

THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

AUTUMN 1991

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AUTUMN 1991 =====THE WORTHING WHEEL=====
WORTHING EXCELSIOR CYCLING CLUB'S =====
QUARTERLY MAGAZINE=====

Clubroom : Broadwater Parish Rooms : Meetings every
Tuesday evening, 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 still to let for club coach and club runs
leader. There is a rumour that we just have a
volunteer for 'Social Secretary'..... watch this
space.....

THE SUSSEX AND CLUB '100' CHAMPIONSHIP

This was an all round success, both as far as the promotion by the S.C.A. and from the point of view of the participation by Worthing Excelsior.

Mike Hayler who promoted for the S.C.A. did a magnificent job helped by our own Ray Douglass. The field, the best for very many years, was up in numbers to 52 and also up in quality. The award for all the hard work was good conditions and a super fast winning ride by S.Forward of the Cambridge University C.C. He recorded the first ever sub four hour ride on Sussex roads.

Worthing probably had more people involved than any other club with dozens of marshalls, pushers off, tea pourers, result board writers, course patrols and, not to forget, five riders.

The five were Jeremy Wootton, making his debut at the distance and 'fresh' from a previous afternoon's first ever sub-sixty minute 25 in Essex. Alan Stepney, fresh from Don's badgering him to ride his first hundred. Peter Baird, riding the distance for the first time since 18.... well a long time ago. Don who is after the record for the greatest number of hundreds ridden - he's only fifty behind Ray Douglass. Finally there was Richard Shipton, who likes to ride a fast 'Audax now and again!

It was cool and pleasant for the 6 a.m. start from Yapton, but the wind - light south easterly - was perhaps not in the best direction. However, the first 25 out to Chichester and then Bognor and back was super fast and there was worry - have we started too fast? But, on the basis of making hay while the sun shines, riders were pleased to see 25 miles covered so easily. After the turn at Langstone, the most westerly part of the course, things changed. Riders were generally still strong and reasonably fresh, but the nagging south easterly did not help at all on the long trek east back to Offington and Findon. 50 mile mark just west of Fontwell noted a

much slower second fifty for most, although generally riders were looking at times still up on their schedules. The Arundel/Worthing/Findon stretch is quite the hardest part of the course and it comes at a critical point in the distance, i.e. you've gone far enough to begin to feel the strain, and there's still some 35 miles to do. Small lumps ignored when out training take on category '1' status; Hospital Hill Arundel, Crossbush, Up from Patching Pond, Castle Goring, Crockhurst Hill and the drag up to Findon, assume proportions far greater than normal. By the time riders had returned to Patching Pond and turned south for the leg through Angmering to Goring, faces were looking grimmer. Legs were beginning to wobble, more in some cases than others, of course, but the distance was was getting hold of tiring muscles. Goring saw the 75 mile board. Do you perk up and say "Ah! The last 25" or do you groan at the thought of yet another 25 miles ? It depended.....

Richard was blazing along, but he had been caught by a rider from Cambridge by five minutes and dropped out of sight! This had the marshalls excited. Jeremy was continuing to chat and wave to everyone all round the course. He looked at all times as if he had just got on his bike to pop down to the shops, O.K. so they were just closing and he was in a hurry, but this was still the impression he gave. He was way out in front of the field from his number 5 start position and seemed to be enjoying the whole thing tremendously. Don who had looked happy for the first 75 miles was now studying his legs - carefully - to make sure they were still going round -- and round -- yes they were, but only just - Oh dear! Alan Stepney seemed to be riding well and enjoying his debut. He looked comfortable and did not appear to be suffering even in the later miles. As for Peter Baird, his usual smiling countenance had developed only the slightest frown by the later stages, but even this disappeared as he achieved his 20 + m.p.h.

schedule for the distance.

Three riders from outside of the County were showing the way for apart from the well named Mr. Forward from Cambridge, mentioned earlier, Mike Marchant of Portsmouth was just heading A Walters of Alton and these were all well clear of a fight for the county championship between Richard and Mark Jones of G.S.Stella. These two again being well clear this time of Steve Blackmore from the East Grinstead club.

As the second half progressed the heat got hotter, the traffic got thicker, and for most, the legs got slower. The last 15 miles should have been O.K. from Arundel out to Westhampnett and back to Fontwell is flat - so how does your speed refuse to go above 20 m.p.h.? Quite a number found it to be a fact, but then that's hundreds.

Back at the event headquarters in Yapton riders were recovering, tea was being downed by the gallon and the times were going up on the board. S.Forward from Cambridge University had clocked a superb 3.57.15. Mike Marchant Portsmouth finished in 4.06.07 and A Walters of Alton was home in 4.07.33. The Sussex championship just escaped Richard, beaten by 32 seconds by Mark Jones of G.S.Stella with times of 4.11.02 and 4.11.34. Nevertheless a fine effort from Richard which was a personal best. Jeremy's time had gone up, and to get under 4.30 in a debut ride is tremendous. He was home in 4.28.34, and had given us a chance of a team win. Don managed a storming finish - over the last 25 yards - to clock 4.40.24 and Worthing were Sussex 100 mile team champions for 1991. Alan Stepney had enjoyed it and both he and his wife forgave Don for persuading him to ride. His 4.48.09 was another very good effort. Five entries and were we going to get 100% finishers, yes we were for Peter Baird with smile fully restored, was well pleased with his 4.56.32 after a long break from riding distance events. Well done all five.

It was a very well run event and a credit to the S.C.A. Hopefully it will now be included in the plans of more riders both from inside and outside of the County.

A WEEKEND TO HELL - PARIS ROUBAIX 1991

4.35. a.m. on Friday 12th of April and Dave Hudson arrived in the mini bus. Already on board were Don and Maureen Lock and Paul Toppin making up the Worthing contingent for the trip. The next stop was to pick up Leon and Judy Budgen followed by Andy Attwood and John Breeds all of the Brighton Excelsior, and finally at 5.30 we picked up Geoff Baker of the Lewes Wanderers in Lewes. Travelling across country to Dover it was quite foggy as the dawn broke, but by Folkestone the fog had lifted and the sun was shining beautifully.

A calm channel crossing from Dover and we left Calais for the drive to Senlis just north of Paris where we were staying at the Hotel Du Nord. The hotel was ideally situated between Paris and the start of the Paris - Roubaix at Compiègne. We arrived at the hotel at about 6 after a pleasant journey from Calais, broken with a look around Amiens in warm summer like conditions. After unpacking there was time to wander around Senlis before dinner. Senlis proved to be a delightful town of narrow streets and sandstone buildings which appeared golden in the evening sun. An excellent dinner filled the rest of the evening before everyone retired for the night.

Saturday morning after breakfast we set off for a day in Paris. Once again the weather was good with a warm sun in a cloudless sky. Into Paris and we headed for Montmartre where after driving around to locate a parking spot, Dave was fortunate enough to get a freespace in front of the Cathedral. We then had a couple of hours to explore the Montmartre area as we

pleased.

From Montmartre we headed into the centre of Paris for the afternoon. We drove down the Champs Elysees from the Arc De Triomphe then along the banks of the Seine crossing over beyond Notre Dame, then returning along past the Eiffel Tower, before recrossing the Seine to find a place to park - eventually located just off the Champs Elysees. With another couple of hours spare for sight seeing Don Maureen Paul and myself opted for a boat trip along the Seine taking in all the main sights. It was excellent value and left just sufficient time afterwards to grab some refreshments and make our way back to the car. Back in Senlis we had time for further exploration before sitting down for another excellent dinner.

Sunday morning and we had an early breakfast to enable us to get to Compeigne for the start of the Paris - Roubaix. However, things were not as smooth as we hoped in getting away from the hotel where Don was told "No way Jose" on presenting his plastic to pay the bill and then Geoff Baker suffered a similar fate. Fortunately the problem was sorted out and we set off on the short trip to Compeigne for the race start. Driving into the town we stopped to allow the Motorola team to ride past and spotted the large figure of Sean Yates, on the way to the start.

The square in Compeigne was packed with hundreds of people and vehicles. Trade vans with thousands of pounds worth of bikes and wheels on their roofs, dozens of official cars, ambulances, the sag waggon and a score or more of police motor bikes. The riders were busy signing on and preparing last details for the long ride ahead. How efficient organisation emerged from this apparent chaos goodness knows. Greg Lemond was briefly spotted with the bike with the mountain bike type forks, but he was then engulfed by T.V. and the press. At 9.55 the convoy set off under cloudy skies and there was a hint of rain. Was it going to be a wet race we wondered ? With the race departed we had time to set off up the

motorway towards Wallers where we planned to catch the race again. After a stop for refreshments we arrived in Wallers and were soon bumping our way along the horrendous cobbles out into the country. How do you ride on this seemed an appropriate question, no one would consider racing over it - would they. We picked a good vantage spot and settled down for the race to come through. As we waited the crowds built up, the excitement increased, the clouds had gone and it was getting windy and dusty.

T.V. helicopters were spotted in the distance, a trickle of vehicles came past, the helicopters got closer and in the distance there was this cloud of dust. The first group of riders came into sight covered in black dust and looking like coal miners after a hard shift. The speed over the cobbles seemed incredible, the expressions on the riders faces telling of the effort involved. With the conditions it was difficult to identify the riders but Sean Yates was spotted near the front, and another recognised was Laurent Fignon chasing alone and some way from the front. It seemed to take ages for all the riders to pass, just as we thought it was all over another group would pass, eyes grimly fixed ahead over the cobbles, the speed giving the impression that they were going as fast as possible to get the hated cobbles out of the way as soon as they could.

Once all the race had passed we had a look at the maps to find another place to catch it, as the race route weaves about to take in all the cobbled roads that are such a major feature. It was decided that we could catch it again on a road section at Orchies. We reached the race route just before the race arrived, being waved onto the course by the police with the race vehicles in sight behind us. The first riders came into sight and there was a small break including Sean Yates. The break had a lead of one minute over the main field which was led through by most of the Buckler team who were without a rider in

the break. With the race past again there was more studying of the maps to see if we could manage one more look before the finish. We set off for Cyssing and the fifth from last section of cobbles.

The crowds on this section seemed greater than at any previous point as we parked the van and walked through the farms to the cobbles. Would Sean Yates still be in a leading position ?

Once more we waited as the publicity vehicles came through and then the helicopters were overhead heralding the arrival of the leading riders.

A lone rider came through, Hendrick Redant of the Lotto team followed closely by a group of five, unfortunately not including Sean Yates. The effort was clear to see on the riders faces as they swept past picking the best line over the jarring surface which inevitably brought them to the very edge of the road only inches from the spectators, who leaning forward created a funnel which waved back like automatic doors as the riders poured into it. A second group led by Steve Bauer was chasing hard and riders continued to pass for twenty minutes or more, each group generously applauded by the spectators as they went through their own private hell on the way to Roubaix. As we returned along the cobbled track to the mini bus small groups of riders still passed, some twenty minutes or so after the leaders and with only about 26 kilometres remaining, for them the race was over but they appeared determined to finish.

I stopped by a car where several people were gathered by a T.V. and was able to see that Marc Madiot had broken away by himself and was en route to his second victory in Roubaix. Madiot had been in the group chasing Redant and when Redant had been caught after puncturing, Madiot had attacked in virtually the same place as he had for his previous win.

All that was left for us was the return to Calais

and the ferry home. An uneventful trip to Calais had us hopeful of an earlier ferry home than the one we were booked on but on arrival at the port we were told there was no chance so we headed for the restaurant for a meal. As we sat eating we could look over the vehicles parked for the ferry and watch as they all made their way aboard leaving our mini bus in splendid isolation in the middle of the vast parking area. Something was wrong and an announcement over the tannoy asking for Mr 'Udson's party to return to their vehicle had us running. The restaurant meal fast turning into a takeaway. We made the ferry and with the earlier return to Dover, Dave managed to get everyone safely home in reasonable time.

I think I can speak for everyone in thanking Dave for his faultless organisation in making the trip possible and for all his driving, but I would love to know how he managed to arrange the excellent weather over the weekend. Paris Roubaix was my first experience of a real classic and it left me wanting more, the racing and the atmosphere are so different from anything I had experienced before, so when's the next trip ?

Vern McClelland

THE 2-UPS - (20th and 27th JUNE)

It is always rather disappointing that so few racing members manage to get themselves together in these events. They are in the calendar as long as any others and they come right in the middle of the season so there should be no trouble in comparing abilities. There are two ways of looking to make up a pairing though, should you look for someone of equal ability, say two current 24 minute men in the hope that together you can produce a 23', or do you do what the Editor of the Worthing Wheel does, namely commence a search about three months before

for currently the fastest rider in the club like a 21 minute man and just psyche yourself up to hang on to a back wheel like your life depended on it? Alright for Don, but who does the 21 minute man look for ? After 1991 he may well be looking for someone who gets to the front now and again!

There were just seven pairs for the opening event (stage one), the fifteen on the sporting Ashurst circuit. The Editor, incidentally, was waiting at Washington - he thought the ten was first. Just as well he was carrying the watches to the start or we may well have started without him.

Mel Roberton and Alan Stepney were first away and worked well together, setting the standard with 37.32. Next home and having halved the two minute starting gap came Jeremy Wootton and Simon Letts. Jeremy looking happy with 36.28 and Simon looking less happy with his form - still a good ride. But the pace went up again with the fancied pairing of Colin and Paul Toppin who raced through the finish only 38 seconds behind Jeremy and Simon for an excellent 35.06. Especially 'excellent' when it was learned that Paul had not felt at all well and had been able to help only a very little. The next team had been Alan Orman and Mike Gibbs, but word had it that they had been overtaken by Richard Shipton and Don Lock by about 8 miles. The next finishers then were Richard and Don and while the latter managed to push his bike alongside Richard's on the line that had been as close as he had come to going to the front. Richard, flush from another club 30 mile record on the previous Sunday was probably in the best form of his whole racing career. With Don's computer apparently showing 30 m.p.h. for most of the journey - Don couldn't remember Ashurst Hill - they crossed the line in an amazing 33.44. Some ride. Mike and Alan finished in 37.37. Sheila Lucas, riding with Tony Palmer had been caught by husband John (that's not meant to be **funny!**) who had paired with Colin Miller. Now this was the well matched team, really working smoothly

together and they produced a very good 35.49 to drop themselves into the third place spot. Sheila and Tony recorded 42.33.

A week later and the ten and there was a shadow over Richard and Don, well more of a big black cloud which was irregularly tipping buckets of rain over the south Downs. Now as a lot of us know, Richard has a healthy safety regard for Richard - and his bike equipment - and does not like racing in those conditions. He had accepted Don's pairing suggestion on this condition. Would they ride ? The rain stopped and the roads began to dry and then it got very dark again. Popular belief is that Richard was so apprehensive of the threatening weather, indeed there were a few heavy spots just after they started, that he thereupon decided on a lifetime fastest, hurtling round the Washington course in a blistering 21.19. How Don hung on is not clear and inspection of the bikes afterwards did not reveal any attachments. Don, when questioned was unable to help. For some time he could remember only "... 3, 2, 1, GO." and a blur. Later, he could remember only the blur!

It had clearly been one of those super evenings when every breath filled the lungs with top quality oxygen and when pressure was low and wind slight. Nevertheless bearing in mind that Richard was again at the front every inch of the way it is rather a shame that he can not put it down as his own solo personal best.

The Toppin team had also gone well, with Paul feeling better and contributing to the team effort. They must have wondered how they could have lost a full 50 seconds while recording 22.09.

John Lucas and Colin Miller's efforts were to come to nought when Colin punctured at 5 miles. After stopping John continued on his own for a non-counting solo 23, and so they were unable to add their time to the previous week's good ride.

Mel Robertson and Alan Stepney had a margin of

just five seconds over Alan Orman and Mike Gibbs from the 15 but managed to gain a further 14 seconds in the 10 with 23.28 to 23.42.

Tony Palmer and Sheila were the only other team to complete both stages with 26.23 for the 10.

Full result:-

		<u>15</u>	<u>10</u>	<u>Agg.</u>
1st	Richard Shipton Don Lock	33.44.	21.19.	55.03
2nd.	Paul Toppin Colin Toppin	35.06.	22.09.	57.15
3rd.	Mel Roberton Alan Stepney	37.32.	23.28.	61.00
4th.	Alan Orman Mike Gibbs	37.37.	23.42.	61.19
5th.	Sheila Lucas Tony Palmer	42.33.	26.23.	68.56

LET'S HAVE A PARTY

That was the suggestion, which came from John and Sheila Lucas as a means of celebrating the 65th birthday of Past President, but never retiring, Ray Douglass. "We can use the clubroom one Tuesday evening." We'll get in touch with Trevor Leeding to make a cake "I'll organise the food." "I'll get some wine. "Let's try and get in touch with all the old members from distance." "We must somehow try and keep it a secret."

That was how the suggestion was enthusiastically greeted at the committee meeting on 1st July. His birthday was not on a Tuesday and we had to find out for certain that he would be at the club the chosen evening of 23rd July. Easy we'll get him to do the club canteen that night!

Sixty people came including, if they'll excuse the expression 'many old faces' Ray had remained unaware

of what was going on and was a bit taken back when he arrived to be greeted with a somewhat off key but nevertheless enthusiastic rendering of "Happy Birthday" and the flashing of all the cameras.

It was a very happy evening with little formality, but quite a lot of reminiscence.

THE INTER-CLUB 25 28th July 1991

This year it was organised by the Rother Valley C.C. and held on the Bognor/Hayling Island course. The promotion was certainly better than previously and including the number of private time trials accepted there were some sixty riders. Bognor and Rother had full team entries but the fourth club, the once powerful Hants Road Club could manage only a couple. The team for the Team Tankard is the aggregate of best six. Worthing Excelsior had ten and went into the event with plenty of confidence of success, which was not misplaced.

Colin Toppin led the way with an excellent 58.58 and Jeremy Wootton rode well to suffer the timekeeper's decision that he had crossed the line in exactly 1 Hour. There was one good ride for Bognor and one for Rother Valley, both only just outside the hour, but these apart they could not match the Excelsior team strength. Third counter for Worthing was the ever improving John (The Milk) Poland delivering the goods with 1.1.25. Don Lock showed a return to form with 1.1.44 and the Club team was completed by Colin Miller 1.2.49 and Alan Orman 1.2.56. If we had needed a reserve Mike Mansell rode in with a useful 1.3.13. The other three club times were:- John Gilbert 1.7.06, Tony Palmer 1.8.59 and Mike Poland 1.11.23.

It had been a good morning, a bit cold at the start but it had soon warmed up as you got going and there was no great wind to speak of.

JEREMY WOOTTON'S 12 HOUR

We might have entitled this the Sussex 12 hour championship incorporating the Club Championship, for this was the promotion in which Jeremy made his debut at the half-day ride. He had duly debuted (sounds rude that) at practically every other distance during the 1991 season, so why stop at this. He was however understood to have been relieved that the Best All Rounder did not include a 24 hour.

Apart from Our Ed. who rode about a hundred miles and then went back to bed this was our only entry and it was viewed with considerable interest. Under the hour already at 25 miles and a first ever '100' in under 4½ hours, members were wondering what he could produce with the likely distance extended by more than double.

It was a cool start with a light south easterly and he was soon into a fairly rapid rhythm. In only 40 miles he overtook Don who had started 7 minutes earlier. He had covered the first trip up to Horsham and down to Poynings. Out to Shoreham and south to Worthing. The leg out to Goring was dealt with and he continued to make it look easy. By Westhampnett he had covered one hundred miles and the time was only 4.38. If he could maintain that standard we were looking at a plus 240 ride and we haven't had one of those in the Club for a long time.

Twenty m.p.h. can seem easy while out on a training run. Feel you could keep it up all day, Well, give it a try somewhen. Jeremy pressed on well and the required average was still there at 150 miles but then, as he put it, "I didn't realise I was just about to bonk" He had reached out to Crawley and was back on the A24 when on the ramps which have to be negotiated at Broadbridge Heath he suddenly found that he was doing less than 10 m.p.h. and purgatory had started.

With incantations of "must keep going, must keep going." he plodded on. Down to Poynings for the

second time, down to Shoreham for the second time. Neither trip as enjoyable as it had been in the morning, but he made them, and his speed was picking up a little. He made the start of the circuit at Washington and had achieved 200 miles and he was continuing to recover. His remarks to timekeeper Mike Gibbs as he pass him on circuits one and two improved to the point where they were nearly printable. Certain parts of his anatomy were far from comfortable - something which he said he "will have to get to the bottom of" but now his time was running out and he pressed on to complete a first class ride of 233 miles which in recent years would have put him almost into a medal position. As it was he had chosen a year when the entry was of the highest quality for probably 25 years, he nevertheless, should be well pleased with 8th place.

Matthew Rabbetts of Lewes Wanderers notched up his fourth championship win having taken the trophy in 1985/6/7. He exceeded all previous Sussex records though with a superb 259 miles. Steve Blackmore of East Grinstead was second with 248 and third, just a few yards back was Mark Jones of G.S.Stella who clearly clinched the Sussex B.A.R.with his effort.

SUSSEX B.A.R

First: Mark Jones	G.S.Stella	Average m.p.h.
	23.408.	(50) 1.57.00
		(100) 4.11.02
		(12 hour) 248.207
Second.Steve Blackmore	East Grinstead	Average m.p.h.
	22.905	(50) 2.01.38
		(100) 4.16.47
		(12 hour) 248.232
Third.Vic Lowe	Brighton Ex.C.C.	Average m.p.h.
	21.913	(50) 2.3.27
		(100) 4.28.41
		(12 hour) 229.292

Fourth Jeremy Wootton Worthing Excelsior Average mph
21.458. (50) 2.12.47
(100) 4.28.34
(12 hour) 233.298

Fifth Tony Gould Crawley Whs. Average m.p.h.
21.390 (50) 2.09.34
(100) 4.30.22
(12 hour) 225.862

Sixth R.Keevil G.S.Stella Average m.p.h.
21.227 (50) 2.11.56
(100) 4.36.08
(12 hour) 230.565

Seventh Keith Balcombe Brighton Ex. Average m.p.h.
20.744 (50) 2.10.31
(100) 4.53.10
(12 hour) 225.380

Eighth Peter Fray Brighton Ex. Average m.p.h.
20.573 (50) 2.16.12
(100) 4.44.30
(12 hour) 223.267

Ninth Robin Johnson Brighton Mitre Average m.p.h.
20.043 (50) 2.19.54
(100) 4.51.40
(12 hour) 217.385

Tenth Dave Boorsma Crawley Whs. Average m.p.h.
19.823 (50) 2.25.07
(100) 4.46.54
(12 hour) 214.597

Eleventh Jack Harris Crawley Whs. Average m.p.h.
18.045 (50) 2.39.03
(100) 5.25.49
(12 hour) 202.308

Team: Brighton Excelsior.

Vic Lowe Keith Balcombe Peter Fray

IT'S RUMOURED that Mike Poland is so old and his skin
so leathery that he now uses drawing pins to put his
numbers on with.-----

CLAPSHAW AND SHERWIN TROPHIES 25 4TH AUGUST 1991

There was a reasonable entry for this event on the Chichester Road course and it was a pleasant morning with little wind. The faster men were not all riding but then this is a handicap event and that is understandable, it was a pity though that Mike Mansell and Paul Toppin did not make the start for had they been involved the competition would have been heightened. It was also an off day for Colin Miller, who, after a spell of excellent rides, pulled out of this one before the finish.

It was Jeremy Wootton who was to set the standard clocking his second ride inside sixty minutes with a time of 59.52. Old man Ken Retallick (Well he calls me Grandad!) got out his best silks and shot round in 1.00.49, a ride which just pipped Steve Geran's effort of 1.0.53 for the places.

Handicapper was Our Ed. and he came nowhere, only right of course, but the one who shook him most was the Keith Dodman protegy Simon Bezants who turned in a fine opening performance of 1.4.14 which with the 8.30 allowance gave him an unbeatable 55.44 handicap time. What really annoyed the handicapper though was that Ken Retallick should finish second in that section - he also should have come 'nowhere'.

It was disappointing that only one junior should have ridden and be eligible for the Sherwin trophy, but this should not overshadow Karl Robertson's first 25 which he completed in 1.8.31. It was a good effort. A few more training runs with his Dad and next year.....who knows.

Full result

1st.	Jeremy Wootton	59.52	1.30	58.22
2nd.	Ken Retallick	1.00.49	4.45	56.04
3rd.	Steve Geran	1.00.53	2.30	58.23
4th.	Mel Robertson	1.01.24	5.15	56.09
5th.	Alan Orman	1.01.32	4.15	57.17

6th.	Don Lock	1.01.34	3.30	58.04
7th.	Simon Bezants	1.04.14	8.30	55.44
8th.	Peter Bairs	1.04.44	8.15.	56.29
9th.	Karl Roberton	1.08.31	12.00	56.31
10th.	Tony Palmer	1.08.46	9.15	59.31
11th.	Alan Matthews	1.09.14	12.30	56.44
12th.	Mike Poland	1.10.46	13.00	57.46
13th.	Bill Procter	1.11.11	11.00	1.00.11
14th.	Tim Bayliss	1.12.02	15.00	57.02

Awards: Clapshaw Trophy : Simon Bezants
 Sherwin Trophy : Karl Roberton
 Fastest : Jeremy Wootton
 2nd on scratch : Ken Retallick
 2nd Handicap : Ken Retallick
 3rd Handicap : Mel Roberton

TRAFFIC

The following figures have been reported by the Worthing local paper. They were required in connection with the planning of future road repairs.

	Cycles	Motor Traffic	Horses	Total
Broadwater Road	8348	1340	2282	11970
Poulters Lane	2349	345	1137	3835
Upper Brighton Road	1159	644	434	2237
Totals	<u>11856</u>	<u>2333</u>	<u>3853</u>	<u>18042</u>

By the way, these were the totals for seven days! The figures were published on 8th December 1912. Is anyone interested in producing today's equivalent?

That year, the county council laid out £36,565. and 16 shillings and eightpence (about 84p) on repairing West Sussex roads (about £157.16/-per mile - but bear in mind that a milkman then earned £1..1/- (£1.05) for about a sixty hour week!

My diary for 1950 shows that I spent two hours one hot summer evening waiting for someone at Patching Pond (she didn't turn up!) and to pass the time counted the cars going by - there were 271 - heavy traffic for those times!

John Grant

<u>7th Evening Ten -1991 series</u>		<u>4th July.</u>
1. Jeremy Wootton	23.02	22.22
2. Paul Toppin	23.09	22.49
3. Colin Toppin	23.13	23.13
4. Mel Roberton	23.55	22.05
5. John Poland	23.59	22.29
6. Colin Miller	24.03	22.23
7. Don Lock	24.12	21.42
8. John Saville	24.16	22.16
9. Ken Retallick	24.35	22.55
10. Alan Stepney	24.54	22.34
11. Mike Feesey	24.56	22.41
12. Peter Baird	25.22	22.22
13. Dave Nightingale	26.33	22.43
14. Karl Roberton	27.00	22.30
15. Alan Matthews	27.58	24.35
16. Mike Poland	28.25	22.45
17. Ellis Bacon	30.44	23.44
18. George Wall	32.22	27.07

<u>8th Evening Ten -1991 series</u>		<u>11th July</u>
1. Colin Toppin	22.57	22.57
2. John Poland	23.49	22.19
3. Colin Miller	24.42	23.12
3. Alan Stepney	24.42	22.22
5. Mike Gibbs	24.48	22.48
6. Ken Retallick	24.55	23.15
7. Mike Feesey	25.01	23.46
8. Andrew Lock	25.28	23.13
9. Alan Scarrett	26.58	23.28
10. Mike Poland	27.54	21.54

9th Evening Ten - 1991 series 18th July

1. Jeremy Wootton	23.06	22.51
2. John Poland	24.16	22.46
3. Mike Gibbs	24.19	22.19
4. Ken Retallick	24.34	22.54
5. Colin Miller	24.35	23.05
6. Alan Stepney	24.46	22.26
6. Alan Orman	24.46	22.46
8. Mike Feeseey	24.51	22.36
9. Thomas Bacon	25.23	23.03
10. Andrew Lock	25.32	23.17
11. Dave Nightingale	26.38	22.38
12. Alan Matthews	27.16	23.26
13. Mike Poland	27.59	21.59
14. George Wall	28.27	23.12
15. A. Leader	28.30	22.00
16. Ellis Bacon	32.24	24.54

10th Evening Ten - 1991 series 25th July

1. Colin Toppin	22.11	22.11
2. Jeremy Wootton	22.36	22.26
3. John Poland	23.09	21.39
4. Don Lock	23.14	21.14
5. Colin Miller	23.39	21.52
6. Mike Gibbs	23.51	22.11
7. Ken Retallick	23.57	22.17
8. Alan Stepney	24.05	22.05
9. Mike Feeseey	24.10	22.10
10. Thomas Bacon	24.22	22.02
11. Peter Baird	24.45	22.15
12. Dave Nightingale	25.34	21.34
13. Karl Robertson	25.42	21.02
14. Alan Matthews	27.31	23.11
15. Mike Poland	27.52	22.22
16. A Leader	28.33	22.33
17. Ellis Bacon	30.59	23.59

11th Evening Ten - 1991 series 1st August

1. Colin Toppin	22.21	22.21
2. Jeremy Wootton	23.16	23.06
3. John Poland	23.27	21.57
4. Colin Miller	23.42	22.02
5. Alan Orman	23.50	21.50
6. Don Lock	23.56	21.56
7. Mel Roberton	23.57	22.17
8. Simon Letts	23.58	22.28
9. Paul Toppin	24.06	23.51
10. Ken Retallick	24.09	22.29
11. Mike Feeseey	24.21	22.21
12. Mike Gibbs	24.37	22.57
13. Thomas Bacon	24.55	22.35
14. Peter Baird	25.03	22.33
15. Dave Nightingale	25.49	21.49
16. Karl Roberton	26.24	21.44
17. Mike Poland	27.44	22.14
18. Ellis Bacon	30.54	23.24

12th Evening Ten - 1991 series 8th August

1. Colin Toppin	22.14	22.14
2. Jeremy Wootton	22.16	21.46
3. Paul Toppin	23.01	22.31
4. Ken Retallick	23.02	20.22
5. Mel Roberton	23.13	21.33
6. Colin Miller	23.15	21.35
7. John Poland	23.19	21.59
8. Alan Orman	23.32	21.42
9. Mike Feeseey	23.50	21.50
10. Thomas Bacon	23.59	21.39
11. Simon Letts	24.00	22.20
12. Peter Baird	25.03	22.23
13. Karl Roberton	25.37	21.27
14. Alan Matthews	26.12	21.42
15. Mike Poland	26.54	21.24
16. A. Leader	27.26	21.26
17. George Wall	27.47	22.32
18. Ellis Bacon	30.00	21.30

IT'S RUMOURED that in the Old Portlians 25 on August Bank Holiday, number 66, one Paul Toppin of the Worthing Excelsior was planning a fast one --- an exceptionally fast one!

With race number well secured, but in the upside down position, he departed the timekeeper and danced off down the road with 99 displayed. A pity that the eagle-eyed timekeeper spotted it and ruined the dastardly plan.

Paul's actual 59.37 would have been worth 26.37, not just an amazing personal best, but new club record, Sussex record and - by - what is it now? a mere 20 minutes - a new national record. The Most Improved Rider trophy would have been his and to say nothing of the margin by which he would have screwed down little brother, all on the same morning.

It is understood that those riders, numbers in the mid sixties, who were caught by Paul in the event have, incidentally, now retired from racing and are seeking accomodation in old peoples homes!

Better luck next time Paul!

DAIRY CYCLING TIME RALLY - MILDENHALL, SUFFOLK

This event, during the very hot August Bank Holiday weekend was again supported by riders from the Worthing Excelsior.

The event is now in it's fifth year and it continues to grow both in content and popularity. It is becoming very much a 'southern' version of the famous York Rally. There were three days packed full of cycling activities to suit all tastes. Grass track racing, roller events, time trials and randonnees.

Vern McClelland and family and Dave Hudson went up this year and enjoyed it very much. On the Saturday Vern and Dave rode the 200 kilometre Randonnee with Vern apparently using it as a warm up for the 50 mile time trial the following morning.

While they were enjoying the quiet, traffic

free roads in these parts Andrea McClelland was the star turn on the local radio. Radio Cambridge were at the rally and anxious to interview a typical 'cycling family'. They couldn't have chosen better. Dad was missing - gone off on his bike! Andrea was on the air and telling the County all about it!

On the Sunday morning the Road Time Trials Council course B50/13, mainly on the A45 and the Bury St. Edmonds By Pass, was host to Vern's '50' and he went well getting within seconds of a personal best with 2.11.21. He is however still investigating what course Mr.G.Empson was on, to finish in 1.47.39!!

THE BIG BRA!

In July Chris Beckingham and I travelled to France to undertake the B.R.A. Ah! He means B.A.R. I hear you say. No! That would have meant riding alone and leaving at minute intervals, definitely not my cup of tea. The event I refer to was the 36th Brevet De Randonneur Des Alpes, organised by the Grenoble Cycling Club.

The entries this year numbered 3,200 which included over 100 British riders including the two Excelsiors and the Velo Club Etoile. If the depart at minute intervals rule had applied the timekeepers would have spent over two days sending the riders off up the road, and just think what it would have done to Peter Kibbles strong right arm!

This classic, held every two years since 1936 provides you with 260km of riding and includes 4600 of climbing (the vertical measurement, not the riding distance!). The information sheet informs riders that the event is not a race with no timings and you do it for your own pleasure? The B.R.A. is difficult, but not too much: better be seriously trained, were their words of advise in order to withstand 12 - 15 hours in the saddle. "For sharp and fast cyclists" it was possible to ride the Super

B.R.A. which covers 300km, However, the 260km was quite enough for us.

Generally age determines your hour of departure although late starts can be accomodated. Chris and I were quite happy to start at our appointed hours though, with the thought that we would need all the time we could have. Chris was additionally pleased with his 2.a.m.departure for this was also the start time for the ladies! I was only an hour behind with around 1000 randonneurs. At that time of the day red traffic lights are taken as green and the Gendarmerie were out in force on their motor bikes to escort us out of Grenoble and along the unlit roads heading for the mountains.

The first 20 km were flat out to Vizille. We then climbed gradually to 800m after 50km. Fortunately by now the legs were warmed up for this was where the real climbing commenced. During the next 30km the road rose to the Col De La Croix de Fer at 2068m. On this climb I caught Chris, but there was no sign of the girls! He said they had left him standing, but I cannot believe this of the 'Iron Man' . On arrival at the summit, the business of getting the brevet card stamped was quickly dealt with and followed by the attack on the food table. Tea plus fruit bars were soon restoring power to the legs. Quickly I was away on the descent to St.Jean-De-Maurienne, about 23km. Then followed a stretch of about 14km on the N6 which was flattish and brought us into St. Michel-de-Maurienne. Here the cafes and bars were crowded with riders stoking up for what lay ahead.

All the roads were new to me as I had never toured this area, but Chris had ridden them several times and his knowledge was a great help.

The climb up the Telegraphe (1570m) was a pleasant, gentle, ascent, with fine views over the valley from which we had started. From the top there was a short period of freewheeling and this brought us into Valloire-les-Vesneys (height 1430m) and another control. There was an excellent spread of food here,

bread rolls, slices of ham, boiled eggs, fresh fruit and plenty of soft drinks. Feeling much better we now faced the toughest climb, the famous, or is it infamous ? Galibier at 2647m. The climb during the early kilometres is quite easy, but then a hairpin is turned, and a smaller chainring is required. These 17km, including a short snooze in the sun, well I am on holiday you know, took just over 2 hours. More drinks along with fruit bars and cheese were consumed at the control just below the summit. With the climbing over the final 100km were downhill giving the legs a rest and were covered in around three hours. I was back in Grenoble by 6 p.m. with Chris taking just a little longer. We were both well ahead of the 10 p.m. deadline.

Talking of 'dead..' only one rider died this year, such is the strain.! The oldest successful participant was in fact 79½ and he had no trouble. So Ray Douglass make a note of this event, to ride, not to avoid, a certificate is issued to all who succeed with the addition of a badge if required.

Dave Hudson

SMALL ORDNANCE SURVEY MAPS

Very small in fact; issued on 17th September they will I feel be of very limited use, that is, unless you happen to live in or be visiting Hamstreet just south of Ashford in Kent. They measure about 1½ inches square so I suppose can be regarded as light and easy to carry ... or lose.

They are of interest because they are reprints from editions of 1816, 1906, 1959 and 1991 and show how mapping has moved on and, incidentally, how little Ham Street, now Hamstreet, has developed.

Prices are reasonable as maps, but expensive - as postage stamps - the four values being 24p, 28p, 33p and 39p. Makes you smile doesn't it, those early editions backed with linen and with a stiff cover cost less than the postage stamps. Don.

MIKE (THE MEKON) POLAND - so christened by one, Tony Palmer, has been characterised, even cartoonerised, by his daughter Amanda. Instantly recognisable with a head the shape of the Club's Clapshaw Handicap 25 mile trophy which Mike made his own with repeated wins in years past, and with the piercing eyes, born of thirty or more years trying to drop Ray Douglass while out on training runs.

The "arms behind" stance illustrates beautifully his continued problem with trying to get drawing pins to stick in firmly and hold his race number to his back.

Amanda will we hope be available for further portrait sittings at next year's evening ten series, if not before. Rumour has it that sketches have been done of someone considered to look like the late Joseph Stalin! Now who can that be ?

THE MEKON



THE SUSSEX C.A. INDIVIDUAL 25 MILE CHAMPIONSHIP

This event was held on Sunday 8th September and it was an excellent morning for racing, being warm and with little wind. It was, as well, an excellent morning for Worthing Excelsior for at last we have a County Champion which is something that has, on the time trial front, been missing for some time. Richard Shipton and Andy Smith in the past came close several times but on 8th September it was Nick Lelliott who produced the goods, and how!

After a season which didn't start till July and without an open event till August, we knew that he was training and that he was serious. On a good morning with good times being recorded by many of the early starters, many spectators were writing him in for a fast time, a '56' seemed to be a general view. When though his time went up on the board as 54.11 there was stunned disbelief. Only those who had observed his almost casual rides in the evening tens, when he had returned short 21's, found comprehension easier.

The Chichester Road course was, admittedly in a benign mood, and there were a whole host of good performances. The difference though seemed to be that while most had ridden the course fast and gratefully, Nick had hated every second of it and smashed his way out and back to make every yard hurt. That is perhaps where you find another two minutes.

The first to beat the hour was Worthing's Paul Toppin with 58.39. He had had to do a good one for John Poland was doing a personal best 1.0.51 and starting only one minute behind. The next under was another Worthing rider; Steve Geran clocking an excellent 59.44. Nick's time from the number 50 start was next in and he had headed the rest to this point by no less than 4½ minutes! Three rides inside sixty minutes and all from Worthing - pity there was no team prize.

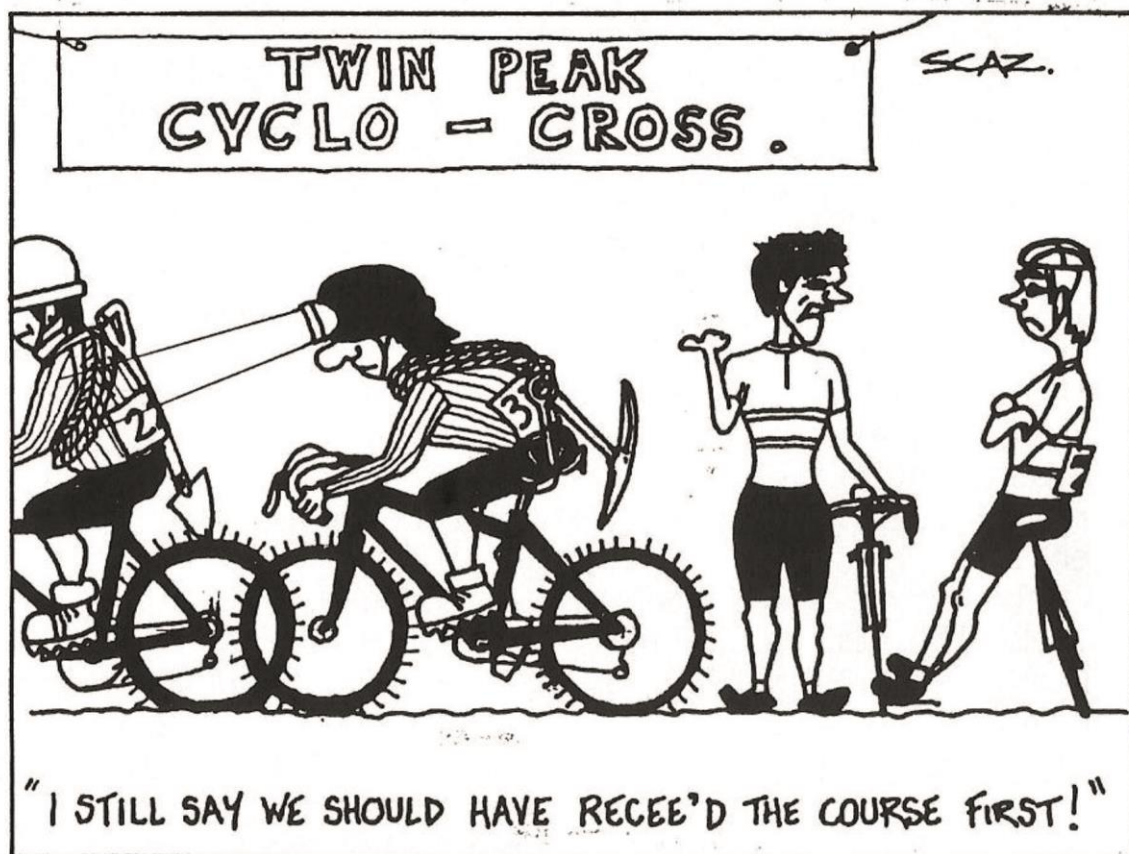
G.Stenning of Brighton Excelsior levelled things

a bit with a 59.14 and then came the first of some real quickies with a personal best of 56.16 from Central Sussex fastman Kevin Harding. Vince Lowe another Brighton Excelsior rider was under with 59.10 and then Lewes Wanderers stepped in with 57.17 from Peter Roberts. Mark Jones of G.S.Stella at No.80 was expected to do a good one and he did not disappoint roaring in with 56.02 edging Harding from second place. Only one now thought capable of upsetting these placings was Worthing's siper fast vet, Richard Shipton. There was a red flash, a timekeeper checked his watch and after a quick spot of C.B. radion his time went up as 56.04. So there we were, he was third and Worthing had four under the hour. The club statisticians were thinking that this may give a new club 25 mile team record. That would have to be checked. There was one further ride under the hour when Bob Parker East Grinstead came home with 58.23 to take the veteran's trophy. Still we had four in the first ten and more importantly, the winner by almost two minutes.

Full list of Worthing times:-

Nick Lelliott	54.11
Richard Shipton	56.04
Paul Toppin	58.39
Steve Geran	59.44
John Poland	1.00.51
Don Lock	1.01.33
Alan Orman	1.01.47
Mike Gibbs	1.02.48
Simon Letts	1.03.18
John Gilbert	1.04.58
Andrew Lock	1.06.10
Alan Matthews	1.09.11
Graham Kell	1.10.49
Mike Poland	1.10.57
Bill Procter	1.12.05

POSTSCRIPT to S.C.A. 25. It was not quite a new team record. The three man aggregate of Nick, Richard and Paul was 2.48.54 while the record stands to Pete Danckwardt, Andy Smith and Paul Toppin with 2.48.56.



THE 1991 HARDRIDERS

This promotion got off to a bad start when it became apparent that much of the organisers post was not reaching him. A change of address had been published in 'Cycling' and this was alright. Those entries that went to the old address were duly received. The problem arose at the flats where Andrew Lock now lives. While, eventually, some entries arrived there, it is now clear that maybe 12/15 did not. With the entry down to the 50's last year we could have had an improvement to the 60's had it not been for this. It was disappointing and caused much

headache, as entrants telephoned, and R.T.T.C. advice had to be sought. There was even one entry where the rider's club was not affiliated to the R.T.T.C. and he could not be allowed to start.

On the day, it did not look much brighter, as at 6 o'clock it was tipping it down and blowing a near gale. Many were deterred by this and went back to bed. They should have been more determined, for the weather front was moving over. By 7.30 the rain had stopped, and by 8 o'clock, as the riders started, the sky was blue. The air was clear and full of oxygen and the wind had died to the lightest of breezes.

Another problem, which fortunately resolved itself, was the installation of four-way road works traffic lights at Pulborough. These were controlling the junction of the A29 and the road to Fittleworth. With several minutes time lapse, these would have made a lottery of riders times and chances. What a relief then that they had been removed for the week-end.

The start sheet had a three, perhaps four way look about it, with Tim Stevens, 34th Nomads, Steve Dennis East Grinstead and Nick Lelliott, Worthing heading the list, and not to overlook last year's winner Kevin Harding of Central Sussex. Nick had warmed up with a morale boosting win in a hard Crawley Wheelers '10' the previous afternoon and carried the Excelsior's hopes for a first club win in the seven years of the promotion. Tim Stevens though, a G.B. representative, and a powerhouse triathlete, was probably favourite in the eyes of all save for Worthing members.

Kevin was a non-starter like many others, but it was a virus and not the rain which prevented him from starting. He actually turned up to apologise which was nice.

Andrew had banished his Dad to the upper limits of the South Downs, where, from the top of Bury Hill, he was to time check all riders and report progress

by C.B. to John (Penny Farthing) Grant and wife Daphne - code name, 'Edelweiss'. From this point, after riders had climbed Bury, descended to Slindon and returned to Whiteways via Arundel - about 14 miles, the pattern should be pretty well set. That is if Edelweiss would speak to Penny Farthing - no not a family dispute, which is fortunate for 'Don' not allowed a code name, could overhear it all 'strength five' - 'loud and clear' - yes, he was picking up the lingo - and yes, he 'copied' and 'read' and soon was 'over and out'. An equipment problem was blamed and 'Penny Farthing' soon gave it the necessary 'tweek' and we were talking again, and the super service that these two provide to cycling, nearly every weekend, was rolling again.

First under 50 minutes was Worthing's Mike Feesey who seemed to be going well, passing the point 45.50. The less than 20 m.p.h. average though indicates the severity of the two major climbs dealt with by this stage. This was knocked for six when Colin Toppin shot through in a rapid 41.39 having caught Vern McClelland who was himself going well with 44.30. East Grinstead's fastman, Steve Dennis messed things up a bit and set a new standard when he tore past in 39.43. John Poland was still riding strongly as he returned in 43.56. Bognor's Chris Shepherd looked purposeful and we noted he was 8 seconds up on Colin Toppin on 41.31.

The next through though was favourite Stevens and he did not disappoint, taking over a minute off the best so far. The word went round the marshalls at the Whiteways roundabout, and over the air, it got back to Pulborough, "Stens, fastest so far on 38.15". Nick Lelliott had started 10 minutes behind Tim Stevens. Everyone checked their watches and as he tore past the time check, a totally unbiased, of course, official - who shall be nameless - screamed out "You're three seconds upGo." Mike Mansell at 42.00 was almost missed in the excitement, as he, caught, but undaunted, chased after Nick.

Now we listened, or watched, as results came in. Had the morning improved sufficiently to allow a real shot at Mike Coyle's 1989 record of 1.2.29 ? It seemed unlikely as Dennis finished in 1.4.55 and Stevens and Lelliott had only been 1½ minutes up on him at Bury. Penny Farthing's velvet tone then announced "New fastest, No.30, 1.2.17" So Stevens had broken the record and 25 m.p.h. for the course had been achieved. Could Nick hang on to the three seconds that he had had in hand over the final 12 miles? The answer was 'yes' , indeed, from somewhere he found another second to give us our first win and to improve the record even a little more, finishing with 1.2.13.

It was a tremendous ride, warmly congratulated by a sporting Tim Stevens in the Headquarters afterwards.

Worthing riders supported the promotion well and were rewarded by taking both the team prizes. Nick, Mike Mansell and Colin Toppin, first, and John Poland, Vern McClelland and Mike Feesey, second.

Result and other Worthing times:-

1st. Nick Lelliott	W.E.C.C.	1. 2.13.
2nd. Tim Stevens	34th Nomads.	1. 2.17
3rd. Steve Dennis	East Grinstead	1. 4.55.
4th. D.Taylor	Festival R.C.	1. 7.14.
5th. Chris Shepherd	Bognor Regis	1. 7.37.
6th. Mike Mansell	W.E.C.C.	1. 7.54.

Fastest Veteran:	John Goodrum Catford	1.10.10.
Fastest Junior:	Colin Toppin W.E.C.C.	1. 8.42.

Worthing:

Jeremy Wootton	16th	1.15.45.
Nicholas Attaway	21st	1.22.06.
Mike Poland	24th	1.23.55.

Alan Stepney did not finish, suffering a puncture in the first few miles. Colin Miller is also recorded as DNF, but this was most unfortunate, for he gave

up his ride to marshall at the north end of Shellbridge Lane Slindon in the absence of a marshall. This almost certainly prevented a lot of riders from going off course. Thanks Colin.

As for next year the promoter will be the same but the address for entries will be to the Editor of the Worthing Wheel and that has already been given for insertion in the 1992 Handbook. We shall also be trying to get some early publicity distributed to get in more entries. But when you see how quick some riders can complete the course, should we still call it a 'hardriders' or 'hilly' event? Maybe we should try and get a couple more hills in it ?

Don

THE DUO IN THE DUO NORMAND

A 54 km. 2-up team time trial near St.Lo on 29th September attracted an entry from Ken Retallick and Our Ed. The brochure that the Club had received was most impressive. This was to be the 10th Anniversary of the first promotion and they were making a big attempt to increase foreign participation. Every category was catered for. Top professionals and amateurs to veterans, juniors and ladies and 'non-licence holders'.

Although our duo entered the 'veterans' this seemed to be the appropriate category. They were in fact put in with 'non-licence holders'. As to the veterans event it can be confirmed that two English teenagers rode. Perhaps they just look old!

The language problems meant that no digs had been booked for them, and then there was the problem of the following car. You had to have one, and it seemed you had to provide it. A suggestion that Don's could be driven by a Frenchman did not go down too well and with mumblings about 'insurance' that was another problem to be resolved. In fact the Saturday was turning out rather grim. Although the crossing from Portsmouth to Cherbourg had been calm they had little sleep. They had spent hours trying to sort

things out at the Official caravan, and to make matters worse it was raining most of the time and blowing a gale. They went for a ride and felt most unfit and generally spirits were low.

Eventually they were given an address right in the small host town of Marigny and within 50 yards of the start. The young couple who ran 'The Patisserie' did not cater for bed and breakfast and could only invite our two to make do on a sofa bed a mattress on the floor and with the use of their own sleeping bags. It was the turning point in the weekend, for they were made so welcome. They had meals with the family whose English was very good and were even given gifts to bring home to their wives. It was very special hospitality and for which they absolutely refused any payment.

In the morning the problem of the following car was settled with the organisers producing two Frenchmen and a large trade vehicle. Our Duo's names and number were put on the front and off they went for a warm up. It was dry and although windy, not nearly as strong as the previous day. Up on to a raised platform for a ramp start, just like a Tour de France prologue, loudspeakers shouted the numbers and names and the timekeepers countdown and off they went. Fifty yards to a tight left hander and off on the first climb out of the town. A car in front at about 50 yards and the other vehicle behind. This was a new experience. In the country lanes every junction was marshalled and all traffic was controlled for the benefit and protection of the cyclists. Gendarmes were everywhere blowing whistles and stopping traffic. Don could not believe it when they were waved straight across a main road through Stop signs, again Police controlled.

Every kilometer was marked by a board indicating how many there were still to go. Everyone was sponsored. Now there's an idea for next year's promotion's. The other thing of course, is that no

matter what class of rider you are kilometer boards come back to you much quicker the 'mileage' boards.

All round the course at every corner and in each village there were people out to watch and applaud, and this was just for the lowly amateur categories. It was soon apparent that Ken and Don were going quite well and were catching a number of teams, sent off, incidentally, at intervals of 1½ minutes. How would you like that timekeeper Ray ? Catching a two-up team over here means two riders overtaking two riders, but with following and preceding cars it became a slightly more difficult operation. When they caught three teams together, and one wouldn't let them get by for a kilometer or two, the whole thing became rather hairy. Don said that for a few moments he had just an inkling of the problems of riders in big tours trying to get back on to the peleton and having to negotiate their way through all the following caravan. They were to catch seven teams in all and as they finished their time was announced as "the fastest so far" - however you say that in french.

The results service was excellent and it was soon confirmed that they had been beaten by just two of the eighty four teams in the category. In a time of 1.22.06 they had covered a definitely 'sporting' course. Graham Weeks and Dave McKellow two 'Brits' who regularly ride well under the hour for 25 miles had finished 2nd in 1.19.44 and the winners were two fast Frenchmen in 1.16.50.

There was disappointment in that they received nothing for their efforts. One of the plaques as a souvenir, would have been nice. Their host acting as interpretator did question this lack of reward and was informed that they did not qualify for any prize for third place or for being by far the fastest team in the over 100 years age of team grouping. The reason: they had not paid the entrance fee. Another misunderstanding through language breakdown. But why let them ride, and suffer for nothing, and even put them in the programme and in the results lists if

they were not eligible ?

The rest of the day was spent looking around the exhibition, watching the other races, and spending much, very enjoyable time, with their hosts. They were constantly bumping into other riders from England. Ex Worthing man Andy Smith with Richard Holkham smashed the tandem record for the course and won their event comfortably. There were a number of other riders from Brighton Excelsior. The Bognor Father and Son team of Frank and Chris Shepherd were there as well as riders from the Southdown Velo. Chris Davies of the Hants Road Club turned up - like he does everywhere - to report the proceedings.

The whole town of Marigny had been involved actively, willingly, even enthusiastically for two full days, for even on Saturday there were mountain bike events. There was no hassle with the local population, indeed the cyclists were made so welcome. It is a shame that we could not hope to create anything like the atmosphere or welcome in this country.

It was back to Cherbourg and a good crossing back to Portsmouth. They had departed Worthing at 8 p.m. on the Friday evening and were back in doors by 7 a.m. on Monday morning. Despite the problems - they will not be so bad next year - and the weather on Saturday it had been a brilliant weekend.

THE CLUB HILL CLIMB

There was a poor entry for this event held on Sunday 29th September and when two failed to start it left just five making the ascent. The hill was Springhead or Kithurst just south west of Storrington and it was very gritty from the previous day's rain.

John Poland did a good job at sweeping some of the muck off the surface and there were at least no punctures or fallings off recorded.

Of the starters Jeremy Wootton must have been a clear favourite, but Oh! how he messed it up. First

while, presumably trying to change gear, he managed to put the rear mech in his back wheel. After a quick dismount, it has that effect, it was extricated and off he went again. Then he pulled his foot out, another way of coming to a sharp and frequently uncomfortable stop. He managed the rest of the one mile climb without incident. He had done enough though to ruin his chances.

Junior Thomas Bacon who has been getting ever faster in the evening ten series during the summer made an impressive debut at hill climbing to record 5minutes 2 seconds and that was too good for Jeremy by just 4 seconds. Mike Feesey made third spot in 5minutes 12 seconds. Younger brother of Thomas Bacon, that's Ellis, was next up and he made it in 6.42. Mike Poland, who ought to know better! - brought up the rear with 6.51.

It is assumed that although Jeremy stopped twice and put his foot down, he did not actually cover any part of the course on foot ? We wonder because RTTC rules provide "a competitor may not cover any portion of the route on foot."

Where were all those who entered the previous week's hardriders we wonder ? In that they all anticipated a climb of Bury, so why not a ride up Springhead ?

Congratulations Thomas, the Club Dinner's on 2nd November and the cup is yours to collect. We can always get Dad to fill it up!

HARDRIDERS - nearly forgot to include result of club event, i.e. that run within the Open competition, and requiring separate entry. Nick Lelliott did not enter so the result was:

1st.	Mike Mansell	1.07.54.	2.45.	1.05.09.
2nd.	Colin Toppin	1.08.42.	1.15.	1.07.27
3rd.	John Poland	1.11.43	3.15.	1.08.28.
4th.	Vern McClelland	1.12.57.	6.30.	1.06.27

5th.	Mike Feeseey	1.14.50	7.00.	1.07.50
6th.	Jeremy Wootton	1.15.45	1.30.	1.14.15
7th.	Mike Poland	1.23.55	11.00.	1.12.55
8th.	Tim Bayliss	1.26.57	13.30.	1.13.27

ANOTHER RECORD has gone, and it is one which many felt would be on the shelf for ever. Nick Lelliott's 25 mile junior record was indeed set back in 1969 and his 56.01 has deservedly remained in our record book for 22 years. Now however it has been updated and by a clear minute in an amazing 3minute improvement by Colin Toppin. Riding in the Edgware Road Club promotion on the favoured F.1. course in Hertfordshire Colin really found his speed to record 55.00.

Officially 29th September is Michaelmas Day - Colin has no doubt renamed it! Congratulations.

AND THERE'S MORE Another record which has needed updating is the Club fifty mile record which has stood to Keith Dodman at an amazing 1.53.04 set when he found fantastic form on the right day up in Yorkshire back in 1978. It was out of sight of anything he had managed before or since and beyond the sights of anyone in W.E.C.C. colours ever since. We have had three or four riders who have gone under two hours and by far the most prolific has been Richard Shipton . He has been enjoying the fastest season of his long racing career during 1991 and even though fifty times well under two hours were being turned out quite regularly the record still looked safe - until on the 28th July he too found that match of the perfect day and the top of his fitness. He sailed round the E82 50 course in Essex in the Essex Roads promotion in an incredible 1.47.22 Now how's that for putting things on the shelf! Congratulations .

TREASURER'S REPORT

Since my last report there has been a steady flow of income from club events and canteen takings. The evening ten mile series has once again been well supported and continues to provide a valuable boost to club funds, during the summer months.

With the racing season now over our income for the year has nearly all been received, and the period from October to December, the end of the Club's financial year becomes very much one of expense and not income. This year though, we shall be in an improved financial situation and able to meet expenses of clubroom and storeage rents, trophy engraving, club affiliation subscriptions and the Club's annual Dinner Dance and Prize Presentation expenses, with far less difficulty than has been the case in recent years.

Ian Reader

CHAIRMAN'S CORNER

With winter now more or less with us, I thought it worth mentioning one of the points which not only reflect on personal safety but also get cyclists a bad name - "lights", or the lack of them. Good lights enable you to be seen as well as enabling you to see. It's worth carrying a set of spare batteries and bulb for emergency. Also wear something bright - the Flo yellow tops really do show up and it's in your interest and that of cyclists in general. It does demonstrate that we are a responsible body of people and removes one element of risk and, of course, it is the LAW.

Mike Gibbs

TOURIST TRIAL

We just had to squeeze the result of the 1991

Tourist Trial - (The Editor started pulling rank) in to this issue. The reason will be apparant. Held on a grey and windy day which threatened rain but thankfully remained dry. John Mansell a several times past winner was the organiser and the start was from the car park near the Norfolk Bridge in Shoreham. The route in three stages involved a couple of loops up into the Downs at the back of Lancing and then Shoreham and a speed judgement test back to Sompting. There were countless spot checks manned, remarkably by John and wife Sonia who were constantly appearing with offers of orange squash, biscuits and, unfortunately, lots of questions.

We will in the next issue give you full details of the route and the questions and you can then sit, in the comfort of your favourite chair and try to work your own route from start back to finish. If you do any good then make sure that next year you start. This is an event for the touring members specifically. Where were you?

Result of Tourist Trial 14th September 1991

1st.	Don Lock	36½ points
2nd.	Dave Hudson	28 points
3rd.	Roger Smallman	24 points
4th.	Ray Douglass	17 points
5th.	Karl Robertson	5 points
Guest Ride.Chris Beckingham Brighton		
Excelsior.....		26 points.

Karl was only able, because of work committments, to complete the first of the three stages.
