

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

WINTER 1991/92

Vol. 24 No. 4

WINTER 1991/92=====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.

President: Roger Smallman 25 Melrose Avenue, Worthing.
Chairman: Mike Gibbs 18 Woodlands Avenue, Worthing.
Telephone : Worthing 265688
Secretary: Paul Toppin 8 Beaumont Road, Worthing.
Telephone: Worthing 201501
Treasurer : Ian Reader 8 Solent Close, Littlehampton
Telephone Worthing 723228
Membership Secretary: Colin Toppin 17 Nutley Close
Goring, Worthing. Tel: Worthing 240645
Press Secretary: Colin Toppin - as above.
Road/Surrey League Rep: Vern McClelland 31 Downland
Road, Upper Beeding. Tel: Worthing 814351
Track Secretary: John Lucas 38 The Lawns, Sompting,
Telephone: Worthing: 763463
Club Events Secretary: Tony Palmer 23 Brentwood Cres.
Brighton. Tel: Brighton: 558597
Evening Tens Sec: Alan Matthews 11 Brook Lane, Ferring
Worthing. Tel: Worthing 242459
Mountain Bikes Rep: Jeremy Wootton 17 Amberley Drive
Goring, Worthing. Tel: Worthing 245068
Magazine Editor: Don Lock 7 Welland Road, Worthing.
Telephone: Worthing 262724

At the A.G.M. in February we shall be needing a new
time trials Secretary (Club events) as well as a
Social Secretary and a Club coach. Can you help ?

A TOURIST'S TWELVE HOUR

The thought of riding a twelve hour event and covering between 200 and 300.086 miles has always been quite appealing, however, the idea of soul destroying mile after mile of main road and having to start a minute behind the rider in front or before the rider behind are just some of the drawbacks. Of course, the most important reason is food. To quote the words of John Woodburn at one of the controls on his first U.K. Audax event (a 600KM in fact) as he tucked into beans on toast and tea, "these events are great, much better to stop and have a breakfast with your mates than simply to be handed up a drink and told to keep going."

So the nearest to a '12', timewise, is a 300K Audax event. Around 190 miles which provide you with about 12 hours riding time.

The occasion in July 1991 was the Wiltshire Cycleways 300K organised by the Southampton C.T.C. During the preceding night there had been lightning and crashing of thunder and even for the short drive to the start at Southampton there had been a deluge. But clear skies came, and as our watches showed 6 a.m. we pedalled away from the University car park. We were not alone, despite the early hour, for that weekend Southampton was also host to a balloon festival and many were, like us, 'early risers'. We both were headed in the Romsey direction but while we burnt rubber, their efforts were all just a lot of hot air! We soon lost sight of them. We were around sixty in number and the first few miles to Romsey were soon covered. We were riding lanes close to the River Test and had to be very watchful for all the debris washed onto the roads during the night's storm. We continued northwards from Stockbridge and through Red Rice and Abbots Ann, what quaint names, to arrive at the first control, a Happy Eater near Andover. A glance at my brevet card confirms the first 48K (30 miles) had been reeled off in just 1 hour 32 minutes, not

bad going even if it had been a '12'.
Some ate at the Happy Eater, but I knew of a better establishment of the transport type and soon had my jaws into a double helping of cheese on toast (not a pretty sight Ed!) and downed two large mugfuls of tea. (These feats were probably being performed at the same time. Ed.) Back in the saddle it was on through Weyhill and Ludgershall and then into the lanes as joined the Wiltshire Cycle Way. The scenery was beautiful, open downland, thatched cottages and quiet byways. The only vehicles we saw for miles, or even more kilometres, were those on the M4 to which we were close at times as we rode along the ancient Ermine Way towards Swindon. A southerly turn in the route avoided Swindon itself and soon we were seated in Emms Restaurant in Wootton (no sign of Jeremy), Bassett. It was 10.45 and I felt well pleased with the 121K covered before eleven o'clock. Coffee and toasted teacakes were soon served and I was off once more. On the road to Malmesbury I caught Chris Davies. Chris is a famous mileater and cycling journalist. My word I was going well! Ah, I see! Chris had had more stops than me including two for punctures and one for a broken spoke!
We were well and truly in the Cotswolds now and as you looked around at the delightful cottages and picturesque scenery it's all too easy to forget where you are on the route sheet. Two other riders relying on my navigational also added about three miles to the route when I took a left turn a couple of villages too late. That's one disadvantage with Audax as against 12's you don't find marshalls at every roundabout and junction. Oh Well! What's a few extra miles in nearly two hundred. We pass along some very narrow lanes and ride right past the front door of the Great Chalfield Manor House and then descend at speed into Bradford on Avon. Over the River Avon and into Katy's Cafe for lunch at 1.45. We're over half way, 170K have been covered.

A large cheese omelette with chips and peas with generous quantities of tea and cold milk completed the Randonneur's requirements on this occasion. I know only too well what Tony Palmer would have said had he been with me. "Get that down your fat neck." Some rough stuff was in store for us after this stop as we crossed the Kennet and Avon Canal by a towpath bridge. Then it was left by The Cross Guns pub, under an aquaduct, round in circles for a bit, with much use of the twiddly low gear, before emerging up a 1 in 6. Some main roads were now followed through Farleigh Hungerford and Norton St. Philip. I paused in Frome for an apple pie. It wasn't one of 'Aunt Mary's' Ray, but it was quite good. A cold drink helped it down and the delay was negligible and well worthwhile. The route now entailed riding through the grounds of Longleat, so I practised a few sprints in case the lions may have been out on their own clubrun, but fortunately there was no encounter, of either the 'Brief' or 'Third' kind to bother me. Sutton Veny is reached and we are into the beautiful Wylde Valley. This route seems to have changed little since I first enjoyed it in the early 70's. You can cycle from Warminster to Salisbury on virtually deserted lanes. The village of Wylde which at one time took the traffic of the A303 is by-passed and how tranquil it now is. The next stamp on our cards came with the compliments of the Salisbury Youth Hostel and arriving at 6.25 coincided nicely with the opening hours of their cafeteria. The hot soup with roll and butter served instantly was most welcome, but the long 20 minute wait for the crumble and custard was not. Chris Davies, yes he caught me up again, kept everyone amused as we discussed likely winners of the Tour de France. I went for Greg Lemond - perhaps he had to wait for his crumble as well! On the road once more and now we rode the old A36 to Alderbury, East Grimstead, West Dean and Lockerley. Then it was over the River Test and back through Romsey and into Southampton.

The computer, and my legs, confirmed that the distance had been covered and the finishing control, in one of the members houses is serving an excellent meal. This control had opened at 4 p.m. on Saturday for the early finishers and would remain open until 2 a.m. on the Sunday. The short ride back to the car park made the day's riding 194 miles. I resisted the temptation to take a detour to cram in the other six miles and drove straight home.

Three youngsters from the Portsmouth C.T.C. had still to ride back to Emsworth but thought very little of it. This was without doubt a great day awheel and I calculate the actual riding time to have been 11 hours 45 minutes. So anyone wishing to sample the delights of the Tourist's 12 hour why not join me for this event in 1992.

Dave Hudson

YET MORE WORKS ON THE A27

Compulsory acquisition notices have been published to start procedures for yet another section of improvement on this busy east/west route.

The initial and detailed area seems to be between the top of the Hammerpot and the Fox Public House a third of a mile to the east. It would appear that the Dappers Lane junction with the A27 will become an underpass, straight into Swillage Lane on the north side. If you wish to filter left from Dappers Lane and to go west down the Hammerpot Hill this will be possible, but if from that point you want to turn right and go east towards Worthing, you are in fact going to have to go north, under the A27 then turn right out of Swillage Lane on a new section to join with the present eastbound road to come past the Fox and down to the Patching Pond/Horse and Groom area before being able to join what will be the new A27 passing a hundred or so yards to the south and regaining the original route where it is dual carriageway, just west of Castle Goring.

It will no doubt be some while before we see plant on site, but when it comes about it will mean yet more worry for the course organisers and measurers. Will it prevent us using the top of Dappers Lane as a start point ? Will it have adverse affect on the 12 hour and 100 mile courses ? These are some of the possible problems.

THE 1991 POINTS COMPETITION

This trophy is awarded for handicap placings in club events and went this year to Simon Letts. It takes a steady improvement in performance and a high level of support for the club races to figure **well** up in the final placings, which is exactly born out by Simon who managed five placings in the first five. Thirty two riders recorded points so there was a fair amount of recording and checking for the events Secretary Tony Palmer who provided us with top ten details as follows:-

1st:	Simon Letts	62	points
2nd:	Jeremy Wootton	69	"
3rd:	Alan Stepney	70	"
4th:	Pepe Martello	73	"
5th:	Mel Roberton	78	"
	Ken Retallick	78	"
7th:	Colin Toppin	80	"
8th:	Mike Poland	85	"
9th:	Steve Gumbrill	87	"
	Alan Orman	87	"

It is worth mentioning for newer members that points are in fact the addition of the handicap placings. All non-entrants and non-finishers being awarded one point more than the last placed person in each event.

THE GRAND PRIX des GENTS

This two up ten mile event where the veteran is paced for all save the last mile was held on the club's

usual course at Washington and attracted an entry of eight teams. It was a pleasant afternoon with good racing conditions and records were set to be lowered. There are no official club records for two-ups but it might be something that could be considered. The club itself promotes three such races in its own domestic programme and there are many other promotions which are proving popular. Records would of course have to be limited to the standard distances. Richard Shipton's performances this 1991 season have been superb and at every outing a record seemed to be threatened. In the earlier events he had gone faster than anyone else in Worthing colours except for Pete Danckwardt's '10' in 1987. Then he had pulled our Ed. round in 21.19. Pete's record was 20.57. In the G.P. 10 he was to go even better and Ed.who is getting something of a name as a wheelsucker once again hung on. This time they were home in 21.06. This event though goes to that veteran finishing with the largest plus or beating of his age standard. Had they done enough,for Colin Toppin in great form himself, was pacing Mike Gibbs who was enjoying his fastest season ever and, very importantly with a one year additional age allowance. The Shipton express had to beat the Toppin train by at least 14 seconds. They in fact got home by 59 but it was a splendid ride by both Colin and Mike. A rare outing by Ken Atkins who had a standard of 30.30 at the age of 63 added yet more interest for he was paced by Vern McClelland. His effort of an actual time of 25.42 was indeed a worthy one and just squeezed him into third spot.

The full result:		Actual	Stand.	Plus
1st	Richard Shipton/ Don Lock	21.06.	28.38.	+7.32
2nd	ColinToppin/Mike Gibbs	22.05.	28.52.	+6.47
3rd.	Vern McClelland/Ken Atkins	25.42.	30.30.	+4.48
4th.	Jeremy Wootton/Ken Retallick	23.38.	28.25.	+4.47
5th	Thomas Bacon/Alan Stepney	24.10.	26.18.	+2.08
6th	John Lucas/John Gilbert	24.16.	26.18.	+2.02
7th	Karl/Mel Roberton	25.13.	26.06.	+0.53

8th Alan Matthews/Colin Miller 25.56. 26.18. +0.22.

The Lucas/Gilbert team in fact operated back to front in that veteran Lucas took young man Gilbert round, with John L muttering something about "Master and Servant". Still it seems to have paid off for John L. is still in employment at the time we go to press!

ROUND UP OF TROPHY WINNERS FOR 1991

Mens B.A.R.	21.45 m.p.h.	Jeremy Wootton
Ladies B.A.R.	20.3 m.p.h.	Sheila Lucas
Veterans B.A.R.	+5.709 m.p.h.	Richard Shipton
Junior B.A.R.	27.423 m.p.h.	Colin Toppin
Touring B.A.R.		Tony Palmer
12 Hour	233 miles	Jeremy Wootton
100 miles	4.11.34	Richard Shipton
50 miles	1.59.42	Richard Shipton
30 miles	1.14.16	Colin Toppin
25 miles	57.56	Richard Shipton
Hardriders	1.7.54	Mike Mansell
Clapshaw HaNdicap 25		Simon Bezants
Sherwin Junior H'cap 25		Karl Robertson
10 mile series		Colin Toppin
10 mile series Handicap		Mike Poland
Hill Climb Championship		Thomas Bacon
Junior 15 mile	37.02	Colin Toppin
Fastest Veteran 10 miles series		Ken Retallick
Fastest Schoolboy 10 mile series		A.Leader
Most Improved rider (men)		Colin Miller
Most Improved rider (ladies)		Sheila Lucas
Senior Road Race Champion		Mark Turner
Junior Road Race Champion		Colin Toppin
Points Cup		Simon Letts
Tourist Trial		Don Lock

Following upon that list of trophy winners Tony Palmer asks us to announce that he holds trophies for A.Leader, Thomas Bacon, Mark Turner, Simon Letts

and Mike Mansell and medals for Mike Feesey and Pepe Martello. If they would like to give him a ring (the telephone number is on page 1) he will be pleased to make some suitable arrangement for its collection.

THE MOST IMPROVED RIDER award goes to the rider with the largest miles per hour improvement over any of the standard distances, but compared against previous best performances within the last five years. During 1991 there was exceptional improvement throughout the country and at all standards. Many believe it was largely brought about by the use of tri-bars. This club was no exception. Here are some notified to the Club events secretary in connection with the M.I.R. trophy:-

Colin Miller	25m	1.05.10.	to	59.20	+2.2mph.
Colin Toppin	25m	59.45	to	55.00	+2.1mph
Colin Miller	50m	2.23.43	to	2.11.37	+1.9mph.
John Lucas	25m	1.03.33	to	59.14.	+1.7mph.
Jeremy Wootton	25m	1.02.51	to	58.38	+1.7mph.
Colin Miller	10m	24.48	to	23.15	+1.6mph.
Richard Shipton	50m	1.53.53	to	1.47.22	+1.6mph.
Ken Retallick	50m	2.17.59	to	2.08.43	+1.5mph.
John Lucas	10m	23.49	to	22.49	+1.1mph.
Mike Gibbs	10m	23.40	to	22.44	+1.0mph.
Mike Gibbs	25m	1.02.49	to	1.00.21	+0.9mph.
John Gilbert	25m	1.07.36	to	1.04.58	+0.9mph.
Jeremy Wootton	10m	23.02	to	22.16	+0.8mph.
Don Lock	50m	2.06.01	to	2.01.48	+0.8mph.
Mike Gibbs	50m	2.11.49	to	2.07.45	+0.7mph.
Sheila Lucas	25m	1.14.59	to	1.12.22	+0.7mph.
Don Lock	25m	1.03.15	to	1.01.27	+0.6mph.
John Poland	10m	23.23	to	22.54	+0.5mph.
John Poland	25m	1.02.08	to	1.00.51	+0.5mph.
Paul Toppin	50m	2.00.27	to	1.58.24	+0.4mph.
Richard Shipton	100m	4.15.03	to	4.11.34	+0.3mph.

A well deserved win then for Colin Miller whose improvement was consistent throughout the season and over all distances up to 50 miles.

BRITISH JUNIOR BEST ALL ROUNDER TABLE 1991

Well done Colin Toppin. To finish in 40th place in this is a fine achievement. To qualify riders have to record two twenty five mile and two ten mile times in open competition. It is that last condition that has prevented Colin's efforts in the past season from taking him much higher in the table. Had his best ten times from the club evening series been eligible he would have probably made the top thirty.

ANGMERING: The pleasures of cycling - A friendly meeting - To mark the closing of a very successful season, the Secretaries of the Littlehampton and Worthing clubs (Mr George Redman and Mr.A.Hewer) on Wednesday evening of last week arranged for a supper and smoking concert at the Lamb Inn. Owing to the bad weather the proposed joint run by the clubs had to be abandoned, but a good number of either club reached the Lamb Inn, where "Host Wilkie" had prepared a capital cold collation in the club room. In the absence of the president of the Littlehampton club (Dr.J.M.Beverley), Mr.E.Chandler (vice-president) presided. After dinner the chairman gave the toast "Success to the Excelsior (Worthing) club," and coupled with the toast the names of Mr.Hewer and Mr.Young, who suitably replied. In return, the secretary of the Worthing club proposed "Success to the Littlehampton club," which was drunk with enthusiasm. Mr.Chown and Mr.Hale responded in appropriate terms.

No, this was not another Ray Douglass birthday party but dates back to October 1891. The extract is from the West Sussex Gazette of the 22nd October in that year.

It doesn't say whether Ray was there or not.....

Seasonal: Sign seen in a big store a few weeks back.
"Five Santas - No waiting."

THE TOURIST TRIAL

The result of this was included in our last edition but it can be quite enjoyable on a dirty winter's evening to look at it from your favourite armchair.

Comfortable slippers and a glass of your particular poison at hand, and all you need is the O.S.map 189 and of course the details:-

Start from the car park west of Norfolk Bridge in Shoreham (North side). We're even given the map reference so we should find this easily. (211050)

Stage One: Go over spot height 4 to a roundabout. Go S.E. to a church. Go S.W.along a path between water to Lancing Sailing Club (189038). Turn right to A259. Turn right along A259 for 50yards. Go left along a white road which bends to the left and goes under a bridge (184044). Immediately after this bridge dismount and walk up the steps. At the top of the steps turn left and go northerly towards spot height 105, following in sequence a red road, a yellow road, a white road and a road used as a public path. Before spot height 105 the road used as a public path is joined on the right by a bridleway. Turn right, at this junction. Follow the bridleway (broadly S.E.) to $\frac{1}{2}$ km before spot height 27. Turn right to A27. Turn left for 1km to Sussex Pad (Inn) Dismount and turn L past Inn on your left. Join a white road going north to turn right on to a yellow road to a trunk road (traffic lights). Turn right and immediately left along a white road towards a bridge. Just before the bridge turn right (S.E.) along an unfenced road to the point where this road turns sharp right (S.W.). Here leave this road turn left up the steps to the river bank. Turn right, under the railway bridge and follow the path (not shown on the map) to finish at the place from where you started (211050).

Well, that wasn't too difficult was it, so help your self to some refreshment and when you're ready have a look at the second section:-

Go N.E. over a bridge to a roundabout. Go north along A283 for approx,150 yards. Fork right and

follow yellow roads in a mainly northerly direction pass triangulation pillar (104) on your left. Fork right over spot height 77. Follow a road used as a public path S.E./E/S/S.E. via New Erringham Farm and Slonk Hill Farm to a roundabout on the A27. Turn West along a yellow road, over spot height 20, pass a hospital on your left to finish at cafe in S.W. corner of Buckingham Park (on your right) 221059.

Now that was a bit rough in places and took some of the participants longer than the organiser had expected. How did you get on? Oh! well, never mind have another drink. We were unlucky because the cafe was closed, but Sonia Mansell was able to step in with the primus and all the necessaries for a welcome cuppa.

We were a bit short of time so from here it was estimate in your mind how far it was to the Marquis of Granby pub at Sompting. Then hand in your watch state the time you are going to take and off you go. The distance is probably about 4miles. The times estimated varied from ten minutes to 22 minutes while the times taken were from 12.55 to 22.08. President Roger Smallman being very accurate and the winner of this section. Don't suppose you've even worked up a sweat.

So how about some questions, at least you can try those which did not relate to "observations on route".

1. Describe a public convenience in O.S.terms.
2. Where is the oldest post mill in Sussex
3. The event in which you are now competing is a memorial to whom?
4. How many players are there in a bicycle polo team?
5. Which street went from Noviomagus to Londinium (and vice versa!) ?
6. Do not refer to your map. How many windmills are shown within a 19km radius of Worthing Pier ?
(Sheet 198)
7. What do the letters C.H. signify on an O.S.Map ?

8. In Norman times there were six Sussex Rapes. Explain.
9. Who won the Tour de France in 1991 ?
10. What do the letters F.C. signify on an O.S.map?
11. Where does the Greenwich meridian cross the Sussex coast ? Name the town.
12. What are the official club colours ? (as noted in the rules).

Answers will be found later in this mag.
I say wake up.....

1991 BEST ALL ROUNDER COMPETITIONS

Senior Jeremy Wootton

50m.	2.12.47	
100m.	4.28.38	
12hr.	233.298	Average mph:21.456

Junior Colin Toppin

10m.	22.11	
10m.	22.14	
25m.	55.00	
25m	58.03	Average mph:27.423

Ladies Sheila Lucas

10m.	28.24	
10m.	29.59	
25m.	1.17.35	
25m.	1.12.22	Average mph:20.300

Veterans Richard Shipton (44)

<u>Distance</u>	<u>Actual</u>	<u>Standard</u>	<u>+mph.</u>
10m.	22.09	26.18	4.274
25m.	53.09	1.08.00	6.163
50m.	1.47.22	2.21.10	6.692
			Average +mph.5.709

continued over:-

Mike Gibbs (56)

10m.	22.44	28.52	5.608
25m.	1.00.21	1.14.22	4.685
50m.	2.07.45	2.34.23	4.051

Average +mph 4.781

Don Lock (55)

10m.	23.14	28.38	4.870
25m.	1.01.27	1.13.59	4.135
50m.	2.01.48	2.33.15	5.055

Average +mph 4.686

Ken Retallick (54)

10m.	23.02	28.25	4.935
25m.	1.00.49	1.13.16	4.191
50m.	2.08.43	2.32.06	3.583

Average +mph 4.236

Colin Miller (44)

10m.	23.15	26.18	2.963
25m.	59.20	1.08.00	3.222
50m.	2.11.37	2.21.10	1.542

Average +mph 2.575

Alan Stepney (44)

10m.	24.01	26.18	2.169
25m.	1.06.45	1.08.00	0.413
50m.	2.18.08	2.21.10	0.467

Average +mph 1.016

ANSWERS TO THE TOURIST TRIAL QUESTIONS

1. P.C.
2. High Salvington
3. Billy Argent
4. Five

5. Stane Street
6. Eleven: High Salvington, Rock(Washington)
West Blatchington, Waterhall(Patcham),
Jack and Jill (Clayton), Shipley, Keymer,
Rottingdean, Marlpitts(Nutley and Chailey
(North) You did not have to name them though
7. Club House
8. Administrative districts. Chichester,
Arundel, Bramber,Hastings,Lewes and
Pevensey. Again,you did not need to name
them, just say what they were.
9. Miguel Indurain
10. Forestry Commission
11. Peacehaven
12. Light and dark blue

CLUBMAN OF THE YEAR

This is one trophy which stays on the same mantelpiece for another year and deservedly so. Tony Palmer was again the selection in the secret ballot of committee members, having in their opinion done more for the club during the year than anyone else.

He has been the club events secretary, organising all the time trials for club competition other than the evening tens, for several years. At the same time he thoroughly involves himself in the club's activities and this despite the handicap of living in the northern outskirts of Brighton. He is a regular at the club room on Tuesdays and on club runs and rides time trials. His work for the club lives in his smart briefcase which travels with him exc ept when he's on his bike. It occupies his lunchtime at work, and come a club meeting, he can be relied on to have everything done, with copies for all that need them. His contribution to the general committee and to the running of the club is invaluable.

He may have too much sway when it comes to the selection of the menu for the club's annual dinner, but he does it all with a fine sense of humour and his fellow committee members, allow him these few minutes of power and manipulation. It is a small price for another year's most excellent service.

It is perhaps appropriate here to mention that because his work will for the greater part of 1992 take him to Reading, he is unable to continue as our Club events Secretary. If our time trial programme is to continue, can we have an early volunteer please. Tony has already set up the 1992 programme, as will be seen elsewhere in this Mag. and he will give every help to his replacement.

Well done Tony and thank you.

THE RECORDS

Let's just record again the new club records established during 1991.

Two riders were responsible, there's old man Richard Shipton, now 44 years of age and going ever faster. He set a new 50 mile record of 1 hour 47 mins. and 22 seconds. That must surely stay on the shelf until the next century, and the next generation of new cycling technology. He also continued to chip away at the 30 mile record, bringing it down last year to 1 hour 6 mins. 9 seconds.

The other rider was in the junior category and Richard will agree, is the category, to which we must look for the future. The performances of Colin Toppin have been showing steady improvement, but he burst through towards the end of the season to beat Nick Lelliott's old junior 25m record recording a superb 55 minutes 00 seconds. He also took the opportunity of updating junior place to place records - with a vengeance.

Worthing-Arundel-Worthing	41.06
Worthing-Findon-Worthing	15.48

Worthing-Shoreham-Worthing	21.07
Worthing-LonggFurlong-Worthing	25.33

EAST SUSSEX C.A. TIME TRIAL PROGRAMME FOR 1992

- Sun.1st Mar. 17.3m Hardriders Course G896
 Entries to Mrs.V.Stringer 8 Cypress Close
 Shoreham with fee of £3.
- Sun.5th Apr. 27m 2-Up Entries to K.Atkins 46
 Valebridge Rd.Burgess Hill. Fee £6 per team
- Sat.25th.Apr. 10m. Entries to R.Humphrey
 4 Ebenezer Cottages,Framfield,Uckfield. Fee £3.
- Sun.26th.Apr. 25m. Entries to R.Blackmore 'Ladymead'
 Snowhill, Crawley Down. Fee £3.
- Sun.21st.Jne. 50m. Course G 853 Entries to Mrs.G.
 Holland, 115 Upper Grosvenor Rd.Tunbridge Wells
 Kent. Fee. £3.
- Sun.19th.Jly. 100m Course G865 Entry to M.Rabbetts
 Jarvis Ct.Mottins Hill, Jarvis Brook, Fee.£4.
- Sun.2nd.Aug.50m. Course G853. Entry to G.Boore 24
 Faulkners Way,Burgess Hill, Fee £3.
- Sat.12th.Spt.10m. Course G815. Entry to L.Fanner
 39,Sunte Ave.Lindfield. Fee.£3.
- Sun.13th Spt.25m Entry to M.Hayler 44 Parkway, Ratton
 Eastbourne. Fee £3.
- Sun.27th.Spt. Hill Climb (Ashdown Forest) Entry to
 R.Blackmore,Ladymead,Snowhill, Crawley Down.
 Entry fee £3.

CLUB EVENTS PROGRAMME FOR 1992

Sun.	1.	3.92	Circuit 16m. Long Furlong	09.00
Sun.	8.	3.92	10m T.T.T (1 rider a vet)	
			Course G914 Washington	09.00
Sat.	28.	3.92	10m Course G914	14.30
Sun.	5.	4.92	15m G922 Ashington	09.00
Sun.	31.	5.92	25m G938 Angmering	07.00
Sun.	7.	6.92	50m Championship G 952	06.00 **
Thur.	25.	6.92	15m 2-Up T.T.T.Ashington	19.00
Sun.	28.	6.92	30m Championship Angmering	07.00

Thur.	2. 7.92	10m 2-Up T.T.T. Washington	19.00	
Sun.	5. 7.92	100m Championship. Yapton	06.00	**
Sun.	9. 8.92	12hr.Championship Washington	06.00	**
Sun.	16. 8.92	25m. Inter-Club Angmering	07.00	
Sun.	20. 9.92	Hardriders Pulborough	08.00	++
Sun.	27. 9.92	Hill climb Storrington	09.00	
Sat.	10.10.92	Grand Prix des Gents 2-Up	10.14.30	

Evening Ten mile series on the G914 Washington course will start on Thursday 7th May and run for 7 weeks until 18th June. There will then be a two week gap and then a restart on Thursday 9th July. The second part has six events, continuing until 13th August.

Events marked ** are run in conjunction with Sussex Cyclists' Association promotions. See S.C.A events programme below and consult the R.T.T.C. handbook for further details. If you wish to be eligible for club awards you must enter the S.C.A. and Club events with separate entry forms and entry fees. Entry forms are required for all events although for the ten mile series one form for the series is acceptable.

The event marked ++ is an Open promotion of the Worthing Excelsior but still incorporates a club championship with trophy so again to be eligible two entry forms and fees are required.

The Club's Open 25 is on Sunday 3rd May on the Chichester Road course from Angmering. This does not include any closed club competition so just the one form to the event Secretary for this one.

SUSSEX CYCLISTS ASSOCIATION TIME TRIAL PROGRAMME 1992

Sat.	14.3.92	16½m Circuit (Ashurst)
Sun.	15.3.92	25m G938 from Angmering
Sun.	22.3.92	21½m 2-Up T.T.T.Handcross
Sun.	10.5.92	25m Team Championship (Cowfold)

Sun. 7.6.92. 50m Championship (Angmering)
Sun. 5.7.92 100m Championship(Yapton)
Sun. 9.8.92 12 hour championship (Washington)
Sun. 6.9.92. 25m Championship (Angmering)
Sat.17.10.92 Hill Climb

WEALD & DOWNLAND RANDONNEES

On Sunday 26th April the Annual Audax event promoted by the Worthing Excelsior takes place. Two distances are available, a 200km Brevet De Randonneur and a 125km Brevet Populaire. The event headquarters will again be The Heene Centre in Heene Road, Worthing. For the shorter ride there's a 9.30 a.m. start and you can finish anywhen between 3.45 and 8.45 p.m. The 200km riders will start at 8.00 a.m. and must finish between 2.55 and 10.p.m. So you can see that there is ample time allowance for all categories. The route for the 125km is Adversane, Wisborough Green, Plaistow, Haslemere, Hindhead, Lurgashall, Wisborough Green, Fittleworth, Arundel and Worthing. The longer route is the same but with the addition of Tilford, Alton, New Alresford, Ropley and Farringdon. With the exception of the first and last few miles the majority of roads will be extremely quiet. In my quest to provide you with fine views at every opportunity, a sprinkling of hills are included.

Food and drink will be available at all controls. The entry fee of £2.50 (Only £2.25 if you are an Audax, C.T.C. or B.C.F. member) will include coffee/tea at the morning control in Wisborough Green.

I would be pleased to see more of you tackle the 200km. It is a distance of less than 130 miles and as has been shown, you have all day to do it. Both Vern McClelland and myself have ridden round the route in October. With my usual tea stops I meandered round in 9½ hours and Vern, not one for unnecessary stops, cruised round in just less than eight hours.

This event could be the start for many of another successful Audax year. There are many I know who would love to tackle a 300K (see separate report in this issue) and while the legs are nicely tuned up why not follow with a 400K and then the 600K. Should you ride these four events in the one season, as an Audax member you can claim the title of Super Randonneur.

Dave Hudson (S.R.)

POOR DAVE

My telephone call to Dave Hudson on Christmas Eve was not well received. This may have been due to my pretense of calling on behalf of the League for the Protection of Pussy Cats. I had heard from Paul Toppin how he had collected Dave from Hospital and taken him home to Shoreham with a broken arm after hitting a cat and taking a really heavy tumble near Maudlyn in the Coombes Road at Steyning.

The stupid feline had leapt out from a bank at the height of some six feet or so and landed immediately in the path of Dave's front wheel. There was no opportunity for evasive action.

With a figure of eight front wheel and the need for some new front forks the bike can be ready for the road again very quickly. Dave, however, may be off the bike for quite a number of weeks for the break is high in the arm, almost at the shoulder and can not be plastered. Just a sling to take the weight and let it heal itself seems to be the only medical answer, and for Dave that is going to mean a slow business and a lot of discomfort.

He informed me that pussy had continued its journey seemingly unaffected and I could tell that he was very relieved about that.

We hope Dave that you will soon be fully fit again and we promise we'll not mention p----s again - ever.

Don.

SIX TIMES IN A ROW

The East Sussex Cycling Association reintroduced its Reliability Trial in 1986. About 50 very hilly miles in the narrow lanes of East Sussex in November but with generous time allowances. The format appealed to Worthing Excelsior and fitted in reasonably well with our calendar, although coming as it did for the first five years on the day following our club dinner there were some who felt they should have stayed in bed. So with the enthusiasm of Dave Hudson we entered good numbers and for four years won the team award easily. In 1990 we found ourselves faced by very large entries from other clubs, but again we came out on top, although the margin was just '1'.

Alan Matthews whipped up the entries for '91 and with 29 things looked good. East Grinstead, Crawley and Gatwick had similar numbers though, so it would not be easy. At the start it was damp and foggy and we counted four non-starters from W.E.C.C.

Within a few miles as we climbed north east to Waldron and Heathfield many were finding it hard and a few even pulled out. We lost one when George decided that his mountain bike was not the best equipment for the job and headed back to Worthing. Five down and a long way to go - we had to hope that others were perhaps experiencing similar setbacks. Along the A265 and heading east we made better progress for a while. At Burwash Common though, it was north again and there were plenty of climbs. Never any problem with keeping warm. Mike Poland punctured somewhere in the Stonegate area and a detachment of Alan Stepney Alan Matthews and Our Ed. were left to assist and to pace him back to the main group. That's how serious we were! Slight panic crept in here as Tony Palmer, the only one who knew East Sussex, had ridden off with the map. However, in the Ticehurst area they were together again and this, our main group, was nicely up to schedule. The fast group of Richard Shipton, Colin and Paul Toppin and Vern McClelland had gone

past at great speed, so there was no trouble there and we knew that Dave Hudson was going well, but there were several others of whom we had no news. How were they doing?

At Flimwell we crossed the A21 and headed still farther east on the A268 to Hawkhurst and nearly as far as Sandhurst. We seemed a long way from home. We didn't venture into Kent on our normal Sunday morning runs. We at last turned south and west and headed on to the second check near Bodiam. At this point we lost Mike Poland who ran off to the woods to answer the call of nature. Not noticing his absence we moved off, and he, when once again on his bike took the first opportunity to go off course. Pleased to say he caught us up in the Robertsbridge area.

Rushlake Green and Horam were reached without incident and we were able to relax as the time and distance calculations grew evermore favourable. The last check was just north of Chiddingly and we then were able to take our time checking in at the East Hoathly headquarters.

Now came the counting and our chances looked good as we heard of other clubs failure rate. At the 3hours 20 minutes standard we were 100% all our four were home in good time. At the 3hours 55 minutes standard we had had 25 enter but only 20 started and of these only only 15 were to make it in the time allowed. Our total was 19 and the next best was Eastbourne who managed 16 from an entry of 24. So the Reliability Trial Shield rests for yet another year on the Worthing Excelsior Cycling Club mantelpiece.

Well done to all who rode including a number who managed the full distance although just out of time.

Successful qualifiers were:-

3 hours 20 minutes:

Richard Shipton

Paul Toppin

Vern McClelland

Colin Toppin

3 hours 55 minutes:

Alan Matthews

Dave Hudson

Tony Palmer
Sheila Lucas
Mike Gibbs
Karl Robertson
Mark Hawkes
Mike Poland
G.Parsons

John Lucas
Don Lock
Mel Robertson
Alan Stepney
Colin Miller
C.Halford

THE LAST GREAT PLACE TO PLACE RECORD ?

We have a number of place to place records in the Worthing Excelsior and for the most part they are Worthing to (Turn) and back. They have been of distances varying from about 10 to 70 miles and have been fairly regularly updated.

It is, of course, only within the prerogative of the President and past Presidents to establish new standards and new routes. Ray Douglass in the latter capacity recently decided to establish a standard for the straight out Worthing to Littlehampton. He surprised many with this decision for with 410,000 plus miles and 60 plus years under his belt it was felt that the trans-American may have been more suitable. He confided in the Worthing Wheel though, that he had been doing special short burst speed training with the over forties runs in mid-week outings and felt very confident about the eight mile challenge that he had set himself.

Late November was again surprising, for most of the late season record attempts are scheduled for October but he was reckoning on strong north easterlies. The weather bureau at Southampton had no doubt been fully consulted. Ray was not one to overlook detail and his plans had been meticulous. The R.T.T.C handbook (R.T.T.C. standing for Railway Time Table Con apparently) had received careful perusal and his 5,4,3,2,1 GO, was scheduled for 5.10p.m. He was clearly hoping to gain maximum drag assistance from the commuter rush hour traffic pouring out of the

town.

It was at this point that things started to go wrong, badly wrong, and a lesser man would have called it off. You see B.R. had either lost or changed the schedule. The start had to be delayed and although eventually making good speed out of Worthing he was destined to suffer two machine changes at Angmering and Ford. A marshall complete with peak cap took great delight in informing him at Ford that he had just missed a gear change. A re-start from here was delayed over forty minutes.

The reason he was out at Ford at all needs to be explained. A tourist at heart, Ray maintained that although this added a couple of miles he felt it was more picturesque and was worth it. At the Station at Littlehampton he was forced to quit his machine but he magnificently continued on foot to his own pre-selected chequered flag at the home of Club member Keith Dodman.

It had been a brilliant effort under the most difficult conditions and the standard set of just 2 hours 5 minutes and 27 seconds is going to take a lot of beating. It could remain 'on the shelf' for many years. Both Richard Shipton and Nick Lelliot have turned down invitations to have a go and the only person known to be interested was our current President Roger Smallman. He though wants to have confirmation first of all that the steak and kidney pie and the apple pie and fresh cream served up by Keith are included in the entry fee.

Roger we understand is working on a schedule of 2 hours 25 minutes. Wow! Inside two and a half hours! Jean says, "He'll never do it."

What's next Ray this could start a whole new look at record breaking.

JOHN PETERS

A name from the past that some of you at least will remember. John rode with us in the mid and late seventies. He now lives in Australia and through

Jim and Connie Hughes who are friends of his father, Ted Peters, we have recently learned that John is still very much "on the bike".

In the summer of 1991 he rode the Canberra Milk Race and was in the second category amateur class. The three stages were 80K, 120k, and 75 K and he finished 14th in his category out of an entry of 100.

We have asked Jim and Con to send our best wishes to him . He must be nearly a veteran now ?

REAL VETERANS

That's the over fifties. Here's a date for your diaries. Sunday 14th June should be kept clear for the C.T.C.Veterans Triennial Reliability Rides. One hundred miles and we gather that Ray Douglass and Roger Smallman are both hoping to partake. Roger is known to be stepping up the mileage, while Ray says he will be careful not to over train. Any other eligible members can certainly get further details from either of these two.

OUT OF THE DARKNESS

The following was overheard in the clubroom:-

Dave. "Ray, would you like to ride the Edinburgh 600K in June?"

Ray. "Well, I would indeed be interested, but I'm afraid I'm not one for night riding now"

Vern. "Ah! but you'll be alright Ray. It never gets dark in Scotland in June. So we'll put you down then."

From Ray there issued only a deep silence.....

WHEN WAS THIS?

At twelve hours Ray Douglass, Bernard Wright and Don Lock ventured into the Midlands for the Oldbury event. They encountered the roughest day imaginable

but all finished. Provisional mileages were: Ray 207, Bernard 225 and Don 226. Ray Douglass recorded a personal best 25time of 1 hour 2 minutes 9 seconds. Learning of Ray's personal another golden oldy has eased himself back into the saddle. There's a lot of extra weight to be pared away, but he rode the evening ten, seemed to enjoy it, and is coming back for more . Glad to see you again - John Lucas. The year will be found on a later page.

THE OVERALL RESULT OF THE 1991 EVENING TEN SERIES

This is a complete list of all those who completed the full number of rides. The points are simply an aggregation of the riders best placings; eight for seniors and six for juniors and schoolboys.

1st.	Colin Toppin	8	points	
2nd.	Jeremy Wootton	16	"	
3rd.	John Poland	24	"	
4th.	Colin Miller	32	"	
5th.	Ken Retallick	38	"	
6th.	Alan Stepney	57	"	
7th.	Mike Feeseey	63	"	
8th.	A. Leader	86	"	Schoolboy
9th.	Tom Bacon	87	"	
10th.	Peter Baird	91	"	
11th.	Ellis Bacon	98	"	"
12th.	Dave Nightingale	105	"	
13th.	Mike Poland	106	"	
14th.	George Wall	120	"	

HANDICAP RESULT

1st,	Mike Poland	21	"
2nd.	John Poland	18	"
3rd.	Mike Feeseey	17	"

FASTEST SENIOR RIDE: Colin Toppin	22.11
FASTEST SCHOOLBOY RIDE: A.Leader	27.26

THAT YEAR that we were referring to was ... 1975.

GABBLETALK:

We must explain to new readers, - who says we get new readers ? We do, if only on the basis that surely nobody would read it twice so if they read it for the first time - then they're new readers. Yes, well, anyway. Before we were rudely interrupted. We must explain that this character 'gabbletalk' does every now and again pop up with strange offerings for the Worthing Wheel. Pushed, as we usually are, for contributions, and as we dare to print anything, a number have in the past been published. See what you can make of this. Explanations typed on A5 for the Spring issue will be appreciated.

"This repdistable chair actor came out for jolly rubclun and much saunter through lanes a leafy -o a few weeklies back ago, and Oh! dear much shock and nasty bonk bonk within a few miley or so. Speedy up twenty plus and sixty two twiddly did power of no good and this on the uppy bits aswell also. Tollin Copman and Real Moberton also suffery while Trail Koberton hang much sensiplus to backy the wheel-o.

Real prob causee much concerny even to fitty Copman is prospectee new membee of the category, sexus wemale fomen - keep her out at all costs- Jan Scotchford who haileth from well north of Watford. Couldn't stand under accenty dialecto but then had big jobee keepy close enough to hear. Nice eyes? Don't know never got in front to see. Blondy of hair was noted worn straight out at backee at 25mph ee. Legs ? Yes, two, more than that cud'n say, they were always in big whiry.

Backy homewards and head into gale-ee terriblow, lots of sou wester in face. Me big twit up front - new Jan makee new club half wheely champ no time. Me makee last big effort no go. Macho image disapp-down the seat tube. Northy lady from Yeeds in Lorkshire, still much chatty asky questions... voice ...

going away ... loos ee contouch .. aroun Sompting
..... opening home for decrepid old ceteran vycylists.

.....

Gabbletalk "

MIKE RECALLS THE FIXES OF THE FIFTIES

The training ideas and the training runs of the late nineteen fifties were very different to those of today. Then it was simply a question of miles, miles, and more miles. The evening circuits that we would regularly cover were not 10, 20, or 30 miles but 40 or 50 and one I recall went out through Petworth and included the climb of Duncton on the way back.

There was nothing like so much traffic then and it seemed safer in the dark evenings although I think the pothole problem was still there. Perhaps I just didn't worry so much when I was younger.

A number of members still in the club used to be out on these bashes. Ray was a regular, for at that time he was racing all the long distances and was always very fit. He used to make us suffer a lot.

Very few rode gears; the fixed wheel was the choice of the majority for practically all time trialling. It was also considered to be a must for the winter training. Some would spend most of the winter months twiddling a 62". The favourite was about 66" and some of the strong men would be on 69". It seems funny now when we talk of gears in excess of 100" being used by ordinary riders in time trials. The average clubman in those days would seldom venture above 86" fixed, and then it would only be on what was considered to be a fast course and when he felt he was on good form.

We all worked Saturday mornings so we had no Don Lock "Saturday Saunters" but outside of the racing season we had very much longer and harder Sunday runs where we would be out from 8 or 9 o'clock and not back sometimes until the early evening.

Ray Douglass was in his prime and he would often lead these day long excursions. Stop for no man Ray or Iron Man Douglass were just a couple of his nicknames at the time. Dougall and Ageless Day Rugless have been added to the list in more recent times. Windsor and Winchester seemed to be among the favourite destinations. Not bad distances for the lunch venue and then some more hard riding to meet up with the less hard riding group for afternoon tea. We also used to do a regular run to Bagshot to watch the cyclo-cross. No mountain bikes involved then. We were still nearly thirty years from that development.

I recall one particular run which was hard but enjoyable. It was early in January in 1961 and we left from Broadwater Green at 8 o'clock. It was very cold. Ray was in charge and I remember that Dave Funnell, John Mansell, Doug Greenfield and Mike Venner were also there. We headed off along the coast into the easterly wind. No stops were permitted until we had left behind Brighton, Newhaven and Seaford and then we stopped only for a few minutes on the beach at Birling Gap. Why did we go down there? Can't recall, it may have been to dodge Exceat Hill, but unlikely, knowing Ray it was probably to get another couple of miles in. We pressed on to Eastbourne and gratefully partook of tea or coffee and food to keep us going. Pevensey was next under our wheels and then we began to turn inland to Battle and through the lanes to Hawkhurst. A mild complaint from John Mansell that we should by now be having our lunch was turned down by the Iron Man who insisted we could not stop until we reached Cranbrook. We got there at 1.30. Less than 30 minutes - the pubs closed at 2 o'clock then - in which to down a couple of pints and wash down some sandwiches. Ray could well have used the current phrase of "Time is miles" for he soon had us on the bikes again. I suppose the wind was behind us now but I seem to recall it was still quite hard; it was probably the pace that Ray was setting. The route back was Hawkhurst and then to Heathfield and south

west to Lewes. By now it was beginning to get dark and lights were switched on. I'm just thinking - where did we stop for an afternoon cuppa - you know I don't think he let us stop at all. I recall that we eventually stopped in Brighton for tea at a Joe Lyons Cafe. You use to find one of these in every town of any size. They usually were cafeteria style but were good value. For many years there was one on the east side of South Street in Worthing. We were all very hungry and tucked into a good cooked meal. Even Ray was stoking up for the final few miles. By the time we got back along to the Worthing Pier we had covered about 120 miles.

When are you doing the next one Ray ?

Mike Poland

MORE ROAD WORKS

For those who use the Bognor Regis C.C. 25 mile course starting and finishing on the A259 out near Colworth there could be much frustration this year. The Department of Transport have made a grant of £3.5 million to the West Sussex County Council and the first stage of a complete uprating of the A259 between Bognor and Chichester is to begin in April. The road will become a dual carriageway and the first section from the A27 junction to Drayton will soon be underway. There will also be improvements to reduce delays at the Bognor Bridge roundabout where the A259 joins the A27, Chichester Bypass road.

The County Council say that they hope to make a start on the remainder of the work between the North Berstead area of Bognor and Drayton in 1993/4.

What effect this will have on the use of the 25 mile and other courses remains to be seen.

THE PRESIDENT WRITES

I would like to take an opportunity - through the pages of the "W.W" to send New Year greetings to all,

and to hope that the year will be a good one.

The old year was, sadly, marred by war and strife around the world - in fact, a year that I'm sure we are glad to see the back of. Dare we hope that 1992 will proceed rather more peacefully ?

However, the W.E.C.C. year seemed to me to be a good one, and notwithstanding the fact that a few murmurs of discontent were heard - I feel that, by and large, members are satisfied with the programme of events as provided.

Which brings me to my last point - the Committee members and others whose work throughout the year enables that programme to run smoothly, month by month with scarcely a hitch. They all deserve a big vote of thanks.

In the coming year you may be doing some fast competitive work, you may be "off road" riding on your ATB, or merely meandering along our delightful lanes. But whatever it is, enjoy your cycling.

Roger Smallman

S.C.A. Prize Winners 1991

2-up TTT	R Taylor/K Taylor	E. Grinstead CC	Vets Team
Circuit TT	Miss Thompson	Brighton Excel	1st Lady
Circuit TT	D Bennett	Sussex Nomads	1st Junior
25 Champs			1st Junior
Circuit TT	F Shepherd	Bognor Regis CC	1st Vet on Std
Circuit TT	M Beaumont	Central Sussex CC	1st Juvenile
Circuit TT	K Harding P Lipscombe A Jones	} Central Sussex CC	1st Team

Circuit TT	D Cottington	Charlottville CC	Winner
March 25	H Featherstone	Norwood Paragon	1st Vet on Std
March 25 25 Champs	Miss A Winchester	Eastbourne Rovers	1st Lady 1st Lady
March 25	C Toppin	Worthing Excel	1st Junior
March 25	C Toppin P Burgess S Gumbrill }	Worthing Excel	1st Team
Team Champs	T Harris A Smith A Payne V Lowe }	Brighton Excel	1st 'A' Team
Team Champs	P Blackmore S Blackmore T Ellis R Taylor }	E. Grinstead CC	2nd 'A' Team
50 Champs	S Dennis	E. Grinstead CC	1st
50 Champs	S Dennis S Blackmore R Parker }	E. Grinstead CC	1st Team
50 Champs	D Brewer	West Kent CC	1st Vet on Std
50 Champs 100 Champs 25 Champs 25 Champs	R Shipton	Worthing Excel	2nd Vet on Std 2nd 3rd 1st Vet
25 Champs 50 Champs	R Parker	E. Grinstead CC	1st Vet on Std 3rd Vet on Std

100 Champs	J Wootton D Lock R Shipton	}	Worthing Excel	1st Team
100 Champs 12 Hour	C Robson		Eastbourne Rovers	1st Vet on Std 1st Vet on Std
12 Hour	M Rabbetts		Lewes Wanderers	1st
12 Hour	G Knight		Brighton Excel	Best Improve.
12 Hour	G Knight V Lowe K Balcombe	}	Brighton Excel	1st Team
25 Champs	S Woodbridge		Brighton Excel	1st Juvenile
25 Champs	B Reeves		Central Sussex CC	6th fastest
25 Champs	P Roberts		Lewes Wanderers	5th fastest
25 Champs	K Harding		Central Sussex CC	4th fastest
25 Champs	N Lelliot		Worthing Excel	1st fastest
Hillclimb	R Smith		V C Etoile	2nd fastest
Hillclimb	S Elms		E. Grinstead CC	1st fastest
BAR	V Lowe K Balcombe P Fray	}	Brighton Excel	1st Team
Vets BAR Senior BAR	P Fray		Brighton Excel	3rd 8th
Vets BAR Senior BAR	J Harris		Crawley Wheelers	2nd 11th

Vets BAR	D Boorsma	Crawley Wheelers	1st
Senior BAR			10th
Senior BAR	R Johnson	Brighton Mitre	9th
Senior BAR	K Balcombe	Brighton Excel	7th
Senior BAR	R Keevil	G S Stella	6th
Senior BAR	A Gould	Crawley Wheelers	5th
Senior BAR	J Wootton	Worthing Excel	4th
Senior BAR	V Lowe	Brighton Excelsior	3rd (21.913 mph)
100 Champs	S Blackmore	E. Grinstead CC	3rd
12 Hour			2nd
12 Hour			Best First 12
Senior BAR			2nd (22.905 mph)
Hillclimb	M Jones	G S Stella	3rd
12 Hour			3rd
50 Champs			2nd
25 Champs			2nd
Team Champ			1st Individual
100 Champs			1st
Points Comp.			1st
Senior BAR			1st (23.408 mph)

PREDICTIONS FOR 1992

Marvin Lucas spends the year studying the law. This is a change for they normally spend the year studying him.

Mel Robertson takes on the job of Club Events Secretary and by the year end is hot tip to take over the running of The Tour de France.

Alan Orman breaks all time record by paying his club subscription for four years running. He now realises he meant to join the Harriers.

John Maxim takes Arun-Adur section of West Sussex C.T.C. to the European Courts over mismanagement of the sections affairs.

Alan Matthews gets a grown up bike for his birthday.

Don Lock, desperate for further technical development fixes tri-bars to his tri-bars and calls them sexbars! Cadbury's objected to 'Bar Six'

John Lucas drills lots of black and red holes into Marvin's disc wheel and starts roulette evenings at 38 The Lawns, Sompting.

John Poland takes new record for the Washington ten course in a milk float.

Alan Stepney rides Sussex 12 hour and tells his wife it was a Dave Hudson all day run.

John Gilbert spends yet more bargain 'Breaks' yogourting around the French Alps, and returns home with a tub of Ski, 'Thick and Creamy' in each ear.

Dave Hudson fits patent 'cat Catcher' to front wheel. Since hitting cat he now goes out a lot "A.M." "After Meeow" !!

Roger Smallman invests in some tri-bars to help him keep up with Jean.

Jean Smallman meanwhile purchases a mountain bike and plans to use it in an early attack on the north face of the Railway Bridge in Broadwater Road.

Mike Gibbs is presented with yet another pair of Jeremy Wootton's old training tights and wins the techno-wheelie award for second year in succession.

The bottom falls out of the Tony Palmer mudflap empire. He diversifies into turning plastic washing-up liquid bottles into lightweight guaranteed stripproof blocks with 5, 6, or even 7 sprockets!

Paul Toppin has a full season. Rides a hundred and is very tempted to tackle the 12 hour. He beats younger brother Colin once.

Colin Toppin wins Club road race and beats Paul

twice a week.....

The Golden Oldies tour at Whitsun amasses 40 miles in four days and Ray Douglass immediately enters National 24 hour.

John Mansell starts unicycle classes. Tuition is free but you apparently need two broomhandles!

Mike Feesey sits up on a training run and discovers it is also possible to ride with your hands on the top of the handle bars.

Mike Poland gets new map showing that there are areas west of Chichester. He also gets a Saturday morning pass which now extends until noon.

In the Club canteen Cliff Hawkins and Peter Kibbles win the 'Happiest Hostess' award, a kiss from Past President Ray Douglass. It would have been presented at the A.G.M. but in deference to the younger members and the more sensitive of us the recipients have declined to accept.

Vern McClelland having cleared a recumbent Don Lock on the road in Steyning, is now to take the second of the Evil Kinevil evening classes, and go for the five cyclists leap from the back of a lorry.

After the success of his Whitsun Tour for the Golden Oldies, Keith Dodman couples a bid for Saga Holidays with a take over bid for Thomas Cook.

Jim Hughes with a new surge of enthusiasm after his aquisition of a trike, will be considering the Club's three wheeler records. His best for Ivydore Close to 'SPAR' and back is 22 minutes at time of going to press.

Nick Lelliott reaches last eight of the National Individual Pursuit Championships wearing a woolly hat and riding a cyclo-cross bike.

Richard Shipton with ten more 25's under the hour on the E.72 course in Essex claims the London - Colchester A11 road as his. R.T.T.C. to fight his claim against the A.A. and the R.A.C. Malcolm Pink London South R.T.T.C. Chairman will handle his case. He will claim, to start with, that not one of the

drivers using the road was wearing a helmet!

THE TOP RIDES OF 1991 (As far as we can ascertain)

AT 25 MILES

1. Richard Shipton	Unity	53.09
2. Nick Lelliott	Sussex	54.11
3. Nick Lelliott	Epsom	54.41
4. Colin Toppin	Edgware	55.00
5. Richard Shipton	Redbridge	55.15
6. Richard Shipton	Sussex	56.04
7. Richard Shipton	Brighton Mitre	56.55
8. Richard Shipton	Finsbury Park	57.00
9. Richard Shipton	Viking	57.04
10 Paul Toppin	Antelope	57.11
11. Richard Shipton	V.T.T.A.	57.52
12. Richard Shipton	Club	57.56
13. Colin Toppin	Redbridge	58.03
14. Colin Toppin	Epsom	58.27
15. Paul Toppin	Sussex	58.39
16. Paul Toppin	Finsbury Park	58.48
17. Colin Toppin	Bec	58.55
18. Colin Toppin	Inter-Club	58.58
19. John Lucas	Southampton	59.14
20. Colin Miller	Clarence	59.20
21. Colin Toppin	Brighton Mitre	59.27
22. Colin Toppin	National Junior	59.31
23. Richard Shipton	V.T.T.A.	59.32
24. Paul Toppin	Old Portlians	59.37
25. Steve Geran	Sussex	59.44
26. Jeremy Wootton	Essex	59.49
27. Paul Toppin	Brighton Mitre	59.50
28. Jeremy Wootton	Club	59.52
29. John Poland	Brighton Mitre	59.56

We think that is every ride under sixty minutes but if we have missed you out we apologise, but it is quite a task to get hold of everybody to check out these details.

AT 10 MILES

1. Nick Lelliott	Club	21.04
2. Nick Lelliott	Club	21.05
3. Nick Lelliott	Crawley	21.54
4. Richard Shipton	Sydenham	22.09
5. Colin Toppin	Club	22.11
6. Colin Toppin	Club	22.14
7. Jeremy Wootton	Club	22.16
8. Colin Toppin	Club	22.21
9. Colin Toppin	Club	22.28
10. Colin Toppin	Club	22.30
11. Colin Toppin	Croydon	22.35
12. Jeremy Wootton	Club	22.36
Colin Toppin	Club	22.36
14. Colin Toppin	Club	22.40
Jeremy Wootton	Club	22.40
16. Paul Toppin	Club	22.45
17. John Lucas	Club	22.49
18. Jeremy Wootton	Worthing	22.53
19. Paul Toppin	Croydon	22.54
John Poland	Club	22.54
21. Richard Shipton	34th Nomads	22.56
22. Colin Toppin	Club	22.57
23. Colin Toppin	Club	22.57

Again it has been impossible to check with every rider and in many cases, even where we have checked it is strange but many do not seem to keep a handy record of their rides.

AT 50 MILES

1. Richard Shipton	Essex Roads	1.47.22
2. Richard Shipton	Viking	1.52.28
3. Richard Shipton	Southgate	1.55.03
4. Richard Shipton	North London	1.55.10
5. Paul Toppin	Oxonian	1.58.24
6. Richard Shipton	Sussex	1.59.42
7. Don Lock	Middlesex	2.01.48
8. Mike Gibbs	Oxonian	2.07.41

9. Ken Retallick	Wessex	2.08.30
10. Don Lock	New Forest	2.09.48
11. Colin Toppin	Sussex	2.09.58
12. Vern McClelland	Racing Team E.	2.11.41
13. Colin Miller	Wessex	2.11.43
14. Simon Letts	Sussex	2.12.13
15. Don Lock	Sussex	2.12.34
16. Jeremy Wootton	Sussex	2.12.47
17. Don Lock	Wessex	2.12.56
18. Mike Gibbs	Wessex	2.13.15
19. Mel Robertson	Sussex	2.15.03
20. Alan Stepney	Sussex	2.18.08

WAITING FOR NICK

On the Saturday following Christmas I thought a potter across the Downs on the mountain bike would make it dirty - Jeremy Wootton explaining that clean equipment looks unused. So there I was enjoying the air at a very sedate pace when a full racing machine jumped over the fence in front of me. No it wasn't Santa with a belated present, it was our own Nick Lelliott taking a shortcut from Storrington on his cross bike. However, Nick had a problem, for what he had failed to allow for was that spare tubs and the like stuck into ones back pocket quite considerably increase the body size - and there was Nick well and truly stuck between the upper and lower strands of a barbed wire fence. "Need some help." I say, chuckling away at his predicament. "Yes please." he said - "Good job you came along, I might have been here for weeks. Having rescued him, imagine my horror when he asks "Mind if I ride along with you." As everyone knows, Nick doesn't know how to ride slowly and I thought I'm now in for a hammering - still I'm used to getting dropped so it won't hurt for long.

After about 100 yards Nick said "B***** - my cranks come loose you had better go on ahead." "No."

I said, "I'll hang on for you just in case!" It's probably the only time or opportunity I'll get to say "I waited for Nick Lelliott."

Having left the Downs a quick visit to the Gibbs Garage tightened the offending crank and off he went at his normal speed - without me - thankfully.

Mike Gibbs

CHAIRMAN'S CORNER

In this the first magazine of 1992 may I wish all members and their families a happy and healthy year.

With February fast approaching the Annual General Meeting will soon be with us - In the Clubroom on Tuesday 18th February. This is your opportunity to air your views - propose new ideas, volunteer your services and influence the way the club operates. So please make every effort to attend and participate - no matter what particular aspect of cycling interests you - That's what A.G.M's are for.

Mike Gibbs

A SERIOUS NOTE to fill a space.

For some time now I have been finding it more and more difficult to complete the magazine to my self imposed schedules. Partly I think this is due to a lack of inspiration, born, maybe, from having done the job for nearly twenty five years. Partly though it is due to the fact that I produce about 80% of the content of each issue and this is not good for the magazine. It lacks balance and becomes narrow in view. We all have different attitudes to all matters - cycling - as with anything else and it is important for those views to be expressed.

I get nostalgia in plenty. I think we need up to date comment, so let's be hearing from you. Ed.
