

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

SUMMER 1993

Vol. 26 No. 2

SUMMER 1993=====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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THE "TRACK SITUATION" 1948.

We are grateful to the Worthing Rugby Club for these letters from their archives....

FROM WORTHING EXCELSIOR TO WORTHING RUGBY CLUB

23rd April, 1948.

Dear Mr. Ivens,

As the Hon. Time Trials Sec. of the above club I have been instructed by the General Committee to communicate with you with a view to obtaining your sanction for the use once per week - preferably Wednesday - of the Rugby Ground at West Worthing (Note 1) for cycle racing events.

The Club has for some years been pressing the need for a cycle track in Worthing, the nearest at present being located at Preston Park, Brighton. However, apart from the obvious disadvantages of distance Preston Park cycle track is, on the frank admission of the National Cyclists' Union, dangerous. (Note 2) My Club therefore wishes to find a grass track in Worthing to enable its riders to enjoy a regular evening's sport in safety and within comfortable reach of their homes.

Mr. Hughes, of the Worthing Harriers, has intimated that his Club has arranged with you to lay a quarter-mile track on the Rugby Ground for the use of its members twice weekly, and has suggested that my Club makes application to you for similar facilities on Wednesday evenings.

It is fully understood that the ground must be kept in perfect condition for the sport for which it is primarily intended, and with this end in view I would like to include the following points for consideration and to aid you in reaching a decision:-

(1) The extremely light cycles and smooth tyres used by racing cyclists, would, in our opinion, cause less injury to the grass than running "spikes" or football studs.

(2) The speed attained by racing cyclists on roads is appreciably reduced when racing on grass tracks.

(3) The decision of your groundsman (or Mr. W. Hughes) on any matters relating to the use of the ground, especially when it is considered to be too wet to use, will be unquestionably accepted.

(4) In the event of another organisation wishing to arrange a Sports Meeting on an evening which clashes with my Club's arrangements - always providing this application receives your favour - my club will be quite willing to forego its fixture.

(5) There is no question of a "gate" for our events, which take place approximately one evening in three, and which would be confined to Worthing Excelsior Cycling Club members. The other two Wednesdays would be reserved for training purposes. Our sole intention is to provide entertainment and sport for our members, not commercialised racing.

(6) The Club is willing to offer payment up to £5.5.0 for the use of the track laid by Mr. Hughes until the commencement of the Rugby Football season.

My Club hopes that you and your committee will give sympathetic and early attention to its needs as the cycle racing season is now well under way.

Yours faithfully,
(signed)

Denis E. Dean.

Hon. Time Trials Sec.
Worthing Excelsior Cycling Club.

FROM WORTHING RUGBY CLUB TO WORTHING EXCELSIOR
CYCLING CLUB.

11th May, 1948.

Dear Sir,

I duly brought your letter of the 23rd ult before my Committee on Friday last and they are willing for you to have the use of the Ground on Wednesday evenings until the 4th of September (which is the date the Harriers finish) on the terms and conditions stated by you in your letter for the sum of £ 10.10.0.

My Committee regret that they are unable to accept a lower rent and ask me to say that they consider this figure to be reasonable - averaging out at approximately 10/- per evening.

I shall be glad to know if this is acceptable to you.

Yours faithfully,
(signed)

A.S. Ivens.

Hon Sec.

P.S. The Ground has been let to the Girls Life brigade for their Annual Sports on Wednesday 28th July until 8 p.m.

FROM WORTHING EXCELSIOR TO WORTHING RUGBY CLUB
11th May 1948.

Dear Sir,

Your letter of the 4th instant came before my committee on Monday last, and they have agreed to your terms for the use of the Rugby Ground until September 4th. Please find cheque for £10:10:0 enclosed.

We should like to commence our activities on Wednesday May 19th and hope this meets with your approval.

I thank you for your letter of the 10th instant and note that the Girls Life Brigade do not after all require the ground for 28th June.

Thanking you for your kind attention to my Club's wishes.

I remain,

Yours faithfully,
DENIS E. DEAN
Hon. T.T. Sec.

FROM WORTHING EXCELSIOR TO WORTHING RUGBY CLUB

Dear Sir,

I thank you for your letter of the 11th inst. and am pleased to note that your Club has agreed to accept my Committees' offer of the use of the ground as stated in my letter of the 4th inst. for the sum of £10.10.0.

I also acknowledge receipt of your cheque for this amount.

Yours faithfully,
(signed)
A.S. Ivens., Hon Sec.,

NOTES: (if you're interested)

1. The Rugby Ground was then just off Castle Road, and its club-room (which John Grant helped demolish) lay behind the flint farm building there. The whole lot is now built on.

2. Preston Park track opened in May 1887. Dressing-room Corner was notorious for years, riders often finishing up in the spectators, but it has long since been banked more steeply, and made much safer.

The S.C.A. Circuit Event- 13th March, 1993.

This sixteen and a half mile circuit, Ashurst and anti-clockwise back to Ashurst via Ashington, is a quite popular early-season Saturday afternoon event. This year though Worthing's involvement was very limited, both in numbers and performance. Just three rode, and the best ride would be that of Ken Retallick. Known to the Editor as Grandad, he dragged his aging limbs round the sporting circuit in 41 minutes 29 seconds, and only Fred Shepherd of Bognor could beat him in the Zimmer-assisted, - sorry, Veterans', section.

Paul Toppin was only a little quicker with 40.07, but we knew that he "hadn't really got going by then". Peter Baird came out of his Billingshurst winter hide-out and went comfortably in 43.13.

The event was won by the East Grinstead star rider Steve Elms, with a new course and event record time of 36 minutes 9 seconds - Phew!

Don.

The S.C.A. 25 - 14th March, 1993.

How Steve Elms took himself round the Tour of Worthing "25" course in 54 minutes 12 seconds and this early in the season was a question unanswerable to the majority. Even the few who got within 5 minutes of this time were left in wonderment at the performance.

Our best effort, and it was a good one, came from Colin Toppin, who recorded 59.19 to finish fourth. There were also excellent rides by Jeremy Wootton - 12th in 1.1.45 and Mike Muzio 1.2.10.

Other Worthing times were;

Colin Miller	1. 5.16
Ken Retallick	1. 5.38
Peter Baird	1. 6.04
Chris Bacon	1. 6.18
Jan Scotchford	1. 8.46 (ladies' winner)
John Poland	1.12.46 (Doing his milk round?)
Reg Searle	1.28.54

MICK VENNER.

Do some of you remember Mick? Yes, of course, certainly those of you who were riding with the W..E.C.C. in the Sixties. Well, how many of you spotted the result in Cycling Weekly of the Paul Reid Memorial Veterans' Ten Mile time trial promoted by the Corinthian C.C. near Buckfastleigh? In third place on scratch time was evergreen Mick with a sprightly 23.11

And then there was his "59" in the National 25 a few weeks later.

Club 10-mile T.T., Saturday 27th March, 1993.

Pos.	Name	Actual	h'cap	H'cap Time.
1st	Paul Toppin	22.20	0.30	21.50
2nd	Colin Toppin	22.40	Scr.	22.40
3rd	Jeremy Wootton	22.51	0.40	22.11
4th	Alan Orman	24.20	3.00	21.20
5th	Chris Bacon	24.26	3.00	21.26
6th	Vern McClelland	24.36	3.00	21.36
7th	Colin Miller	24.52	3.20	21.32
8th	Andrew Lock	24.58	3.10	21.48
9th	Peter Baird	25.22	3.10	22.12
10th	Jan Scotchford	26.01	3.50	22.11
11th	Alan Langham	26.18	4.30	21.48
12th	Robert Downham	26.57	5.00	21.57
13th	Reg Searle	32.40	9.00	23.40

D.N.S.

Alan Reeves.

Don Lock

Ken Retallick

Awards.Fastest.

Paul Toppin

Handicap.

1st Alan Orman

2nd Chris Bacon

3rd Colin Miller

Timekeepers: Ray Douglass.

Mike Gibbs.

Pusher-off Mel Robertson.

Teas Karl Robertson.

Club 15-mile T.T., Sunday, 4th April, 1993.

Pos.	Name	Actual	h'cap	H'cap Time.
1st	Jeremy Wootton	37.13	Scr.	37.13

2nd	Alan Orman	39.37	2.20	37.17
3rd	John Poland	40.31	0.30	40.01
4th	Chris Bacon	41.20	4.00	37.20
5th	Peter Baird	42.10	3.45	38.25
6th	Alan Langham	42.23	5.00	37.23
7th	Alan Matthews	44.12	3.45	40.27
8th	Karl Robertson	45.03	4.20	40.43
9th	Robert Downham	45.07	7.20	37.47
10th	Graham Parsons	47.08	6.30	40.38*
11th	Mike Poland	50.39	9.00	41.39
12th	Reg Searle	53.27	13.00	40.27

* includes 25 secs late start

Awards.

Fastest.

Jeremy Wootton

Handicap.

1st Jeremy Wootton

2nd Alan Orman

3rd John Poland

Junior 15 mile trophy.

Karl Robertson.

Timekeepers: Ray Douglass.

Mike Gibbs.

Pusher-off} Mel Robertson.

Teas } Karl Robertson.

Club 10-mile Two-up T.T., Sunday 7th March, 1993.

1st	Nick Lelliott }	22.34
	Mike Muzio }	
2nd	Ken Retallick }	24.12
	Chris Bacon }	
3rd	Jan Scotchford }	24.39
	Don Lock }	

4th Mike Feeseey } 26.12
 Alan Langham }

Awards: 1st Nick Lelliott and
 Mike Muzio.

Timekeepers: Reg Searle, Ray Douglass.

Pushers-off: Mel Robertson, Karl Robertson.

This event required one at least in each team to be a veteran. Clearly not as popular as the end-of-season Grand Prix des Gentlemen, the committee have made note to change this to an ordinary two-up in '94

The Spring Road Race - 3rd April, 1993.

The 'nth running of this event for Juniors, Ladies, and third category riders was in many respects one of the most successful. It was on the Ashington circuit, which gives a nice 4-mile lap with one sizeable climb and plenty of twists and turns. Twelve laps (48 miles) was also to provide a good race which retained interest until the end. While it may be that there were only a small number prepared to work, that is a regular failing and it was great to see Worthing colours riding with courage and conviction. They ensured that this one would not be a procession.

With little more than a lap completed, Colin Toppin had taken a flyer and was settling down to a 50 mile time-trial. His lead stretched to just over a minute, but the bunch still largely intact was maintaining a good speed, and the A24 stretch into the strong Southerly was hard on a man on his own. By lap five they had reeled him in.

Colin still looked strong though, and was to

remain near the head of affairs. He was not done yet, and neither was Worthing's only other rider, Mike Muzio, who had been sitting comfortably on the back of the bunch throughout the first seven or so laps.

As they came round on the next lap another was seen to be trying his luck. Attacking on the Rock Hill, Graeme Freestone-King of the Verulam was clear by a hundred yards. James Walmsley V.C. Etoile was attempting to get with him, and also clear of the bunch was Mike Muzio. Now if these three could get together, they might stay clear.

Over the hill again and with less than three to go Mike and Graeme were clear - well clear - maybe three-quarters of a minute. They were working together and it looked like being decisive. Worthing supporters knowing of Mike's hill-climbing abilities were already beginning to consider another Worthing winner to follow in the shoes of Paul Toppin (14 years ago), and more recently, Jason Buckley.

Their lead was enough, for just a sufficient time the bunch started thinking about who was going to come third, and their hesitation ensured that the lead was never again threatened. Over the last lap the activity in the main group, still about 20 strong, increased. They were stretching out and several were losing touch. This did not include Colin, who, despite his early efforts, stayed in the first half-dozen or so.

At the finish Mike's climbing ability told, and leading all the way from the A24 junction he held out to win by about 3/4 of a length. A superb effort. Colin's early energy had made a good race of it and Mike was able to profit from this over these final laps. If they had planned it then

they couldn't have done it better.

At about one minute the bunch arrived. They were led out by a fast-finishing Sam Quinn of V.C. Meudon who secured third place, but from the rest Colin found a gap on the inside and held on for a fine fourth.

The 49 miles were covered in 2.15.00, not bad considering the cold and the strong Southerly wind. The rain, fortunately, held off until the riders had finished, but it was a close run thing.

Vern McClelland was the promoter and did the club proud. Lots of club members were out marshalling and officiating in all kinds of different ways, bike-checking, communications, judging, car-driving and making tea and cakes. Can't think when I enjoyed a local road-race so much.

Don.

The following is a copy of letter received recently from Mike Hayler of the Brighton Mitre C.C.

Brighton Mitre C.C.

CENTENARY YEAR

1994

24 HOUR Unpaced Road Time Trial

Sat. and Sun. - 25th and 26th June, 1994

(Under R.T.T.C. Regulations)

(Route subject to approval of Road Time Trials Council)

Almost twenty years will have elapsed since the Catford Cycling Club held the last of its famous 24 Hour Unpaced time trials on Southern roads in 1975. As a regular promoter of 24 hour

events since 1925 the Catford found that its annual '24' had, so it seemed, outlived its appeal and, reluctantly, it was decided to call a halt.

Road traffic conditions have changed beyond recognition since that time..... and so have many roads. An entirely new generation of cyclists have also grown up and are now competing, very successfully, in all facets of the sport. A great many of these riders have never witnessed an event of the magnitude of a 24 Hour! There are also still many current, and past, clubmen and women who recall the 'good old days' with some pride and affection. 1992, incidentally, saw a very encouraging rise in the popularity of both existing 24 Hour events.

With all these features in mind, the Brighton Mitre Cycling Club, as part of its 100th Year Anniversary celebrations, has decided to promote a one occasion only unpaced 24 Hour time trial over Sussex roads. This is a tremendous task and one which calls for a great deal of enthusiasm and devotion on the part of many helpers.

The route to be followed has yet to be approved by the Road Time Trials Council, but with various road improvements now in place it is possible to link routes in both West and East Sussex in the same event. This will add a truly Sussex flavour to the occasion. The '24' is likely to start, and finish, in West Sussex, using many roads familiar to competitors in the Sussex Cyclists' Association Open 12 Hour event, but most night hours will be spent in the east of the County.

This letter is intended to give advance notice of this forthcoming attraction so you may give some thought to your own arrangements, and plan accord-

ingly. This 24 hour will be a highly organised affair..... in keeping with the long standing traditions of the Brighton Mitre..... make certain you keep in the picture by completing and returning the enclosed proforma as soon as possible.

Don't forget ALL persons who volunteer to help and whose names will appear in the Mitre's 24 hour Programme of the Event are guaranteed "free entry" into a special Centenary Dinner draw, from which a number of lucky winners will become Guests of Honour at the Club's 100th Anniversary Dinner to be held in Brighton during November, 1994.

Both the '24 Hour' and the Centenary Dinner will be too good to miss..... so let's be hearing from you.

Yours in Sport

Mike Hayler
Event Organiser
BRIGHTON MITRE C.C.

Volunteers should form a disorderly queue at the canteen next Tuesday!

A New Team Record.

This occurred in the evening ten of 30th July 1992 and was only recently spotted by race-book writer Andrew Lock. Nick Lelliott led the way in a

close-to-course-record ride of 20.54, Mike Muzio supplied a personal best 21.40 and Paul Toppin completed the necessary trio with 21.54 for an aggregate of 1hour 4 minutes 28 seconds, quite a big improvement on the previous best of 1 hr 6 minutes 8seconds.

Some of the club's committee are unhappy at the acceptance of club team records in club competition and it can hardly be said that they were riding as, or had entered as, a team. This however seems to have been accepted in the past. What do you think? Should team aggregates be accepted only, for example, in Association or open competition?

Please let us know your thoughts.

London Marathon, 1993.

It's not often "The Times" gets the news wrong! However, their report on my performance in this year's marathon placed me at 4,642 out of 24,604 finishers, with a time of 3.23.04.

The truth is that I finished 4,591 in 3.22.33 (official confirmed result). When the 24 seconds it took me to cross the start line are taken into account I improved over 8 minutes on last year (around 15 seconds per mile!!)

My final time may have been nearer 3hrs 15 mins had I not "faded" (well, you can't "bonk" in front of all those people!) in the last 6 miles. Having gone through 20 miles in 2hrs 30 the final 6 should have been easy, but like riding a "12" marathons are funny things and you never know what's round the corner.

The reports say conditions were far from ideal (wet and windy) however I've no idea what "ideal" Marathon conditions are meant to be so I will not complain.

The challenge must be to improve next year but I think that may be easier said than done.

Jeremy Wootton.

A friend of mine lent me a World War II Ministry of Information pamphlet, entitled

If the INVADER comes
WHAT TO DO - AND HOW TO DO IT

It instructed civilians to stay put, leaving the roads clear for our defending armies: it urged alertness, and reporting to the police any unusual incident, like..

Try to check your facts. The sort of report which a military or police officer wants from you is something like this:-

"At 5.30 p.m. to-night I saw twenty cyclists come in Little Squashborough from the direction of Great Mudtown. They carried some sort of automatic rifle or gun. I did not see anything like artillery. They were in grey uniforms."

Could have been the Wehrmacht Excelsior out on a routine club-run?

John Grant.

Welcome Lesley.

Lesley Barrett from the "notorious" Durrington area has joined us recently, introduced by Peter Eldridge. A lady who has previously done a lot of running, Lesley now turns her attention to 'cycling. Before joining us she had a couple of good long-distance rides to her credit but no racing. She has put in some impressive "10" times in the evening series, and a creditable twenty-five.

Next comes the fifty, and don't forget the club-runs in the autumn - these could be even harder!

Obesity Awards.

These are not part of some anti-slimming campaign but the latest prize innovation to the "Always Looking for Something New" attitude of our open 25 promoter, Tony Palmer.

In the result just published it is noted that Miss S. Lade of the Eastbourne Rovers was **FATEST** lady.

Tony says he has no plans to visit Eastbourne for some while and he doesn't care what they say in the East Sussex C.A. "Bonk" magazine.

Could he be covered by the Third Party R.T.T.C. insurance, we wonder?

From the club accounts;

Three pints Tippex liquid £ 4.63
- signed for by A. Palmer

The Paris Three-day.

Depart unearthly a.m. - all but Dave Hudson - normally in bed. Mini-bus conveys 15 souls to Dover. Mr. Hudson stayed awake for most of trip - well we got to Dover quite safely. The rest achieved various amounts of shut-eye in the somewhat cramped accommodation. Don's knees in Brian Howe's back, Rick Stringer with an elevated left leg, Angela Toppin with elevated right leg, Ray Douglass with head at right-angles to the right and Geoff Baker with head at right-angles to the left were some of the more interesting positions to accompany the numb bums.

Five a.m., a time of day familiar to mad time-triallists, saw the departure of P & O ferry *Pride of Calais* and a smooth crossing saw us quickly adapting to the funny ways of France. Those of us who had been "offside" were now "nearside", and vice-versa.

Easy motoring, and Amiens was reached around mid-day. Out we poured and with deformities *à la minibus* gradually straightening out we perambulated and savoured café au lait or beer as the choice dictated. Coffee is like anything you buy in an English restaurant - give it a French name and it's suddenly expensive. Two cups 32 francs - £ 4!

We motored on to Senlis to our Hotel du Nord, and were stretching out on comfortable beds by mid-afternoon. The weather 'til now had been dry bright and fresh, but as we wandered the streets of Senlis we had an hour or more of rain. Perhaps the Paris-Roubaix classic that we were due to watch on Sunday would be a wet one. A nice convivial evening around the dining table brought day one to a close.

We should perhaps mention here, that in addition to those already referred to, the party comprised Chris Beckingham (Navigator) Paul West, our man from the B.C.F., Sue Howe, Val Stringer, Andrew Lock, Maureen Lock, Paul Toppin and Mick Murray, representing Worthing Excelsior, Brighton Excelsior, Geoff from Lewes and Paul now with the Rockingham Forest.

On the Saturday we did the tourist spots of Paris - MontMartre, Sacré Coeur, Nôtre Dame, the Seine, Left Bank, Eiffel Tower etc. etc., all in beautiful spring-like weather. Dave drove the bus into areas of the city where a unicycle would have fitted more comfortably, and only once, when Andrew leaped out to move a mobile generator a foot or two, was the slightest difficulty in parking experienced. Back at Senlis the changes were rung on the Hotel du Nord menu and there was another enjoyable evening with those three important ingredients, good company, good food, and plenty to drink.

We were away early on the Sunday morning and in Compiègne for the start of the "Hell of the North". This somewhat upstages the start of the club's Spring Road Race, with 130-odd riders, two dozen police motor-cyclists, a similar number of team cars, about twenty or so press, T.V. and radio cars, commissaires and officials and the usual advertising vehicles. Music blares out when the public address system is not being used to introduce the riders, and the general razzamatazz creates an all-enveloping atmosphere. Definitely different to the quietly intoned "5,4,3,2,1 - go" and the request to be quiet near local houses printed in our English start-sheets. Oh!, the difference caused by la Manche!

With films half spent, we were off down the major road, and after an elevenses stop we were out in the country and onto the cobbles. After two years we are in fact beginning to make this particular spot almost our own - near Wallers in the Arenberg area. We were joined there by Vern McClelland who was making just a single day trip bringing with him Alan Matthews and Colin Toppin.

In due time, after the Dave Hudson picnic, the race arrived. It had been heralded by the locals' (yes, there were thousands of them now), radios and portable T.V's, and by the wheeling and slowly approaching helicopters. The police cars, some official cars and then the cloud of dust in which were immersed a dozen or so riders. Then at a few seconds another cloud and in it we recognised Sean Yates. Another gap of maybe half a minute and then the large peloton of parched staring faces, and legs coated with white dust.

After this were still more, in threes and fours, and yet more cars, themselves suffering dreadful indignities to their undersides as they crashed madly along over the uneven cobbles attempting to keep pace with their riders and to keep in touch with the action.

Quickly into the minibus and off up the road. We managed to see the whole field twice more, once it was in the small town of Orchies and the final viewing was on one of the last sections of cobbles. Yates was riding brilliantly, each time we spotted him in the leading dozen or so and these were now leaving the main group well behind. We hollered "Go on Sean", and inhaled half a pound of the white dust, but it was worth it!

As the riders sped through the small town every inhabitant appeared, and one with infant in pram could hardly contain herself as in the excitement she shook the poor child violently from side to side. We were falling about at her antics which totally ignored poor "Pierre", who gripped both sides with pudgy white-knuckled fists, seemingly well used to such treatment. At one time a small head strained upwards - perhaps to see the race, but it was quickly shaken down again making a noise like it could be about to put its lunch on the pavement. It certainly gave a new meaning to "All shook up".

We tuned into the local radio and endeavoured to hear what was happening in the last stages of the race. Our French was not up to the frantic pace of the commentator who was clearly excited. We gathered that Gilbert Duclos-Lassalle (French) and Franco Ballerini (Italian) had entered the track at Roubaix together, and in view of the excitement we calculated that the Frenchman had won for the second year in succession. A remarkable feat. As to our hero, we had to wait for Thursday's "comic" to find that he had punctured near the end. Even so chased and re-caught his group only to find that the big birds had flown. He had nothing left to achieve a higher place in the sprint. It was nevertheless a super performance.

The trip back home was calm - Dave would not of course have allowed anything else. His efforts saw us on an early boat and we were all home late on Easter Sunday. The cramped conditions were soon forgotten - it had been another of the Dave Hudson "Excelsior" packet trips, superbly organised - thoroughly enjoyable.

Thanks Dave!

Don.

The Open 25, 2nd May, 1993.

The course is the problem. We can no longer go out to Arundel because of the traffic lights at Crossbush, and so the round the houses, Clapham/Offington/Findon/Offington/Patching/Angmering/Goring/Littlehampton/Angmering monster must be used. Undoubtedly a major factor in the size of the field, only six tandems and seventy-nine solos.

Tony Palmer came out of "retirement" to promote, and made a good event of it with a little help from his friends and from the riders. Both were to give a good account of themselves.

The morning was cold and draughty and the draught was coming from the direction of Siberia. The flog up the Findon funnel was, I'm assured, awful, and how Ben Edwards of the Clarence Wheelers went round in 57minutes 49 seconds I do not know. The best person to ask would be Paul Toppin for he came nearest taking second spot with a really classy 58.51. J. McLaughlin of the Calleva was the only other to get inside the hour, taking third place with 59.55.

The club's success was not to be restricted to a good event or by Paul's second place though, for with Colin Toppin getting fourth with 1.00.40 and Jeremy Wootton ninth with 1.1.56 we again won the team award.

The tandem event went to the Brighton Excelsior pair of Andy Smith with Richard Holkham with 54.27

Full list of Worthing times.

Paul Toppin	58.51
Colin Toppin	1.00.40
Jeremy Wootton	1.01.56

Mike Muzio	1.02.25
Alan Orman	1.04.11
Peter Baird	1.05.15
Chris Bacon	1.06.42
Alan Matthews	1.07.44
Alan Langham	1.08.54
Neil Attaway	1.09.52
Graham Parsons	1.13.07
Robert Downham	1.13.57
Jeff Russell	1.16.39

Don.

Road Time Trials Council.
Third Part Insurance Cover.

The levy included in your entry fee for open and Association events and the annual affiliation fee paid by your club provides, among other things, a certain, limited, third party cover. It protects against claims from another party arising out of an incident occurring in or connected with a time trial. A time trial is defined as "an event under the rules and regulations of the Road Time Trials Council and previously officially approved by the appropriate District Council".

The biggest single limitation on the cover is that it does not extend to those officials and competitors who are covered by another policy. In particular if you have adequate cover with the C.T.C., the B.C.F., or any personal liability policy (normally part of a Home Contents Insurance).

Any claim should as a matter of course be notified to the National Secretary, whose details will be found in the R.T.T.C. hand-book, or can be obtained from your Time-trial Secretary, Mel Rober-

ton. If the claim is against an official or a competitor who is a member of the British Cycling Federation or the Cyclists' Touring Club, they should also be notified. Reference should also be made to any Home Contents Policy you may have and assuming there is cover there also then notify that company or your insurance broker.

It is important that in all cases where a claim is made, it be forwarded to the appropriate body and without making any acknowledgement and certainly no admission of liability to the person making the claim.

The cover extends to include liability in connection with the hiring of halls and subject to a £ 1 million maximum, to claims arising out of products supplied, i.e. food and drinks. Could be important - some of the tea....

Definition of Competitor. "A person taking part in an officially approved Time Trial". The Club's understanding is that a private time trial or "guest ride" when not really included in the competition is nevertheless included in the cover, provided proper entry forms have been completed beforehand.

An "Official" extends from Event Organiser to anyone appointed by him to carry out any duty in connection with that event, e.g. timekeeper, marshal, steward, observer, refreshment staff. It also extends to R.T.T.C. course measurers when engaged on those duties.

Don.

The Club 25 mile championship.
Sunday 23rd May, 1993.

From the handicapper's point of view Mike Muzio went too fast, Colin Miller went too slow, and both Mike Poland and Robert Downham could have done better. His idea..? ideal - was that all should finish with a net time of 1 hour, so he reckons these let him down.

Congratulations go to Mike for picking up this championship trophy. His ride was in no way devalued by the absence of one or two top riders. Colin Toppin pushed him hard, and on this course and with quite windy conditions it was a fine performance. Bear in mind that his training consists of boring hours on the rollers and nothing else, he works and lives in London all week. We can only assume that the body just bursts with enthusiasm for the open road when so permitted on a Sunday morning.

It was a disappointingly large gap, time-wise, to third-placed John Poland who we are told finds little time now for his bike, torn between milk rounds and milk-maids - no, that's not true, we don't know what she does for a living.

Jeremy Wootton had started rapidly but his frame (no names until all claims are settled!), broke in half after a few miles. Fortunately no damage to Jeremy. Mike Feesey was another not to make the full distance. One rumour suggested that there were so many lefts and rights and roundabouts that he became disorientated, but is now recovered.

Pos.	Name	Actual	h'cap	H'cap Time.
1st	Mike Muzio	59.29	2.00	57.29

2nd	Colin Toppin	59.46	Scr.	59.46
3rd	John Poland	1.05.01	3.30	1.01.31
4th	Chris Bacon	1.05.33	6.30	59.03
5th	Peter Baird	1.05.51	6.00	59.51
6th	Andrew Lock	1.07.07	7.00	1.00.07
7th	John Gilbert	1.08.09	7.00	1.01.09
8th	Colin Miller	1.08.20	4.00	1.04.20
9th	Karl Robertson	1.10.24	9.00	1.01.24
10th	Peter Eldridge	1.14.36	13.00	1.01.36
11th	Lesley Barrett	1.14.58	15.00	59.58
12th	Robert Downham	1.15.50	12.00	1.03.50
13th	Mike Poland	1.20.53	17.00	1.03.53
14th	Reg. Searle	1.22.17	21.00	1.01.17

D.N.F.

Jeremy Wootton

Mike Feesey

D.N.S.

Simon Bezants

Awards-Fastest.

1st Mike Muzio

2nd Colin Toppin

3rd John Poland

Handicap.

1st Mike Muzio

2nd Chris Bacon

Handicapper:

Don Lock

Timekeeper:

Ray Douglass

i/c Tea-urn:

Dave Hudson

Marshals :

Alan Stepney,

George Wall

Pusher-off:

Mel Robertson

The Frank Patterson Appreciation Society.

While Daphne and I were on holiday in Suffolk, a happy chance took us into Bury St. Edmunds' museum, and a display called "Cycling through the Ages" which the museum were putting on with the help of local clubmen.

This was a delight - representing the Fifties there was a curly-stay Hetchins, together with a Bates (bendy front forks), both pristine, but both looking as though they'd just been ridden in competition. There were older machines as well, including a Michaux, an Ordinary, the Needham Flier, and a four-wheeled eccentricity by another local builder.

All this was leavened with photographs and other ephemera, BUT, in another cabinet was the display by the Patterson society. There were original drawings (including Sussex), tiny detail sketches, AND the actual materials and tools he used - amazingly simple.

I've sent them my club badge to add to their collection, and have now received some membership applications and details of publications, which are available to those who want them.

If you're ever up that way, you'll find a collection of old machines at Flatford Mill, AND, in Ely museum, an area dedicated to James Moore. This includes the Michaux machine on which he won the first recorded track race at St. Cloud, in 1868, his racing Ordinary and a number of his trophies - well worth a visit.

John Grant.

Original?

John Lucas came up with "UNBUCKABLE" in the club room the other week. We hear of people "passing the buck". Perhaps it means that the buck stops here? No - John's definition relates, of course, to the cycle wheel that is incapable of being buckled.... Now why didn't I think of that? Inci-

dentally, neither of the local lightweight shops has any in stock at the moment, and it is feared that they could prove to be rather expensive.

Team Win.....

Worthing Excelsior colours were to the fore in the Westerly Road Club 25 on the 13th June at Didcot in Oxfordshire. A rather strange field setting put an in-form Paul Toppin off just one minute behind veteran team-mate Richard Shipton.

It pulled Paul to his fastest of the year so far, with a superb 56.21 for 8th place in a high-class field. Richard clocked 57.38 and golden oldie Mike Gibbs produced his fastest of the season, 1.2.53, to complete a winning aggregate.

It is rumoured.....

- that after completing the 300k Audax Jeremy Wootton found he had recorded 196 miles so then sat on the rollers for 4 miles to clock up the 200.

What a shame Jeremy, if you speak to ace mileater Ray Douglass you will be informed that even miles covered riding to work are not allowed. I doubt very much that he will allow those covered on rollers..... oh goodness me no! You'll never make the 300,000 club like that.

S.C.A. Open and Club 50 mile Championship,
6th June, 1993.

With road works making the regular and very good 50 course unavailable, the Association's officers scrambled a variation which was hard. The old course was flat except for the Arundel area and local riders long for the day when the A27 returns to normal - assuming it ever will!

This new course, for the first twenty-two miles, took riders from the Emsworth start point (yes, an S.C.A. event starting in Hampshire), North to Funtington and East into Chichester.

Hills and lumps and twists and turns, bad road surfaces, and would you believe it, road-works, with stretches where the surface had been burnt off and ramps were thrown in to test the bike handling and the quality of the special wheels.

After they recovered from this, the A259 and A27, the sections between Emsworth and Bognor, were a joy, until legs began to die suffering from that awful start.

We incorporate our 50 championship into this county promotion and without Richard Shipton it looked an easy task for a very much in-form Paul Toppin. Jeremy Wootton, or Mike Muzio, riding his first fifty, seemed the only ones likely to get close. As it turned out Paul was way out on his own, and in recording 1.58.20 indicated that his full, decent course, potential, must be 3 or 4 minutes quicker.

Jeremy, riding, he said, "a gas-piping job" after breaking his 753 frame, was our next best, but 2.4.41 was some way short of his fastest. Our Ed. hated part one, all those hills and the surface put him way down on his 2hours 6 minutes schedule, but he got it going once back to sea level and was home in 2.6.43

The ride of Chris Bacon - only in his second season, was the one that beat the club handicapper, Ray Douglass. With three 50's ridden this year Chris has knocked about 20 minutes off his first effort and if he keeps that up it will be watch out Paul Toppin. In this one Chris was home in 2.10.41, an excellent ride. Alan Orman only rarely ventures into 50's and was steady to finish in 2.12.35. he was last man off and destined to spend most of the event out the back and rather lonely. Alan Matthews with a party the night before found that wine and champagne did not make for the best preparation and his time of 2.20.57 was perhaps all he could expect. The last of the Worthing finishers was Reg Searle who took his two-wheeled machine round in 2.43.06.

Mike Muzio blew up, so perhaps a rollers-only diet in training is not so good when the distance gets longer. Peter Baird punctured and broke his saddle - retired, deflated, and nowhere to sit!

The Hastings star who sounds a bit like a musical variation, P.E. Panagi, was the only one to better Paul's ride, but his 1.55.05, almost 4 minutes faster, was a deserved championship-winning ride.

We had hopes of winning the team, like last year, but it wasn't to be. 2nd, 6th, and 10th for Paul, Jeremy and Don wasn't bad packing but it wasn't good enough. G.S. Stella with 3rd, 4th and 9th and a better aggregate by about one-and-a-half minutes were the 1993 team victors.

The event result, including the Ray Douglass Handicap, is set out below. When you look at the net times even our Ed., in last place, has to agree - it was not a bad bit of handicapping!

Pos.	Name	Actual	h'cap	H'cap Time.
1st	Paul Toppin	1.58.20	Scr.	1.58.20
2nd	Jeremy Wootton	2.04.41	5.00	1.59.41
3rd	Don Lock	2.06.43	5.00	2.01.43
4th	Chris Bacon	2.10.41	13.30	1.57.11
5th	Alan Orman	2.12.35	12.30	2.00.05
6th	Alan Matthews	2.20.57	21.00	1.59.57
7th	Reg. Searle	2.43.06	45.00	1.58.06

Don.

THOUGHTS FROM THE BREVET STAMPER'S ARMCHAIR.

The catering gear, Audax banners and Brevet stamps are packed away for another year, and the successful riders have their medals and validated Brevet cards. Time to reflect.

The postman struggled along Middle Road, his sturdy machine laden with Audax entries. This year we had record numbers, both for the 200 and in May our new event, the South Coast 300.

25th April - a nice day, but sadly many believed the Saturday weather-man and stayed abed. At 5 a.m. it was raining, just like last year, but this year was different - it stopped before 7.30 and was warm all day.

At Wisborough Green in 1992, retired builder Pat Crighton-Smith took pity on Simon Clarke (standing in the lay-by and getting drenched!), and offered the use of his garage, and told us then that we could use it again this year, regardless of the weather. When I arrived it was a hive of activity, Daphne Grant slicing and buttering French sticks at high speed, ramming them full of cheese and ham and passing them out to the scrum of randonneurs packing the table. They soon disap-

peared, (the French sticks, that is), washed down with a fine brew of tea (or coffee?). As they ate and drank, the randonneurs lounged around in chairs (no roughing it with the Excel), enjoying the ambience of the event, but willing the control to open. On the stroke of ??? John (more than me job's wurf to open early Guv) Grant gave in to the pleading chorus, and the pair of us set to, a-stamping and a-signing for all we was worth.

Further on at Blackdown Hill Dave and Maggie Funnells' secret control was a welcome relief. Dave stamped while Maggie dispensed orange squash, bickies and sympathy for the weary. The altitude was too much for Brian Weir - he asked for a mobile phone, but they could not supply it, and wife Ann was summoned by more conventional means.

At Hindhead Brian Cox was kept busy all day, with riders at both distances passing through on their outward journies, but with the 200k riders calling again on their return.

I found Don and Simon looking worried when I reached Wisborough Green in the afternoon - every last cake had been eaten! Even the delicious iced one I had tucked away 'had gone'. The emergency supply of biscuits however was holding out. Riding the 125K had its advantages, they got to the food first. We shall have to make some different arrangements next year! (Like locking your secret iced cake in a safe? Ed.)

Blackdown was not the end of the climbing: Edwin Jones from Bognor said his computer had recorded a total of 6640 feet for the 200K, so I'd say 5,000 feet plus for the 125.

But Audax riding is about enjoyment, - "Randonee" means "Ramble". Time limits are generous:- in the

200k starting at 7.30, speed limits of 15-30km/hr provided a finish between 3 & 9 p.m. For the shorter 125K, organisers are allowed to juggle with the timings, and one could ride between 11 and 21km/hr. I know there are many riders in the club who fear the distance but with a low of just 6.8 m.p.h. it would be nice to see more Excelsiors taking part, and for the fitter ones to tackle the 200K.

The club has been promoting these Randonnees since 1985 when instigated by Brian Cox. He was organiser for 5 years and we have been able to build on his successful foundation.

For 1994 the Heene Centre has been booked for Sunday 24th April. The routes will be the same as for this year but there will be new ones for 1995. And as is the custom for the Tour de France the official date for detailing these will be announced in due course!

My thanks again to ALL those who so willingly gave of their time to assist with this event, especially Andrea McClelland and Jean Cornelius who provided a splendid feast for the returning riders at the Heene Centre.

The numbers were as follows:-

	Entries	Started	Finished
200K	53	37	36
125K	76	69	67

The Club had 13 members successful in completing the course;

200K Alan Matthews, Richard Shipton, Paul Toppin.
125K Keith Dodman, Mike Feesey, Brian Howe, Allan
Langham, Dennis Lednor, Graham Parsons, Mel and
Karl Robertson, Alan Stepney, George Wall.

One rider when entering the 200K asked "What exactly does Audax mean?" It was tongue in cheek because he knows very well. He has been a super Randonneur many times. Anyway my reply was "An Unusual Day Awheel Xactly".. And I hope they all had just that.

Dave Hudson

THE SOUTH COAST 300.

On the 30th May we promoted our 300. As this was our "first" I was uncertain of how many entries to expect - perhaps 15, maybe even 40, but I secretly hoped for 50. Well, 55 it was, including riders from all over the place - Folkestone, Essex, Birmingham, Somerset, even Guernsey! David Mills, George Wall and Jeremy Wootton represented the club. Although this was Jeremy's first Audax, I'd seen him sail round the SCA 12-hour, so knew he'd have no problems. Neither would George or David, both with CTC National 400K events behind them.

14 of the entrants were riding their first "300", but at least 3 of the others were using the event as a warm-up for the 1300K London-Edinburgh-London, which they were riding 2 weeks later. (They're welcome to it!).

The superb event headquarters, The Adur Water Activities Centre, overlooks the river, and when I booked it a year earlier I undertook that all participants in water activities could swim 50

metres in light clothing wearing an approved buoyancy aid, and that I had obtained parental consent where necessary. (Might not have been easy - the oldest entrant was 71!). I doubted that any would have fancied a swim after riding 300K, but you never know!

The headquarters contained a good Kitchen/Dining area, a lounge, and 16 bunks, of benefit to those from a distance wishing for some shut-eye the evening before.

On the Saturday evening we got them in the mood with a glass of wine and some snippets, followed by the B.R.A. video of the Brevét de Randonneurs de Alps, an event of 260K with over 3,200 riders. Once awheel zipping through the Alps Chris Beckingham proudly pointed out his presence on the Col de la Croix de Fer (poseur!).

A 300K is similar to a 12 hour, although fewer helpers are required. The Randonneur follows a route sheet and is checked through controls which are detailed on his route sheet and Brevet card. Having swept the riders away from the H.Q. at 3 a.m. I drove out to Pevensey and had the tea well and truly "urned" ready for their arrival, from 5.45 to 6 a.m.

Tony Palmer surprised them with a secret control at Friston, then came along to Pevensey for a quick cuppa, whence off to the Little Chef at Brenzett, 8 miles beyond Rye across the marshes. I motored on to Folkestone, and set up the urn again, this time on the hill above the town. Starting this early, riders saw few cars, and were all through my control by 10.15 and well into the return journey, via Hamstreet and Tenterden.

Chris Beckingham had stamp poised at Flimwell just after 11 a.m. He left at 3.15 and was confident

of being back at Shoreham before the riders - his route was only ten miles shorter!

At John Mansell's Copthorne control it was nice to chat with Vice-Pressy Ray Douglass and Matthew Rabbetts, the Lewes Wanderers' trans-America rider.

An easy run (for me) back to Shoreham, a short visit home to clean up and deposit my tea trailer, and then along to the H.Q. Angela and Paul Toppin had the catering and card-stamping well under control, and soon 300 kilometres of aches and pains disappeared. How's this for a Randonneur's supper?

**Minestrone soup
Pasta and bread rolls
Jacket potatoes (with various chilies)**

**Apple pie and cream.
Choice of other desserts.
3 pints of tea per rider.**

Sheer heaven!

The reward is finishing, not the time taken, and the thanks received are the organisers' bonus.

It all went well, and we are lined up for even better things next year. We have already booked the same H.Q. for Sunday 29th May 1994.

Dave Hudson

Dear Don,

You might like to mention the enclosed cutting, from the West Sussex Gazette, in an issue of the Worthing Wheel.

I don't think the excuse for no lights would go down very well these days.

Yours,
Chris Beckingham.

(Re-printed by kind permission of the West Sussex Gazette).

50 Years Ago.

(From the WSG of March 4, 1943).

HORSHAM - The continued short supply of batteries for cycle lamps was mentioned at Friday's court when a number of cyclists, summoned for riding without lights, made the shortage their excuse. The Chairman (Mr. E.E. Lawrence) to a police witness: "Do you know if batteries are scarce?" Witness: "they are fairly scarce sir." Several of the defendants were stated to be workmen who were stopped when going to work in the early morning which caused the Chairman to say: "I do not quite know how these fellows are going to get to work without batteries." Supt. Wright: "We fully appreciate the difficulties, but we are instructed to take concerted action, in view of the number of accidents, so it places us in a rather ambiguous position." Replying to the Chairman's observation - that, perhaps in the circumstances, there might be a little more consideration for the cyclists - Supt. Wright pointed out that many cautions were administered to offenders. In each case before the court the small fine of 5 shillings (About a day-and-a-half's pay - DON) was imposed."

Is it right that Climping got its name from a lame Dutchman with clogs?

"It is Not a Race".....

.....sound words of advice from the organiser of the South Coast 300k Audax, Dave Hudson.

I rode out to the "start" at Shoreham. The Adur Watersports Centre was already a hive of activity - at 2.30 a.m.! I've never seen so many bikes without tri-bars or disc wheels, and all with mudguards! I found Dave in the kitchen, and I was soon to learn that throughout the day, wherever I saw him, food and drink were near at hand.

The "bunch" set off at 3 a.m. There was no-one to push me off, but I soon got the hang of unassisted starting, and headed for the first control at Pevensey, some 55km away. Light showers and a Southerly wind on our shoulders soon had us strung out. I was disappointed to find the secret control point manned by Tony Palmer - "disappointed" because I've always associated Tony with food, particularly in his capacity as Honorary Annual Dinner Menu Secretary, but this time all he offered was a rubber stamp on my card. However we soon came across Dave and his Magic Food-Trailer, our first contact with his monster menu.

Refreshed, we pressed on, "we" being Malcolm Edwards (expert direction follower) and myself. As the skies cleared and the wind veered to the South-West I started to think of the day's wind-surfing I was to miss. All was not lost though, we were being blown along to the second control at Brenzett (106k) where Tony Palmer would be waiting at the Little Chef - once more I learned not to associate Tony with food! He was late (or we were early?) and the 'Chef was closed. No sooner had Tony arrived than we set off for the next control at Folkestone (142k). A couple of hills tested our legs after a long flat section and Alan

Scarratt was suffering from a slow puncture and the after-effects of 'flu, which soon had him "off the back". Malcolm, (Mr. Map Reader) spotted the pub at the information control (I missed it - well, it was closed) and Dave was waiting ready with more food than even I could eat.

There seemed to be some reluctance to leave this control, was it Dave's catering or the hilly headwind return journey?

The next stop at Flimwell, 202km, was at the end of the longest leg - more hills - more wind - and more food, (no Tony Palmer of course). This time Malcolm and I arrived in the lead (sorry, before anyone else), the three-up T.T. had taken a wrong turning!

On to Copthorne (254k), more hills, more wind, more food (still no Tony Palmer), but Dave showed up again to snatch a cup of tea at the farm café stop. For the final leg to Shoreham we ganged up with the three-up team for a hard ride into the headwind. Eight miles from home I punctured. Malcolm waited while the two-up team (they'd dropped one!) headed on for the finish. At the final control, Adur Water Sports Centre, we found Paul and Angela Toppin with so much food Dave would need a bigger trailer to carry it all (still no Tony Palmer). We finished 3rd and 4th (sorry, about 4 p.m.).

It had been a great day out, so I decided to ride home. The wind was now in the West and what we wind-surfers call 3.5 weather (force 7). This was probably the hardest part of the day for me, looking out and seeing all the wind and waves I'd missed.

I know it's not a race but old habits die hard and

despite the mudguards I still took my pulse monitor to keep me in check if I decided to try too hard.

If you feel you'd like to ride next year and want to know what it's like, I have the following advice - it's not a race, and it's a bit more fun than a hill-climb (and a bit longer).

Jeremy Wootton.

National Bike Week. 13th June, 1993.

Lancing Leisure Centre.

WORTHING EXCELSIOR C.C. AND V.C. ETOILE

JOINT PROMOTION.

SPONSORED BY ADUR DISTRICT COUNCIL.

The feeling is that earlier bad weather had something to do with a low turn-out.

The course ran up from the Leisure Centre, Westwards round the chalk-pit, back down towards the allotments and then round the tennis courts. The main features were the long climb to the top of the Downs and a large amount of single track.

The first race for juniors and youths was over six laps. In the Junior 16/18 age group Tom Denwood (V.C. Etoile) showed his B.C.F. Divisional title form and rode a strong race from the front to come home a comfortable winner. Brothers Tom and Ellis Bacon (Worthing Excelsior) placed 4th and 5th.

In the Youth (12-16) section Thomas Mackrell (unattached) took first place from Andrew Coomber (Lewes Wanderers).

Next to go for five laps was the Masters (over 45) and Fun/Novice event. In the latter Tom Roberts

(Brighton Excelsior) soon got to the front of the field to stay there for first place, while in the Masters' event Rik Taub (Regent C.C.) took the honours.

A one lap fun event, for "The Sprogs" (under 12) was enjoyed so much that some went round twice.

In the final ten-lap race, the Sports, Experts and Veterans were accompanied by several juniors, including our own Tom Bacon, taking up the offer of free second ride.

Jan Scotchford, our only lady, kept smiling (Just) throughout her first mountain-bike race. Graham Charlton (Etoile) made full use of the crowd's support to win the veterans' section.

Simon Taylor (Regent), had helped mark out the course, and found his way around very quickly, winning the sports section.

The Expert category attracted a lot of attention with Tom Denwood (Etoile) also on a "free ride" out to test his strength against the experts. Tom's challenge finally faded when James Sutton showed his mountain-bike experience to take a well-earned 1st place from a queue of Etoile riders - Chris MacNamara, Mark Kilner, and Simon MacNamara.

My thanks go to Adur District Council's Lancing Manor Leisure Centre for providing the facilities, to St. John's Ambulance Brigade, and Tony Yorke of the B.C.F. for his expert commentary, to Nick and Matthew Lelliott, Dave Barnard and Stuart Humphreys and everyone who helped.

Mike Miller sadly involved in a nasty accident at Preston Park track a few days earlier, could not

be with us, but his enthusiasm and experience before the event made my job a whole lot easier. We all wish him a speedy recovery.

Jeremy Wootton

1993 Evening Series. Event 1, 6th May, 1993.

<u>Place.</u>	<u>Name.</u>	<u>Actual Time.</u>	<u>H'cap Time.</u>
1.	Paul Toppin	22.09	22.09
2.	Colin Toppin	23.00	22.50
3.	Ken Retallick	23.57	22.17
4.	John Poland	24.20	23.05
5.	Alan Orman	24.24	22.34
6.	Chris Bacon	24.44	22.14
7.	Mike Feesey	24.53	23.13
8.	Colin Miller	25.22	23.22
9.	John Gilbert	25.52	22.26
10.	Alan Langham	26.37	23.07
11.	Graham Parsons	26.56	22.26
12.	Dave Nightingale	27.05	23.20
13.	Robert Downham	27.11	22.41
14.	Brian Howe	27.22	21.22
15.	Ms. Lesley Barrett	28.49	22.49
16.	Mike Poland	30.16	23.46
17.	Reg Searle	31.22	21.22

Event 2, 13th May, 1993.

1.	Paul Toppin	21.58	21.58
2.	Colin Toppin	22.22	22.12
3.	Chris Bacon	23.47	21.17
4.	John Poland	23.59	22.44
5.	Alan Orman	24.07	22.17
6.	Mike Feesey	24.19	22.39
7.	Colin Miller	25.04	23.04
8.	John Gilbert	25.12	22.12
9.	Alan Langham	25.25	21.55

10.	Ken Retallick	25.27	23.47
11.	Ms. Lesley Barrett	27.27	21.27
12.	Mike Poland	29.53	23.23

Event No. 3, 20th May, 1993.

1.	Colin Toppin	22.39	22.24
2.	Chris Bacon	25.33	23.33
3.	Peter Eldridge	28.05	22.35
4.	Ms Lesley Barrett	28.28	22.43
5.	Reg Searle	33.41	24.41

Event 4, 27th May, 1993.

1.	Paul Toppin	21.51	21.51
2.	Colin Toppin	22.34	22.19
3.	Don Lock	23.30	22.15
4.	Ken Retallick	23.48	22.08
5.	John Poland	23.54	22.14
6.	Andrew Lock	24.17	21.17
7.	Alan Langham	25.41	22.11
8.	Mike Gibbs	25.50	23.50
9.	Graham Parsons	25.52	21.22
10.	Alan Matthews	26.16	22.31
11.	Ms. Lesley Barrett	27.02	21.17
12.	Ellis Bacon	27.15	22.45
13.	Robert Downham	27.23	22.53
14.	Peter Eldridge	27.26	21.56
15.	Reg Searle	29.33	20.33
16.	Mike Poland	30.12	22.12

Event 5, 3rd June, 1993.

1.	Paul Toppin	21.50	21.50
2.	Colin Toppin	22.18	21.48
3.	Don Lock	23.10	21.40
4.	Ken Retallick	23.31	21.51
5.	Chris Bacon	23.32	21.32
6.	Andrew Lock	23.39	20.54
7.	John Poland	23.50	22.00

8.	Mike Gibbs	23.58	20.33
9.	John Gilbert	24.53	21.53
10.	Thomas Bacon	24.57	21.32
11.	Alan Matthews	25.44	22.14
12.	Graham Parsons	26.06	22.06
13.	Dave Nightingale	26.33	21.33
14.	Peter Eldridge	26.49	21.19
15.	Robert Downham	26.51	21.51
16.	Ellis Bacon	26.54	21.54
17.	Ms. Lesley Barrett	26.55	21.40
18.	Mike Poland	29.22	21.22
17.	Reg Searle	29.59	22.14

Garage Required for Storage.

Do you know of a garage which is available? The club at present rents one for storage. The rent, £ 20.00 per calendar month, is shared by W.E.C.C. with New Southern Musical Productions (Mrs. Ed.) who use half for storage of props and costumes. However, our tenancy has to end at the end of October and the need is urgent. We know you could rent one out for more as a "garage" for a motor vehicle but we probably only visit about once a fortnight during the summer and I don't think either club could afford more. Please let a member of the committee know if you have any ideas.

Maurice Reeve-Black.

Maurice, a Life Vice-President of the Excelsior, died on the 28th May in Ilfracombe, where he lived for many years with his wife Rita. We extend to her and to their son Geoffrey our sincere condolences.

Not many present members will remember Maurice, who joined just before the War. He served in the Far East including Burma, where he was a member of the famous Burma Road Club. There he met Theo Puttick, remembered by many, and they rode together in those war-time cycling events.

He was Treasurer in the late 40's and early 50's until his work took him to North Devon. He preferred the "Bicycle made for Two" - it led to romance with Rita, and a long and happy marriage.

Maurice was a genial character, and although long departed from Worthing remained a generous and enthusiastic supporter of the club. He and Rita were at the Centenary Dinner in 1987, and I was one of those pleased to make their acquaintance at that time.

The club, as was requested, did not send flowers, but a donation in Maurice's memory was made to the British Heart Foundation.

Don.

The Sussex Cyclists' Association 25 mile
Team Championship - 9th May, 1993.

It is six years since Worthing Excelsior last won this event and 1993 offered no respite, for we again struggled to live with the fast men and teams of the Association. The fifteen wins since 1921 may be more than any other club, but they stood for nothing on the 9th May when the '93 version was staged.

A very windy and showery morning could have heralded a number of non-starters, but loyalty was not lacking and on a morning when it would have been easier to turn over, no-one of our three teams did so.

The course reverted this year to almost the original, with a start at Cowfold and a turn at the Shoreham fly-over. Only the second short stretch out to Bramber and back was new. It provided a definitely "sporting" course, and with a gusty North-Easterly and plenty of ups and downs it was a good challenge to the varying states of form and fitness.

The clear favourites were East Grinstead and providing three of the four fastest ensured that they cantered home with ease. We just got our old mates Brighton Excelsior, but were rather a long way back.

It was perhaps the individual times that showed the challenging nature of the course. Steve Elms (East Grinstead) who has covered the "distance" in about 52/53 minutes this year was fastest, but outside the hour on 1.0.20. Steve Dennis (also East Grinstead) was on 1.0.29 and Peter Roberts of Lewes Wanderers was third in 1.00.37. "Good old-fashioned times" was a remark overheard by the

result board, and it applied whether they were looking at these, or at the many outside of 1.10.00.

It was a good event, with 121 riders representing eleven of the Association's fifteen clubs. With attention focussed more on "where did I come?" or "How did we do?" than on the usual "What did I do?", many found the tough challenge made for good competition and a very friendly atmosphere at the event H.Q.

The "A" team selection had not presented too much of a problem: Paul and Colin Toppin, Jeremy Wootton and Mike Muzio were obvious choices from those available, and it was only the two "support" riders which required much thought. One or two recent good rides put our Ed. in, and Vern McClelland got the nod ahead of Alan Orman for sixth man. This last decision, not affecting the four-man aggregate, was the only one not quite proven on the day, with Alan being a little faster than Vern on the morning.

Our team was;	Paul Toppin	1.02.37
	Colin Toppin	1.03.00
	Mike Muzio	1.03.44
	Jeremy Wootton	<u>1.04.00</u>
		4.13.21

The non-counters;	Don Lock	1. 05.59
	Vern McClelland	1. 08.36

In the "B" team competition (three-man aggregate) we were down in sixth place;

Alan Orman	1.07.07
John Poland	1.08.54
Chris Bacon	<u>1.09.28</u>
	3.25.29

Our second "B" team was tenth with;

Peter Baird 1.09.24

Alan Langham 1.13.26

Robert Downham 1.18.40

3.41.30

And Reg Searle recorded

1.32.50

Don.

The printer and I.....

Get on very well.....

But for some reason or other.....

We have a problem about the numbers of the issues
of the last two magazines.....

The 100th should have been shown as Volume 25
No.4.

But somehow it slipped back to Volume 24 No.4.

The last issue, number 101, despite my best
efforts, came up as volume 25 no. 1 instead of 26
No. 1.

As Paul Toppin said, yes, I'm beginning to get a
thing about it, but believe me this IS No. 102, or
Volume 26 No. 2.

Notwithstanding anything different that may appear
on the front cover.....

Or is it? I think I'll imitate Winnie the Pooh,
and hum a little hum - it might help.....

hummmmm.....

hummmmm.....

Ah me.....

Don.