host to this odd distance event. Colin Toppin came out on top of brother Paul to the tune of 45 seconds and Steve Gumbrell was close up in third spot. Colin's time was, quite remarkably exactly the same as in 1990 when he finished second to Marvin Lucas.

In the handicap section Simon Letts, improving by one minute twenty seconds was a clear winner with his net time of 34.27.

Full result:

1st. Colin Toppin	37.02.	0.30.	36.32.
2nd. Paul Toppin	37.47.	SCR	37.47.
3rd. Steve Gumbrell	37.54.	1.45.	36.09.
4th. Simon Letts	38.42.	4.15.	34.27.
5th. Jeremy Wootton	39.07.	2.15.	36.52.
6th. John Lucas.	39.13.	3.45.	35.28.
7th. John Poland	39.17.	2.30.	36.47.
8th. Ken Retallick	39.22.	3.30.	35.52.
9th. Alan Orman	39.47.	4.30.	35.17.
10th. Alan Stepney	40.14.	4.30.	35.44.
11th. Pepe Martello	40.21.	4.15.	36.07.
12th. Andrew Lock	42.17.	5.30.	36.47.
13th. Mike Poland	45.25.	10.00.	35.25.
14th. Sheila Lucas	46.02.	10.00.	36.02.

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### ARUNDEL AND BACK

On a cold grey and windy evening Colin Toppin set out to improve the record for Juniors over this place to place distance of 17.3miles. It was not November it was in fact Tuesday 28th May.

The record was set by Pete Reeves way back in 1968 and stood at 45 m 20 s. Colin though felt strongly that the records needed straightening out, for the schoolboy record set in 1982 by Andrew Lock with 42.18 must also be put in its place.



He departed the clubroom start at 7 p.m. and once past Offington had a wind assisted 18 minute dash to the square in Arundel, where Jeremy Wootton observed the turn. The return was decidedly harder and ate into his reserve; it was not going to be back in just another 18 minutes. He rode well to his form though and hurtled back to the Clubroom where I was delighted to stop the watch at 41.06, and offer my congratulations. The junior record had been improved by a massive 4 m.14 s and the schoolboy one was now, more appropriately back in second place.

The ride had been comparatively incident free, save for the stop/go boards with the roadworks at High Salvington, but Jeremy was able to put in helpful word with the operator.

Well done Colin. What's next?

Don

## 2nd EVENING 10 --- RESULT's.

16-May-91

	H/CAP	ACTUAL TIME	H/CAP TIME
1 C.TOPPIN	SCRATCH	22.36.	22.36.
2 C.MILLER	1M-30S	24.06.	22.36.
3 J.POLAND	1M-15S	24.26.	23.11.
4 K.RETALLICK	1M-45S	24.58.	23.13.
5 M.FEESEY	2M-30S	25.00.	22.30.
6 A.ORMAN	2M-00S	25.13.	23.13.
7 A.LOCK	3M-00S	25.18.	22.18.



8 A.STEPNEY	2M-10S	25.26.	23.16.
9 P.BAIRD	3M-30S	25.47.	22.17.
10 D.LOCK	1M-50S	25.49.	23.59.
11 D.NIGHTINGALE	2M-45S	26.20.	23.35.
12 G.WALL	5M-15S	27.34.	22.19.
13 M.POLAND	5M-15S	28.07	22.52.
14 A.LEADER	5M-30S	29.17.	23.47.
15 T.MILLER	10M-00S	31.35.	21.35.

3 RD EVENING 10 --- RESULT's.

23-May-91

	H/CAP	ACTUAL TIME	H/CAP TIME
1 C.TOPPIN	SCRATCH	22.40.	22.40.
2 P.TOPPIN	0M-30S	22.45.	22.15.
3 S.LETTS	1M-20S	24.01.	22.41.
4 K.RETALLICK	2M-00S	24.21.	22.21.
5 J.SAVILLE	2M-00S	24.35.	22.35.
6 M.FEESEY	2M-30S	24.44.	22.14.
7 A.STEPNEY	2M-20S	24.46.	22.26.
8 M.ROBERTON	1M-50S	24.51.	23.01.
9 A.LOCK	2M-30S	24.52.	22.22.



10 T.BACON	2M-30S	25.27.	22.57.
11 P.BAIRD	3M-00S	25.58.	22.58
12 D.NIGHTINGALE	3M-10S	26.17.	23.07.
13 A.LEADER	6M-00S	27.44.	21.44.
14 M.POLAND	5M-30S	27.50.	22.20.
15 G.WALL	5M-00S	27.53.	22.53.
16 EBACON	8M-00S	31.02.	23.02.
17 N.MARTELLO	10M-00S	33.07.	23.07

#### THE SUSSEX C.A. AND CLUB FIFTY MILE CHAMPIONSHIP

The morning of Sunday 9th June dawned early, around 4.30, and my view from the warmth and comfort of my bedroom was full of chickens. Some of which persuaded me it was far too windy to go out on a bike let alone race 50 miles. Some told me that the rain would be wet and cold and uncomfortable and that it would be very dirty and hard. Others reminded me that I hadn't been going very well lately and it would be so much more sensible to continue a night's sleep to a more reasonable hour.

Something else saw me downstairs eating my shredded wheat, and found me out at the start by 6 o'clock, where Colin Toppin remarked that the wind had dropped and it was "quite calm now". I believe he later found out that the relief was no more than momentary. One thing though had improved, the rain had stopped and the roads were drying out. Even the clouds were showing breaks.

It's important for the S.C.A. to have a good Fifty for it is the first counting event to their Best All Rounder Championship, with the 100 and 12 hour events to follow. If there is a poor entry or



riders results are bad then there is obviously less incentive to ride the longer distances. At the start it did not look good.

Worthing Excelsior had one of it's best entries for some years. In Richard Shipton we had a rider capable of challenging for individual honours and someone currently in great form; he had turned out a short 53' for a 25 only recently, and with the likes of Paul and Colin Toppin and Jeremy Wootton there was perhaps the chance of a team win. As to team aspirations though, these took a hard knock when Paul failed to start. Was he unwell or had his chickens been even more persuasive than mine ?

So off they went, westwards into that wind which according to the state of fitness was described as fresh, strong, or b..... murder. Jeremy Wootton - he who always enjoys his racing - don't some people wind you up - most of us do it for the extasy when it's all over, shot off at number 6. He was unfortunate to suffer a puncture and spent some time painting the air around him a dark ultramarine. He continued very strongly though and with shouts of encouragement to other WECC's going in the other direction completed his ride in 2 hrs. 12 mins.47secs.

Mel Robertson at number 12 was always going strongly but perhaps does not get as much time as he would like for training. His time of 2.15.03 was not though a bad starter for his Best All Rounder Competition.

Peter Baird who has ridden them all before, but Oh! such a long time ago, was soon into a regular pace and he was pleased to get home pretty well to his schedule with 2.20.47.

Our Ed. whose rides recently have promised something but in fact produced nothing, had in desperation fixed his low profile up with some horrible looking tri-bars. It didn't improve the style much but he made reasonable progress into the wind, and like most, was very relieved to have the



tail wind assistance on the return. He was pleased with his 2.12.34 and he wasn't far off the veteran's prizes.

Mike Poland was riding his first fifty for about three years but it turned out to be a short-lived affair. Puncturing at Fontwell on the way out and with only one spare, he saw good reason to turn back and who could blame him? I suppose just those who would suggest he should have had two spares !

There was a gap then in our riders until we got to number 35 where we had Colin Toppin making his debut at this senior distance. From his comments afterwards I gather he has opted to stay a junior a bit longer. Colin does not get caught very often. On this morning he was to get caught twice and by the same person. Colin's ride was nevertheless a strong performance on a tough day and given better weather conditions he will soon take another five minutes out of his 2.9.58 recorded for this one.

It was 'Red Devil' Richard - the Shipton from our Hailsham outpost who was to subject Colin to the double catching. Richard from number 40 looked and rode impressively. In his all red outfit he seemed almost to ignore the wind with Pete Kibbles ready to swear he was doing nearly thirty on the Tangmere straight, and this while going out against the wind. He was past Colin in 45 minutes of Colin's riding time. Then he was to puncture. The time loss could have been up to three minutes. Then he was past Colin again and storming home to record a superb 1 hour 59 mins 42 seconds.

At the back end of the field of seventy we had Alan Stepney turning in a time of 2.18.08. This was a good opener for Alan who also promises to go all the way in the B.A.R.

We also had at number 68 Andrew Lock something of a daredevil attitude this entry as he hasn't done a 25 this years yet and is only just beginning to get some form together in the evening tens. It was a typically determined ride though and he should be



well satisfied. I do wonder though whether his thoughts about riding the hundred may have been blunted somewhat.

Nine from eleven finished and with generally good rides. No team win and poor Richard was disappointed with third place after such a super ride. Even the additional award in the veterans section was no compensation. The East Grinstead club led by Steve Dennis with his individual winning ride of 1.56.27 won the team championship, and Mark Jones, second in 1.57.00 took his G.S.Stella into second team place.

Thanks to Ray Douglass for another faultless promotion on behalf of the S.C.A.. It was well marshalled and in my opinion the Clapham Village Hall as a headquarters is a distinct improvement. Surely also it must be something of a record that Ray was delivering start sheets on the Wednesday just one day after entries closed, and delivering result sheets on the Tuesday a mere 48 hours after the event. If only he could get the weather right!

Full result which includes the Worthing's own club championship:-

1st. Richard Shipton	1.59.42	sc	1.59.42
2nd. Colin Toppin	2.09.58	6.30.	2.03.28
3rd. Simon Letts	2.12.13.	14.30	1.57.43
4th. Don Lock	2.12.34.	8.00.	2.04.34
5th. Jeremy Wootton	2.12.47	11.00	2.01.47
6th. Mel Roberton	2.15.03	12.30.	2.02.33
7th. Alan Stepney	2.18.08.	21.00.	1.57.08
8th. Andrew Lock	2.19.54	15.00.	2.04.54
9th. Peter Baird	2.20.47.	15.00.	2.05.47

And having just typed that result I see I've totally missed any comment on the ride by Simon Letts which was perhaps second in quality only to Richard's for it was another debut performance which shows he has far more than just short distance speed. Well done Simon. By the way can we persuade you to try the Sussex C.A.100 next.

Don



### CYCLEWAYS FOR SUSSEX ?

The Bristol company Sustrans which specialises in turning old railway lines into cycleways has been called in to advise the East Sussex County Council. Well done East Sussex. The laudable aim is to make it easier for town based cyclists to get out into the country without being put at risk from cars and heavy lorries. Suggested routes include Eastbourne to Crawley which would use part of the South Downs Way. A spokesman for Sustrans said "It is quite extraordinary that the South East has so few facilities for cyclists considering that even the most minor roads are now heavily used by traffic." Perhaps we know some roads he doesn't, but still we know what he means.

The study aims to devise ways of creating good routes for tourists from areas such as Newhaven and Gatwick. Having in mind foreign tourists that would be nice, to come from the air or ferry terminal and find cycleways immediately signposted.

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### THE CLUB TEN 13th April

Colin Toppin's early form was early enough and, just, good enough to win this but it was a close run thing with Steve Gumbrill and Jeremy Wootton pushing him extremely hard.

1st. Colin Toppin	23.55	scr	23.55
2nd. Steve Gumbrill	24.00	0.30	23.30
3rd. Jeremy Wootton	24.08	1.15	22.53
4th. Simon Letts	25.06	2.15	22.51
5th. Mel Robertson	25.13	1.30	23.43
6th. Pepe Martello	25.38	3.00	22.38
7th. Alan Stepney	25.57	3.15	22.42
8th. Michael Feesey	26.10	4.00	22.10
9th. Tim Bayliss	27.29	3.45	23.44
10th. Karl Robertson	28.18	5.00	23.18
11th. Mike Poland	29.02	6.00	23.02
12th. Tom Miller	32.59	6.30	26.29
13th. Nicky Martello	34.27	6.45	27.42

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## GEORGE'S HOLIDAY

George Wall is a man of few words; someone who obviously feels that a lot of time is wasted in talking about it, when you could be getting on and doing it. I should have born this in mind when I heard that George was off to Corsica for a fortnight's holiday, and asked him to let me have a report for the Worthing Wheel. This was no 'package' trip, but a jump on your bike in Worthing and stop when you get there sort of outing. Just remembering to throw some cash in your back pocket and a gaz burner in the saddle bag. The following is George's report. Verbatim -- like just as he told it!

Worthing to Portsmouth 40 miles,  
Left work 4.15.p.m. Arrives Portsmouth 7.15 p.m.  
Had Fish and chips for supper.  
Portsmouth to Caen Night Boat £32 return.

### DAY 1

Weather Good. Caen to Mareschum La Sarthe 98 miles  
Camp Site not opened yet. No showers.

### DAY 2

Weather good. Mareschm to St.Georges Sur Cher. 98 miles  
Camp Site not opened yet. No showers

### DAY 3

Weather good but windy. St.Georges to Blet 95 miles  
Camp Site not opened yet. No showers. Gaz burner trouble. Shop fitted washer no charge.

### DAY 4

Weather good. Blet to Roanne. 105 miles. Running a little bit behind on time. Tomorrow probably take the train.

### DAY 5

Weather wet all day. Took train from La Fouillouse to Valence. Return 200FF (£20) 1 puncture. 50 miles. Had trouble explaining for ticket with Station Master. He phoned up for an interpreter in village. Got it sorted out alright.

### DAY 6

Weather good. Wind behind all day, lovely. Valence to Orgon. 103 miles.

#### DAY 7

Weather good. Orgon to Marseille. Van gave me a lift in Marseille to the port. 50 miles. Night ferry from Marseille to Ajaccio, Corsica 245FF

#### DAY 8

Weather good but windy. Corsica lovely. Ajaccio to Bonifacio. Bonifacio to Sta Teresa Gallura, Sardinia Ferry 60 FF. Whilst climbing a mountain a dog tried to attack me, but I out ran it. 76 miles.

#### DAY 9

Weather good. Sta.Teresa Gallura, Sardinia to Oibia, Sardinia. Night Ferry from Oibia to Civitavecchia, Italy. £20. 56 miles.

#### DAY 10

Weather good. Civitavecchia to Rome. Mobile cafe called "The Best in the World". Today I go home. 76 miles. Night Ferry from Civitavecchia to Oibia.

#### DAY 11

Weather good. Ferry from Sta.Teresa Gallura, Sardinia to Bonifacio,Corsica. 57 miles.

#### DAY 12

Weather good. Oibia to Propriano. Met an Italian man called Vic. He couldn't speak English. We got on well together. Swapped addresses. 37 miles.

#### DAY 13

Weather good. Rest Day. Night ferry from Propriano to Marseille. Cargo boat with cabin £35.

#### DAY 14

Weather  $\frac{1}{4}$  of the day.  $\frac{3}{4}$  of the day wind on my face. Marseille to Avignon. 76 miles.

#### DAY 15

Weather wind in front all day. Wind so bad out of 18 gears in number 1. Hitting 5 m.p.h. Decided it was too dangerous. Caught train from Orgon to Valence 60FF. 14 miles.

#### DAY 16

Weather good. Used the return ticket from Valence to La Fouillouse. 13 miles.

#### DAY 17

Weather good La Fouillouse to Moulins 111 miles.



DAY 18

Weather good. Moulins to Vierlon. Camp site not open yet. 90 miles.

DAY 19

Weather good. Vierlon to Ecommo. Pitched tent on the sideline of a football pitch! The footballers came and said to move the tent and I did. I played football with them and had a drink! 120 miles.

DAY 20

Weather good. Ecommo to Caen. Night ferry from Caen to Portsmouth. 133 miles

DAY 21

Weather good. Portsmouth to Worthing. Stopped at A.J.'s for breakfast, Chichester. 40 miles.

Cycles approximately 1,500 miles. Marvellous trip.

DAY 22

At home for one day, going to the Fish and Chip Shop a car hit me at the back. Came off the bike, but not badly hurt. I was not wearing my helmet at the time. All cyclists at Worthing Excelsiors, wear your helmet at all times.

George.

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**B.C.F DIVISION ROAD RACE CHAMPIONSHIPS 1 JUNE 1991**

Pook Lane, Lavant, said the start sheet of the race headquarters. I arrived in Lavant at 8.45 a.m. leaving plenty of time for the 10 o'clock start.

The machine examiners were in action by 9 o'clock and I decided to get my bike checked before the mad rush began. The examiner checked my brakes and the 93.6 restricted gear and passed it. I needn't have gone to all the trouble of sticking the tubs on after all!

A course map was displayed at the signing-on control, giving a sincere warning of a 55+ m.p.h. descent. The 41 mile junior race was to be contested over 4½ laps of a relatively easy circuit, while the



seniors had  $9\frac{1}{2}$  laps, a total of 87 miles, of the same circuit. Both races had poor entries, only 14 juniors and 21 seniors. Worthing could manage only one in each with myself in the junior and Mark Turner in the senior.

The V.C.Etoile (ex W.E.C.C.) riders soon arrived and immediately positioned themselves at the opposite side of the H.Q. to the Worthing camp. If only they knew their fates at this stage.....

The 10 o'clock start was delayed by 20 minutes while a marshall was found for one of the main road junctions on the course. Meanwhile, riders were warned of the penalties of straying over the centre of the road by the commissaire and police. The senior race was soon under way with the junior one starting ten minutes behind.

The junior race was quite lifeless at first until the first ascent of the Trundle brought the inevitable first lap heroes to the front of the bunch. The race soon returned to the punishing pace of 15-20 m.p.h.

I slipped down the bunch and spoke to Alex Beale of the Central Sussex C.C. I knew that he would be the only other rider willing to do some proper racing. A lap later and the first of our five attacks began. We managed to gain about 200 metres on the bunch before they did bit and bit to chase us down, sitting up when they had caught us and crawling along at club run pace again. This was the pattern that followed every attack, no matter who tried to get away. It was obvious that they were not willing to race.

Meanwhile the seniors had let a dangerous combination of Paul Lipscombe (Central Sussex) and Matthew Rabbetts (Lewes) get away. The pairing worked extremely well and at one point had over two minutes lead on the bunch. They actually lapped the junior race which puts their effort in perspective.

Back in the junior 'race' a V.C.Etoile rider had punctured, but within five minutes he was in the



bunch again. I glanced across and his new wheel looked amazingly like mine; it was, it was the one I had placed in the service vehicle! Lucky I didn't puncture.

The finish at the top of the Trundle was only half a lap away now, and bad riding was evident as someone's wheel scuffed my shoe and then rear gear changer.

Gears went down to 42 x 17 as the climb began. The group was three abreast and five deep. I positioned myself second in line and on the outside behind Roger Smith. I knew he was strong climbing and wouldn't get in the way at the finish.

The sprint began at about 300 metres, led out from the inside. Roger responded immediately and I jumped on his wheel. I was feeling strong so I changed by gear up to 76" (42 x 15) and gave everything I had. A spectator shouted "go on Mark", but Mark couldn't make it. Worthing Excelsior had a division champion. Alex Beale took second place at 2 -3 lengths closely followed by Mark Taylor (Eastbourne Rovers) in third place.

Winding down cycling back past the finish I saw three bodies lying on the ground; it was the V.C. Etoile. They had obviously benefitted very much from the coaching which they had left the Worthing Excelsior for. The lads were all O.K. after the shock, and suffered only cuts, bruises and damaged pride.

Seniors Paul Lipscombe and Matthew Rabbetts had been caught by the main race which was being towed along by East Grinstead's Steve Dennis. All three riders were to pay for their efforts in the bunch finish, won easily by Paul Delani of Eastbourne. Steve Dennis finishing a well deserved second. Our Mark Turner must have finished in the main bunch too, although I never saw him back at the H.Q.

Colin Toppin

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CONGRATULATIONS To John Lucas, Colin Miller and John Poland for their fine performances in the Rufus Wheelers 25m event in the New Forest. It was limited



entry, only those not yet to have beaten the hour and on a hard morning with a strong south westerly, John Lucas continued his fine run of form and recorded 1.2.05 to finish fourth overall. He got the better of Colin in this one who finished in 9th place with 1.3.12. John Poland was only a few further places back and his 1.3.52 secured for Worthing the team award.

Colin Miller was also in good form a couple of weeks later and again in the New Forest. This time on yet another wet and windy day he recorded 2.11.43 in the Wessex Veteran's 50 and won the handicap section. No not just a fiver in an envelope this time. He has won a handsome silver trophy, which, he is informed stands some 2½ feet tall. An invitation to the National Vets. Dinner up in Warwick early next year to pick it up is on the cards.

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#### **ANOTHER NEW RECORD**

Richard Shipton totalling ignoring the fact that he is now a veteran goes faster that ever. Swearing that he should have had tri-bars twenty five years ago and investing in all the latest technology - who wouldn't when you get this fast - has smashed another club record. He's now updated his own thirty miles record. Riding in the Hertford Wheelers event in Essex on 16th July he recorded a mighty impressive 1.6.09 and finished fourth in a high class field including Ian Cammish. Well done Richard, pass the Sanatogen when you've finished!

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#### **THE S.C.A. TEAM CHAMPIONSHIP**

The build up to this, to be held on 12th May did not seem to offer much hope of success, and, at one time, it looked as though we would not be very well represented. Nick Lelliot was not available and Richard Shipton and Colin Toppin had other racing engagements. As the date for closure of entries



approached though we did have a good response from the Club's racing men and fifteen were down to ride, a figure beaten only by our friends in the Brighton Excelsior with 19 and East Grinstead with 16. Lewes had 12, but these were the only clubs to manage double figures. There were however teams entered from Eastbourne, Bognor, Regent and G.S. Stella and Sussex Nomads. The last two fielding almost their full membership. The mighty Central Sussex could muster only two riders and one of the currently strongest clubs in Sussex, the Crawley Wheelers, would you believe actually put on a clashing event for their club riders. It is believed to have been a Crawley to Shoreham and back and to have used some of the same roads. So from them we had no entries at all, and this in the year when their Dave Stokes is President of the Association. Why they should bother to belong and then to set up an event in total opposition to the Association's promotion beats me. There were nevertheless 101 riders.

The selection of teams i.e. 6 with 4 to count being nominated by their clubs for the principal competition and 4 with 3 to count being nominated as "B" teams for a secondary award, is supposed to have guidelines, if not rules. Your best six should go in the "A" team. Interpretation of "best" is vague and varied, but presumably it's who you expect to do best on the day that counts ? So we had Steve Gumbrill and Paul Toppin. No complaint there, for both had made fast starts to the season. Pepe Martello had just done a personal best, an early season '3' so he was clearly eligible for inclusion. After this though the selection was more difficult, however choosing Mike Gibbs for this tough course in preference to the likes of John Poland John Lucas and Dave Dallimore, made me wonder if we may have had our eye on the "B" team trophy at this early stage. Ken Retallick was in the "A" team, well we can always rely on him to give a tough event, tough treatment. Finally Simon Letts was drafted in. Not a lot of form on the entry paper



but he was big and strong and had shown early season fitness.

The "B" teams comprised:- (1) John Poland, Dave Dallimore, John Lucas and Alan Orman - not at all a bad looking lot - a reference to their abilities rather than to their appearances. I was beginning to feel confirmed in my suspicions. (2) Alan Stepney, Mel Robertson, Vern McClelland and Colin Miller - another good team. So had the selection been right. Had we put the best six in the "A" team, or had we gone for "B" and did we win it ?

The answers, with the result now laid before us, are, unfortunately, No to both. Had we got our best six in the "A" team we would have had:- Paul Toppin 1.3.40, John Poland 1.5.35, Simon Letts 1.5.55 and Colin Miller 1.6.00 an aggregate of 4.21.10, improving by only 2.10 our actual "A" team, best four aggregate and we would still have finished third. Further we did not succeed in putting our best three in the same "B" team. We had Paul and Simon in the "A"'s and John Poland in "B1". Had we dared to have put these three in the same "B/ team we would have won that competition, but there would probably have been an outcry.

Brighton Excelsior, with a boost from ex Worthing man Andy Smith were triumphant and deservedly so with rides of 1.00.02 from Tracey Harris and Andy on 1.00.10 supported by Andy Payne 1.3.22 and Vic Lowe 1.3.36. A record team time of 4.07.10. East Grinstead were second and again well clear of Worthing with their team time of 4.14.10 to our 4.23.20.

The "B" team competition was ever so close, with EastGrinstead totalling 3.19.25. Brighton Excelsior 3.19.29 and Worthing, third again on 3.19.30. Now if Colin Miller had been in "B1" instead of "B2".....

It's a tough old course from Cowfold out to Ansty then back through Henfield and down to Poynings and finally back to Cowfold, and the



Worthing rides were, what shall we say, moderate to respectable, No one let the side down, but no one could produce a really fast ride.

I blame Tony Palmer (selections) Inc. Sorry I couldn't ride by the way ..... having carefully planned my holiday to coincide!

Worthing times in full:-

Paul Toppin	"A"	1. 3.40
John Poland	"B1"	1. 5.35
Simon Letts	"A"	1. 5.55
Colin Miller	"B2"	1. 6.00
Steve Gumbrill	"A"	1. 6.34
Alan Orman	"B1"	1. 6.34
Ken Retallick	"A"	1. 7.11
John Lucas	"B1"	1. 7.21
Dave Dallimore	"B1"	1. 7.31
Mel Roberton	"B2"	1. 8.20
Alan Stepney	"B2"	1. 8.57
Vern McClelland	"B2"	1. 9.07
Mike Gibbs	"A"	1.12.21
Pepe Martello	"A"	DNS
Mike Poland (individual non count)		1.17.58

Don

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4 th EVENING 10 --- RESULT's.

30-May-91

	H/CAP	ACTUAL TIME	H/CAP TIME
1 C.TOPPIN	SCRATCH	22.57.	22.57.
2 P.TOPPIN	0M-30S	23.15.	22.45.
3 J.WOOTON	0M-45S	23.29.	22.44.
4 K.RETALLICK	2M-00S	24.05.	22.05.
5 S.LETTS	1M-20S	24.19.	22.59.



6 J.POLAND	1M-30S	24.27.	22.57.
7 C.MILLER	1M-30S	24.40.	23.10.
8 J.SAVILLE	2M-00S	24.54.	22.54.
9 M.FEESEY	2M-30S	25.05.	22.35.
10 A.LOCK	2M-30S	25.20.	22.50.
11 D.LOCK	2M-15S	25.25.	23.10.
12 T.BACON	2M-30S	25.26.	22.56.
13 A.STEPNEY	2M-20S	25.30.	23.10.
14 M.HAWKES	1M-50S	25.36.	23.46.
15 P.BAIRD	3M-00S	25.44.	22.44.
16 A.SCARRATT	3M-50S	26.24.	22.34.
17 D.NIGHTINGALE	3M-10S	26.58.	23.48.
18 G.WALL	5M-00S	28.05.	23.05.
19 M.POLAND	5M-30S	28.28.	23.28.
20 A.LEADER	6M-00S	29.18.	23.18.
21 E.BACON	8M-00S	29.30.	21.30.
22 J.AVERY	3M-50S	29.46.	25.56.

Did you hear about the rider who turned up for the 2-up 10 on the night of the 2-up 15 and at the wrong place. Just as well you had the watches with you Ed. or they may have started without you.....

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5th EVENING 10 --- RESULT's.

6th June 1991

	H/CAP	ACTUAL TIME	H/CAP TIME
1 C.TOPPIN	SCRATCH	22.30.	22.30.
2 J.WOOTON	0M-40S	22.40.	22.00.
3 J.POLAND	1M-40S	23.35.	21.55.
4 K.RETALLICK	1M-40S	23.59.	22.19.
5 M.ROBERTON	2M-00S	24.00.	22.00.
6 J.SAVILLE	2M-00S	24.06.	22.06.
7 A.ORMAN	2M-15S	24.08.	21.53.
8 S.LETTS	1M-20S	24.16.	22.56.
9 A.LOCK	2M-30S	24.34.	22.04.
10 A.STEPNEY	2M-20S	24.39.	22.19.
11 M.FEESEY	2M-15S	24.40.	22.25.
12 T.BACON	2M-20S	24.42.	22.22.
13 D.LOCK	2M-30S	24.46.	22.16.
14 P.BAIRD	3M-00S	25.56.	22.56.
15 D.NIGHTINGALE	3M-50S	26.02.	22.12.
16 K.ROBERTON	4M-30S	26.35.	22.05.
17 J.AVERY	5M-00S	26.40.	21.40.
18 M.POLAND	6M-00S	28.11.	22.11.
19 A.LEADER	6M-30S	28.34.	22.04.

20 G.WALL	5M-15S	29.12.	23.57.
21 EBACON	7M-00S	29.22.	22.22.
22 T.MILLER	9M-00S	31.05.	22.05.

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### "DOUGAL DRAWS A RIDER"

#### (1991 MILK RACE DRAW)

Our venerable Past President was lucky in this year's milk race raffle, he drew a rider, Tim Hall from the Great Britain team and receives a £5 prize. Unfortunately the rider, obviously not realising the importance of the person whose fortune he had at stake, failed to figure in the stage or overall placings.

The club sold 184 books of tickets placing us 30th in the list of best selling clubs. Deeside Thistle scored 598 to make them the top selling club for 1991. They have headed the list for several years and rather disprove the theory that the Scots are a tight fisted lot, obviously it's another of those dreadful stories put about by the Sassenachs.

The club draw for clubs selling 50 or more books was won by Wallacehill C.C. (£100)

Worthing have faired better in recent years, however, we netted £92 for the club coffers.

Thank you everyone who supported this important fund raising activity and congratulations to Ray. Did you write to Mr. Tim Hall and complain ?

Alan Matthews.

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### THE 200 km RANDONNEE

Arriving at the Heene Centre with about 10 minutes before the start after a brisk ride from Upper Beeding and I was all set for the day's ride, hoping to complete in under 9 hours. A good number had signed



on for the 200 among them, experienced Audax riders Neville Chanin and Chris Davies. Other Worthing riders tackling the 200 were Richard Shipton, Shane Jones, George Wall and John Maxim.

Dave Hudson flagged us on our way at 8 a.m. and Richard and I followed out behind behind Neville and Chris. This lasted only as far as The Steyne, where the leaders missed the turning. With Richard at the front the pace went up as we made our way to the old toll bridge at Shoreham, where, as last year, the sharp left off the road caught a few people out. Richard was keen to keep the pace high and to get a good group working. It remained a compact group to the first control at Danefold, 30 km reached in just over the hour.

The control was manned by Mike Poland and family and the sudden arrival of thirty or so riders caused a certain amount of panic, especially when the pen broke. Conditions were easier than the previous year with only a slight breeze. With the cards stamped six of us pressed on. This was Richard, Shane and myself from Worthing, Malcolm Cross of Eastbourne, Neville Chanin and another who I never managed to identify.

Richard and I finally surrendered our positions on the front and we settled into a good pace to Outwood sand control No.2. John and Daphne Grant had been tilting at the Windmill but stopped to stamp our cards and ply us with welcome refreshments.

From Outwood to the control at Newlands Corner was the longest stretch and also the hilliest. Just after crossing the M23 we passed a gypsy camp which seemed to be surrounded by police. We discovered the next day that someone had been murdered.

Mechanical problems were rife on this stretch. My gears were slipping, nasty going onto the 13 cog half way up Pebblecombe! Shane had a puncture and Neville had a badly frayed brake cable. Once over the climb the route followed the top of the downs before plunging down Box Hill. We then crossed the A24 and on to the climb to Ranmore Common, where I had to



hold the gear lever down with one hand to prevent further unwelcome use of the '13'. Neville came by with cable replaced, but Shane suffering a second puncture told us not to wait. It was then the climb to Newlands Corner and the next control where Dave Hudson turned up just to keep a check on our progress.

It was a group of six which set off for the next section to the Hindhead control. This took us past the C.T.C. Headquarters at Godalming. Through Elstead there were signs for a cycle race in progress, but they never caught us!

From Elstead the route climbed steadily all the way to the Hindhead control and the group split on the final drag to the cafe. The cafe owner stamped our cards and we purchased a late lunch. Just what was needed before the last 59 kilometres back to Worthing. A fast descent from Hindhead began the next section to Wisborough Green and with the main climbs now all behind us we made good speed through the lanes around Plaistow and Kirdford. We arrived altogether at the Wisborough Green check, manned by Andrew Lock. A short break for refreshments and a look at the watch told us we should make it inside the nine hour target.

Keeping a steady pace we set off on the final 33 kilometres, passing through Adversane and West Chiltington, before reaching the A24 at Washington then it was down through Findon Valley and into Worthing. The speed was slowly creeping up and when a horsebox overtook us at Findon Richard jumped into the slipstream and the sprint for the finish was on. Racing through Worthing we passed one or two of the 100 kilometre riders including our President Roger Smallman. (Where did he come in the sprint ? Ed.) We pulled into the Heene Centre with minutes to spare and comfortably under the nine hours. Altogether it had been a satisfying day's ride in good company. Here's to next year's and perhaps a faster ride still. Thanks Dave for another excellent event, and thanks to all the helpers. Vern McClelland.



**THE TOPPIN RECORD MACHINE** rolls on. Following the successful attack on the junior Arundel and back record, reported earlier in this issue, Colin Toppin has now updated three more junior place to place records. On the 18th June he shot off from the clubroom dashed quickly round Long Furlong and got back to timekeeper Roger Smallman in 25mins 33 secs. This substantially improved the 1967 time of Paul Fish which stood at 27.27. It also just improved on the schoolboy's time standing to Andrew Lock on 25.46. This one he did on a Tuesday evening, and only two days previously he had restricted his normal Sunday morning ride to a quick sprint to Shoreham and back. Again Roger held the watch and was needed for only 21 mins. 07 secs. and so passed into history the record of one Nigel Barlow of 23 mins 10 secs set way back in 1968. Perhaps not quite satisfied with how fast Roger's watches were revolving, on Tuesday 2nd July he had our Ed at the clubroom holding the timepiece while he rode to Findon and back. It was perfectly calm, slightly damp and thundery. This is such a short distance that the margin for improvement is very small. But, no problem, Don hardly had time for a cuppa before he was needed to record a time of 15 mins 48 secs. Updating another record that had stood to Paul Fish since 1967 at 16.24. Interestingly on this one the schoolboy's record set by Greg Hill in 1981 at 15.36 remains slightly faster. Now that leave Littlehampton and back ????? Many congratulations. Colin.

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### **CLUB 30 MILE CHAMPIONSHIP**

This event was held on Sunday 23rd June, a morning that was anything but fast with a strong south west wind slowing the outward half to a point where it could never be recovered on the faster return. There were fourteen starters and the result was pretty well as the handicapper had expected, save for new

member Simon Bezants who upset the calculations to win the handicap by a large margin. Watch out from now on, they don't like being beaten like that. Your handicap will be trimmed considerable next time, but still our congratulations.

Jeremy Wootton continues to press Colin Toppin but has still only we think the one success. It's good though that someone keeps him on his toes.

The full result and a retention of the trophy on the Colin Toppin mantelpiece:-

1st. Colin Toppin	1.14.16	SC	1.14.16
2nd. Jeremy Wootton	1.15.28	2.00	1.13.28
3rd. John Lucas	1.17.55	2.30	1.15.25
4th. Mel Roberton	1.18.06	5.00	1.13.06
5th. Simon Letts	1.18.32	5.45	1.12.47
6th. John Poland	1.18.50	3.15	1.15.35
7th. Alan Orman	1.19.28	6.00	1.13.28
8th. Alan Stepney	1.19.55	6.45	1.13.10
9th. Simon Bezants	1.21.08	12.30	1.8.38.
10th. Peter Baird	1.23.28	8.30	1.14.58
11th. Mike Poland	1.31.01	16.30	1.14.31

D.N.F. Sheila Lucas, Michael Feezey and Tony Palmer.

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6th EVENING 10 --- RESULT's.

13th June 1991

	H/CAP	ACTUAL TIME	H/CAP TIME
1 C.TOPPIN	SCRATCH	23.45.	23.45.
2 P.TOPPIN	0M-20S	23.50.	23.30.
3 J.POLAND	1M-30S	24.34.	23.04.
4 C.MILLER	1M-40S	24.48.	23.08.
5 A.STEPHEN	3M-20S	25.12.	21.52.
6 M.GIBBS	1M-40S	25.42.	24.02.



7 P.BAIRD	3M-0S	26.36.	23.36.
8 G.WALL	5M-15S	28.10.	22.55.
9 A.LEADER	6M-30S	28.20.	21.50.
10 M.POLAND	6M-0S	28.59.	22.59.

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### TREASURERS REPORT

The additional income generated following the A.G. M. decision to raise subscriptions for 1991 will enable the club to meet its commitments i.e. rent, insurances during this financial year.

The increased racing fees should make the events self sufficient and provide a period of stability to enable the club to review its activities and respond positively to the needs and desires of the membership.

The milk race draw moneys referred to earlier have been duly placed to the Building Fund. Also the garage that we own has been relet so income will again be received from that source.

Ian Reader

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### THE OPEN TEN (29th June)

Paul Toppin took over the running of this one and a successful promotion was completed. Somehow he found the only day in the puddle referred to on the calendar as June where the sun forced it's way through the clouds.

Interest was added by the inclusion of a 12 strong team from France in the form of Velo Club Bernay, but time trials are not perhaps their forte and their best placing was 11th in the 87 strong field.

Central Sussex again took major honours with Kevin Harding winning in a superb 21.56, Paul Lipscombe was second with 22.05 and Eric Bonner completed their winning team with 23.26.

Best of the Worthing times was that of Jeremy Wootton ducking under a '23' for an excellent 22.53.

Other times were:- John Lucas 23.36. Mike Gibbs 24.25, Simon Letts 24.54, Alan Stepney 25.24, Peter Baird 26.19, Tony Palmer 27.30, Bill Proctor 27.50, Mike Poland 28.32, Sheila Lucas 29.00 and George Wall 32.34.

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### **CHAIRMAN'S NOTES**

As you know we've been striving for new club room facilities with Worthing Football Club. You may remember they approaches us. Having agreed details at several meetings they changed their committee and very much changed their proposals. In short they reduced the facilities and significantly increased the rental. It took your committee all of a minute to reject the proposal and Jeremy Wootton responded in suitably worded legal terms. A great pity that a promising move should end in the way it did.

Meanwhile we shall continue to look out for more suitable premises and if any member should have any suggestions please contact any of the committee and we will investigate.

One other issue concerns the running of the canteen on Tuesday evenings. We have now a good number of volunteers and a rota has been prepared to the end of the year, with no one on duty more than twice in that period. Please though, we still need more people to come forward and spread the load even farther. Don Lock is acting as co-ordinator so let him know if you are prepared to take on a couple of evenings next year. We are indebted to the few who have born the bulk of the work since Jim and Connie Hughes retired, but it is only fair that the job is now shared.

It is your club so let's put a bit back into it.  
Meanwhile happy cycling.

Mike Gibbs.

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