

THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

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Autumn 1997=====THE WORTHING WHEEL=====

WORTHING EXCELSIOR CYCLING CLUB'S=====

QUARTERLY MAGAZINE=====

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Tuesday evening, 7.30 to 10.00.

Opinions expressed are those of the contributors,
and not necessarily of the club or its committee.

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The Worthing Excelsior C.C. Audax U.K.
South Coast 400/300k
May 9th-10th 1997.

I had asked Dave Hudson for a report but that was really a bit unfair. He was, after all, the organiser, and must have had enough on his plate without needing a notebook and pen as well. What I eventually received from Dave were some facts and figures. You have perhaps to be a cyclist to fully appreciate some of these, but then you are of course, though to anyone 400 or even 300 kilometres is a long way. Add to this some foul weather - it tipped it down all night - and you will have considerable respect for those hardy riders who not only finished within time allowances, but also actually enjoyed it. Well, that is, unless you think them all to be totally mad.

Dave always advises entrants "to bring with you the sort of weather you like" so we can only assume that this lot had had enough of the Sunshine of March and were probably responsible for the Deluge of May. Dave's verdict on the weather was "a refreshing and bracing day out". His future comments on the weather will be treated with much caution I feel.

Incidentally riders, Dave "takes his hat off to you" and he doesn't do that lightly. What's he on about? Mrs Hudson can you tell us - does he have a trilby or a deerstalker perhaps? He cannot be referring to his crash helmet- Ah! but wait a minute, I did spot him in a big limousine complete with chauffeur's cap some weeks ago, maybe this is what he was metaphorically doffing. Seriously though, that day was not a good one for riding from Steyning to Chichester and back, let alone Steyning to Cirencester and back. All who completed the course, whether 400k or 300k, and even if outside of the time allowed, are to be congratulated.

There were 14 of 28 successful over 300k and 42 of 73 at 400k. This "little trip" across Southern England may not have been mountainous but among the statistics offered me are "altimeter readings of 11,000' and 18,000', so an average of 14,500' which represents quite a bit of climbing along the way. Should he describe it as "challenging" Dave asks, for apparently many commented that the Brevét Cymru was easier..... what a difference the weather makes. Duncton Hill was nasty (isn't it always?) and it was very hard work on the lumpy stretch North towards Winchester. Hills around Savernake and then the Marlborough Downs also made their impact, but as Dave was quick to point out "what goes up goes down".

With rain you get more punctures, there's more grit and it sticks and it penetrates. Poor David Mills suffered three in the night. In the rain is bad enough, but in the dark as well, that would have sent me in the direction of the nearest station. Many others resolved to continue their research into solid tyres!

I haven't got the complete route and to repeat it would be boring but the following place names are noted in no particular order; Denmead, Oxenwood, Marlborough, Whitchurch, West Meon, Cowfold, Duncton, Broad Hinton, and of course, the extremities of Steyning in the east and either Cirencester or Marlborough in the west. How do you get people to check and stamp cards and man feeding stations over such a distance including at night? You need to be a Dave Hudson to have ridden so many and now to have organised so many, that he knows the enthusiasts who can be guaranteed to provide the necessary support. He would rightly want us to acknowledge the valuable help of Andy Seviour, Mike Irons, Time Stedman, John Gilbert, Colin Hudson, Trevor and Gillian Walford, Val Fox and Nicola Thornhill (+Ted the Bear)? an Audax in-joke there, I suspect!, Ken Aylott, Pam and Dave Pilbeam, Stuart

Lee, Chris and Ruth Little, Brian and Sue Howe, Andrea and Vern McClelland and Mike Poland - several names there are riders outside of the W.E.C.C.

Dave hired a 7.5 ton Mercedes truck (no wonder he didn't think the weather too bad!) and travelled the course almost to Marlborough to support the riders. He even mysteriously acquired some armchairs to take in the truck so that those in need of a rest could have a comfortable seat! These are now in the club store although it is rumoured that they could turn up in the McClelland lounge if the next committee meeting there gets a full attendance.

Dave comments that apart from the weather he was pleased with the event and many telephoned or wrote to record their thanks. The sheer enthusiasm of helpers and riders and the camaraderie are such that the reason for this challenging and non-competitive form of cycling becomes self evident.

We are continuing to expand our promotions in this sphere and in 1998 will be offering the following:-

7th February 100k. Ashington/Cranleigh. An Alan Matthews promotion - not too hard to start with - very well supported this year.

8th March 200k. Following the successful "National", Dave Hudson runs this one again - always good weather!

8th May 400k to Cirencester. No shorter alternative but this time Dave provides the weather instead of leaving it to the riders.

8th November. A new "hilly" 100K. Probably start at Wisborough Green. Tony Palmer

organising, but Dave has promised to show him the ropes.

Watch for further details.

Don.

Taking it in Stages
(or "in at the deep end" - Ed.

After a winter of long, bitterly cold miles and foolishly entering several early season road-races I found myself in accustomed good form. However, I was informed by several training manuals that to actually improve this would be all to no avail unless I subjected myself to the stress of racing day in and day out:: through a stage race.

So I entered the Surrey League Easter 3-day despite only finishing one road race before. In theory it was a good idea: Chris Boardman cites last year's Tour de France as the catalyst for his blue riband triumph in Manchester and our very own Chris Bacon wouldn't deny that his progression in time-trialling has been at least partly due to his own efforts in road racing.

It was too late, I had entered and was all set although incredibly nervous. Vern McClelland, who had "kindly" submitted my entry, assured me that each day would be around 60 miles (100k) but it wasn't until I got to the start on Good Friday, that I found out that the total mileage for the long week-end would be 224.

Now at 70-ish miles a stage this was only an extra ten miles each day, but it was a psychological burden none the less.

A great shock was - that there were only 35 starters.

Over the next three days, 12 would pack, only five would be in contention and I would keep asking myself "what am I doing here?".

STAGE 1

Keith Butler gave us the usual briefing and started us on the short neutralised zone.

I had not ridden for two days in the belief that I would get an overload

and had basically just eaten. After five miles and on the long climb of Cutmill the big guns at the front attacked and set the tone for the rest of the race. A mixture of sluggish legs, being in the wrong place at the wrong time (a cardinal sin in road racing) and simply not being strong enough, left me stranded in the back half as the field split.

This was as unwelcome as it was unexpected, and as we crossed the finishing line flat out, the "9 laps to go" board sent shivers down the spine. We had remained bunched for the five mile run in, only to be torn apart at the beginning of each 6.7 mile lap.

Still there was hope: the leading group remained visible despite the twisting rolling and decidedly bumpy roads of rural Surrey. I made a quick decision to try to catch the leaders and jumped away. I was alone for just five minutes before the ever-elusive and disappearing carrot proved too much - I sat up and waited for the fellow stragglers behind me.

We were around 12 strong and I hoped for a recovery. However, apathy in the company I was keeping - "let's pace ourselves: we've still got two days left" was something that I and a vet from the Fareham C.C. didn't agree with. We made concerted efforts to get back on and encourage the others. We never made it, and the gap got bigger.

Surprisingly I won the bunch sprint: there was no tactical reason for doing this, no time bonuses, but I felt 17th would sound better than 23rd. I was knackered, and the terror of the next two days whizzed round my head.

Due to the big deficit, our last lap was the leaders' penultimate: we were pulled out. This meant the commissaire would add a calculated lap on to our times but at least we would see the day's winner.

This was an anti-climax. The finishing straight looked more like a time trial as lone riders swung round the last bend onto the final long drag.

On the ride back, I asked where the bunch was. On reflection this was a pretty dim question. The rider just turned, gave me that look kept for first year beginners and said "what bunch?" I think this just about sums up the first stage perfectly.....

That evening and the following morning I came to close to retiring, and if it hadn't been for my parents' encouragement I would have

STAGE 2

Stage two was the worst and no questions: it was hilly, windy and hot.

The bunch stayed together until the end of the third lap of four. At 15.2 miles a lap each circuit felt long and no-one attacked for over an hour. Except Dave Berkeley that is. The race's eventual winner jumped away on the same steep hill at Lingfield every lap until the final decisive breakaway. These short solo flings weren't serious moves and he knew exactly what he was doing as he systematically wore down the already fatigued opposition.

After about 50 miles Berkely jumped again, but this time he had company, and a repeat of yesterday loomed as the gap widened before we could think. The same top eight had got away and too soon I was on a losing chain gang again.

Five more riders retired.

On the last lap and the same killer climb, our chasing group began to get competitive. I thought of jumping myself when suddenly someone else took the initiative and a cramp in my hamstring checked my ascent. Five riders got away and I was left to rue an almost empty but until then neglected water bottle

Still, at the top of the climb I recovered and caught first a rider who had blown and then a young Harlow rider who I joined for a number of miles. He was suffering, so feeling strong I tried to catch the escapees. I almost caught them just twelve seconds from the finish up a half-mile long drag. A long tail-back of cars had developed behind them and realising they might actually be caught I slowly moved up the inside.

This last gap effort was all to no profit unfortunately. I was exhausted and probably dehydrated. That night I slept well, comfortable in the knowledge that I would finish - there was no way now that I wouldn't.

STAGE THREE - Easter Day.

This final stage was the fastest and easiest and ironically the strongest I rode. The six laps of the 9.8 mile circuit were flat except one hiccup and guess who broke away in the first 30 minutes? Berkely took just one companion and due to the nature of the course was quickly out of sight and remained out of sight until I got back to Bletchingly HQ.

The gap grew to 1:42 and remained about this until the final hilly circuit around Bletchingly. The strong Sigma Sport rider was caught but he had used the bunch's inactivity and done enough to deservedly win the race.

Berkely had just drifted away while the contenders merely looked at each other and waited for someone to chase. "You're losing this race, boys" was the curt comment.

To be fair they did try but left it too late. I even helped at one stage but only after being ticked off for "holding things up".

On the nine-mile finishing circuit the bunch split just as it had done every day, but not previously so late, and not into three.

I was at the back end again and did try to jump on the crest of a hill to get back. I was alone briefly but died, and this time I ran out of liquid way too early. I dehydrated as I rode, in the unusual heat for March. When Bernard Hinault turned professional he would finish four bottles in a race: by the time he was dominating the Tour at his peak he was getting through ten to twelve per stage - the benefit of experience by his own admission. Unfortunately, like most of us I'm not blessed with a full-time soigneur.

I just about hung on but could not contest the sprint - finished the stage almost last, upsetting what would have been a respectable overall placing. But I was pleased with my efforts in undoubtedly the hardest thing I'd ever physically done.

As I finished I thought "never again", and this was not a false promise - I will never ride another stage race unless I'm paid for the "privilege"! (And before that happens you'll have to train even harder - it's an unkind world.... Ed.)

Tim Stedman.

Editor's Note:

Tim's effort according to my independent information shows that he finished 15th overall, and you will recall that there were 35 starters. I think that was a good effort, and I did note an improved time-trial performance in the weeks that followed.

Don

The Sussex C.A. Open 100 miles Time Trial Including the Sussex Championship and the Worthing Excelsior Club Championship .

A disappointing field of only 33 riders and only three from Worthing were given a dry and warm morning with a light but mainly cross wind. David Shepherd who now rides only as a member of the West Surrey C.T.C. was certainly not touring. He was though headed at 50 miles by G.S. Stella's Mark Jones, a previous champion, by just over a minute, with Andy Payne also G.S. Stella third.

The times were 2.00.16, 2.01.18 and 2.05.06. However, in the second half Shepherd powered out an impressive 2.02.3 which the others could not match and he ran out an easy winner with a fine 4.03.53. Jones faded to a second 50 in 2.10.15 to finish second with 4.10.31. Payne rode his second half in 2.10.36 and was comfortably third with 4.15.42.

Worthing's three were Richard Shipton, Andrew Lock and Karl Robertson, who was making his debut at the distance. That none of them were going to break any records was clear early on., Richard was never into a fast stride, he looked like he was in an Audax event not a time-trial. Andrew, following a 4.34.00 in the Bournemouth 100 the week before (was this too close?) was looking to beat a 4.30 schedule and was never up with it. Karl looked smooth but cautious, not a bad thing perhaps with so little long-distance experience. At the 50mile check Richard was plodding somewhat on 2.10.11. Andrew was struggling on 2.14.24 and Karl, still looking smooth, was on 2.24.34.

At the three-quarters distance, Richard had just completed his best 25 of the event with a 1.4.46 and went through in 3.14.57. Andrew was looking like he might not make it and was on 3.26.55. Karl was

still looking smooth and maintaining excellent form, turning out a third 25 of 1.12.31, almost exactly the same pace as for the first 50, and was on 3.36.52. The last 25 shows what a nice bit of pacing young Karl had managed. Richard recorded his slowest 25 with 1.10.05. Andrew clocked a sort of mind-over-matter last 25 of 1.10.43, and Karl, maintaining style to the end recorded 1.11.28

Richard finished with	4.25.02
Andrew on	4.37.38
Karl with	4.48.20

Richard's effort put him 5th in the open event, third in the S.C.A. championship and made him club champion for 1997. Andrew was 10th, 7th and 2nd in those same competitions, and Karl made 13th, 10th and 3rd. In the club event Karl had been given 42 minutes handicap on Richard, and easily won the handicap.

The big plus though for all three and the club, but a special bonus for Karl, was that their efforts had aggregated the best team time, and so Worthing without a strong entry, are once again Sussex 100-mile team champions. It just goes to show what determination can do. Other stronger clubs and the new breed of "racing teams" with their "signed on" fast men were unable to match us on the day, and that was rather enjoyable.

Don

The Club 30 mile Championship Sunday 20th July

The Ashurst course was host to this championship on a nice sunny morning and a good entry provided a good competitive race. The course starts at Washington Village, heads east and anti-clockwise up to West Grinstead and back through the start. Then it's east to the Adur fly-over at Shoreham and back to a tough finish at the top of the drag west of Steyning by the Wiston Pond parking area.

The timekeeper was able to check their times as they went through Wiston on the way to Shoreham and barring

mechanical problems the result could be fairly accurately forecast at that point. Richard Shipton shot through in 46.47 and very close up was Chris Bacon on 47.23. Next best was Richard Bonner on 48.53, only just ahead of Gavin Bayliss with 49.11. Jeremy Wootton was on 49.45

It must be just about 10½ miles back to the timekeeper so we thought about 25 minutes. The fastest was in fact Chris Bacon with 25.29, a strong finish that had pulled back 12 seconds of his deficit on Richard (25.41). Richard Bonner managed to stretch his narrow advantage over Gavin by 51 seconds (26.28) to (27.19) and surprisingly Karl Robertson (27.26) was next fastest ahead of Jeremy Wootton (27.37) and Paul Carruthers (27.59). Karl though would seem to have started too slowly and could not now recover the deficit on these riders.

Full Result - (last 10½ miles in brackets).

1.	Richard Shipton	1.12.28	Scr	1.12.28	(25.41)
2.	Chris Bacon	1.12.52	1.00	1.11.52	(25.29)
3.	Richard Bonner	1.15.21	1.30	1.13.51	(26.28)
4.	Gavin Bayliss	1.16.30	2.30	1.14.00	(27.19)
5.	Jeremy Wootton	1.17.22	2.00	1.15.22	(27.37)
6.	Paul Carruthers	1.19.38	8.00	1.11.38	(27.59)
7.	Karl Robertson	1.20.00	6.30	1.13.30	(27.26)
8.	Vern McClelland	1.20.37	8.00	1.12.37	(28.30)
9.	Ian Cheeseman	1.23.51	11.00	1.12.51	(29.31)
10.	Ron Bardouveau	1.28.12	13.00	1.15.12	(32.10)
11.	Andy Lawrenson	1.31.42	15.00	1.16.42	(31.57)

The handicapper was pleased with his deliberations and had he known that Andy Lawrenson was going to be hitting the Vino until 3.30 a.m. he might have even squeezed the field even tighter on net times. Still Andy you pulled back 13 seconds on Ron Bardouveau over the last 10½ miles so

perhaps you should be setting your (bleary?) eyes on the longer-distance events.

Don.

The Inter-club "25" for the Clonmore Trophy

This four-way team event between Hants Road Club, Bognor Regis C.C., Rother Valley C.C. and Worthing Excelsior has been fairly easy for us over the past few years. Now though, while all three of our rivals show greater team strength and some fairly rapid individuals, we are not enjoying the form of previous years.

The trophy goes to the best six-man team aggregate, so strength in depth is vital - it was to decide the 1997 version.

Bognor were the promoters this year so it was on their local course from Bognor out to Warblington and back. Resurfacing in the start and finish area gave them a headache but a rapid rearrangement of this part of the course avoided any problem on the morning. The weather was nice and for several of our riders who had 'til then only sampled the delights of the Ashurst course, a fast time was there for the taking.

We had managed an entry of 12, and they all started and they all finished. We had in the result nothing really fast and could only applaud Hants Road Club's veteran Richard Parker who was fastest overall and out on his own with a superb 57.44. José Garmedia of Bognor was the only other rider to get inside the hour, taking second spot in 59.21. Rother Valley provided third man with T. Gillings, home in 1.00.48.

Down to fourth place, and still no Worthing name. Another Bognor man, E. Jones, clocked in with 1.00.49. Finally we had Richard Bonner producing the best of our rides with 1.00.57, and hot on his heels, a good one from Gavin Baylis 1.01.29. We then had a clutch of useful rides; Eric Bonner 1.02.29, Jeremy Wootton 1.02.37, and a personal best from Jonathan Ford-Dunn of 1.02.58.

We needed one more to clinch it. It could have been John Poland, but he punctured when going well with only about four miles to go.....

and so we waited - what would old man Ken Retallick do? What about young Karl Robertson?

As it should be, the young came home fastest. Karl completed our team with his 1.4.54 effort, and we finished with a six-man aggregate of 6.15.24, too good by four minutes for the Hants Road Club and a good effort if you note that the average time for the six works out at 1.2.34.

Mel Robertson, our time-trials secretary, accepted the return of the Tankard (we mustn't forget where we put it this year after all that effort), and that was that for another year.

Let's not forget the other Worthing riders. At the outset I said "strength in depth" and that we had, right royally. Even without Karl's ride, we could have won it with Ken Retallick's 1.5.28 - and without Ken? - we would still have won it with Ron Bardouveau's 1.8.55. Ron was quite pleased with that time, fastest he's done since they removed the rule about dressing in black and having shorts at least half-way to the knee!

John Poland spent some minutes with his puncture - estimates vary from 4 to 14 - and he was eventually clocked in with 1.11.04. Andy Lawrenson was another who enjoyed the absence of hills, at last he has found out what Our Ed has known all along, the old Lock Low Profile likes flat courses, and he was pleased with his 1.12.59. Evergreen Reg Searle completed our efforts with a time of 1.22.47.

Result.:

1:	<i>Worthing Excelsior</i>	<i>6.15.24</i>
2:	<i>Hants Road Club</i>	<i>6.19.56</i>
3:	<i>Bognor Regis C.C.</i>	<i>6.27 37</i>
4;	<i>Rother Valley C.C.</i>	<i>(finished only 5 riders).</i>

Don.

Pregnant Wife Shares Husband's 12-hour Ordeal.

I can imagine a tabloid headline like that, but then the Sussex C.A. 12 hour Championship is not likely to interest them. So I'll use it instead, for it was my insistence that Christine Carruthers should come round the course in the car and see just how far a 12 hour goes, that subjected her to a day's suffering along with her other half.

Paul Carruthers - who said Paul who? - only joined us a year ago. In his first year he said "I'll ride everything and see how I go." I saw him in an early-season club event then a Sussex two-up and a couple of weeks later the Redmon Hilly 73' - he means what he says, I thought.

When I knew he had entered the "12" I telephoned to see if he had any help arranged. "Yes thanks" he said "the wife will be at Washington and I've a friend coming out later". The poor wife it seems was just going to be at Washington and see him about three times all morning. The friend was not going to be around until the poor guy had ridden eight hours. I asked about his food, he said he would be eating cheese sandwiches and nuts. I could not think of anything less suitable, how would he digest it, surely he would choke. - So that gives you the picture - game but hopeless!

The forecast was very hot and humid and for once it was spot on. Thirty had entered, twenty-five started and barely a dozen were to survive. Pete Hamilton of 34th Nomads, a classy rider, had entered and he went well for 100 miles, 4.15.00, then blew as the temperature rose. Only Dave Shepherd, C.T.C. West Surrey, seemed able to ignore the humidity. Andy Payne of G.S. Stella fought hard and survived but was down on his best, and his schedule.

Jan Scotchford rode for 10½ hours like a dream: everyone remarked how smooth she was, easily into third place after about eight hours and then suddenly 10½ hours and she packs. That I shall never understand but perhaps she can explain it for our next issue. She didn't seem to be distressed.

Others, both fast and slow, were dropping out. Andrew Lock went after about six hours - dehydrated despite gallons of the special drinks - we'll not mention any trade names - but perhaps they are not sufficient on their own? Perhaps a cheese sandwich after all! and

maybe cups of tea.

Oh no! I forgot - tea contains caffeine. Even riders who always finish, like Jack Harris of Crawley, suffered. Jack will normally be about 80 miles or so behind the winner but he never packs: in 1997 Jack became so ill that he could not finish.

By the circuit we were down to the few survivors.

No club managed to get a full team home. Our four-man entry was reduced to three when Karl Robertson, unwell for the previous week, failed to start. A shame because he had done lots of long miles in preparation, and with Andrew's retirement around mid-day we were left with Richard Shipton and Paul Carruthers.

We didn't quite know what to expect from Richard. He had spoken about riding a "12" in 1996 and needed encouragement to enter this year. He had no aims, other than to finish. Those who know Richard though will tell you he doesn't do something unless he can do it justice. He told me he wanted to "Do one before I get too old - before I pack up racing". Personally I thought he would do between 240 and 250 depending on the day. He started sensibly and for the first six hours always looked comfortable. He had gone through the first 100 in 4.42, but took an awful packet in the afternoon and suffered to lose a great deal of time. He reached the start of the circuit at Washington with two hours to go and managed just 36 more miles to give him (provisionally) 230 miles. He had wanted to ride one and to finish. He achieved his aims, but I doubt that you will see him ride another.

Paul Carruthers was even more of an unknown quantity. No previous ride at the distance, not even ridden a hundred before - said he would be pleased to finish and would be happy with 210 or something around that mark. At 100 miles he was looking comfortable and was a few minutes ahead of 20 m.p.h. His needs were being catered for more closely now, but he seemed to demand very little. Bottles were replenished and a few bananas were encouraged into his diet for the day. His speed dropped a bit as the afternoon wore on - whose didn't? - but he always remained composed and only in the last couple of hours did he lose the cadence which had borne him along so well for most of the event.

To finish with about 229 in his first ride over 73 miles, to come within a mile of our multi-champion Richard Shipton and on a day when eggs could be fried on the pavement was a superb effort. He finished 4th overall and thoroughly deserves the Bike Store vouchers.

Pregnant wife? Oh yes, Paul and Christine hope for an addition to the family in January, and Christine, no cheese sandwiches or nuts for at least the first six months, eh? You can get those strained things in little jars. Who for? Good question. Paul or the baby!

Provisional Result.

1.	David Shepherd	C.T.C. West Surrey	265
2.	Andy Payne	G.S. Stella	259
3.	Richard Shipton	Worthing Excelsior	230
4.	Paul Carruthers	Worthing Excelsior	229
5.	A. Razzell	Lewes Wanderers	224

Club.

1.	Richard Shipton	230	Scr	230
2.	Paul Carruthers	229	35	264
	Andy Lock	D.N.F.	6½ hours	
	Karl Robertson	D.N.S.		

Don.

Evening Tens Event No 4 - 22nd May

1.	Chris Bacon	22.19
2.	Richard Bonner	23.00
3.	Eric Bonner	23.02
4.	Karl Robertson	23.21
5.	Gavin Bayliss	23.30
6.	Mathew Gould	23.36
7.	Jonathan Ford-Dunn	23.38
8.	Mike Feesey	23.53
9.	Paul Carruthers	24.17

10.	Adrian Brown	24.28
	Stephen Trott	24.28
12.	Colin Miller	24.39
13.	Peter Eldridge	25.46
14.	Ian Cheesman	26.01
15.	Ron Bardouveau	26.41
16.	Diana Trafford	26.47
17.	Mike Poland	30.54
18.	Reg Searle	32.26

Other Second Claim and Club non series riders

Dave Jenkins	28.02
Natacha Maes	23.11
Tim Stedman	25.50
Vern McClelland	24.09
Andrew Lock	24.02
Andy Smith/Jan Scotchford	20.51 (Tandem)

Evening Tens

Event No 5 - 29th May

1.	Chris Bacon	22.15
2.	Richard Bonner	22.27
3.	Eric Bonner	23.02
4.	Gavin Bayliss	23.04
5.	Karl Robertson	23.18
6.	Jonathan Ford-Dunn	23.33
7.	Mike Feesey	24.03
8.	Ken Retallick	24.08
9.	Stephen Trott	25.03
10.	Peter Eldridge	25.24
11.	Ian Cheeseman	25.33
12.	Peter Baird	25.40
13.	Ron Bardouveau	26.18
14.	Diana Trafford	26.38
15.	Mike Poland	30.49
16.	Reg Searle	31.17

Other Second Claim and Club non series riders

Dave Jenkins	27.32
Natacha Maes	22.27
Andy Smith/Jan Scotchford	21.03 (Tandem)
Chris Dransfield	27.57
Andrew Lock	24.01
Vern McClelland	24.05
Tim Stedman	24.50

Evening Tens

Event No 6 - 5th June

1.	Richard Bonner	23.04
2.	Chris Bacon	23.26
3.	Eric Bonner	23.36
4.	Jonathan Ford-Dunn	23.48
5.	Karl Roberton	23.51
6.	Mike Feesey	24.12
7.	Mathew Gould	24.31
8.	Paul Carruthers	24.38
9.	Ian Cheeseman	26.13
10.	Colin Miller	26.22
11.	Diana Trafford	27.17
12.	Peter Eldridge	27.55

Other Second Claim and Club non series riders

Nicholas Attaway	25.24
Andrew Moulding	25.21
Vern McClelland	24.52
Sean McClelland	28.33
Natacha Maes	24.12

Evening Tens

Event No 7 - 11th June

1.	Richard Bonner	22.55
2.	Chris Bacon	23.00

3.	Eric Bonner	23.24
4.	Jonathan Ford-Dunn	23.36
5.	Mike Feesey	23.59
6.	Karl Robertson	24.37
7.	Adrian Brown	24.42
8.	Ken Retallick	24.50
9.	Stephen Trott	25.03
10.	Colin Miller	25.11
11.	Peter Eldridge	25.42
12.	Ian Cheeseman	26.21
13.	Andrew Laurenson	26.24
14.	Diana Trafford	26.36
15.	Ron Bardouveau	26.37
16.	Mike Poland	30.19
17.	Reg Searle	31.49

Other Second Claim and Club non series riders

Natacha Maes	23.40
Andy Smith/Jan Scotchford	21.10 (Tandem)
Nicholas Attaway	25.04
Paul Toppin	23.36
Tim Stedman	24.27
Andrew Lock	24.39

USELESS INFORMATION gathered on an evening ride of about 15 miles: Worthing Borough dates from 1929. Cissbury Ring has a Free Car Park, another sign same place says 'Road Unsuitable for Motors'. Just had a wonderful thought, be nice if we could get some of those signs made up - can think of many places where they would be useful The Findon Village sign has a horse and jockey and two sheep in the design. The Village has won the Best Kept Village in Sussex prize in 1972, 1982, 1987 and ? Well there is another plate on the post but there's no date on it. Maybe 1998 is intended. The Village House Hotel was built in 1527, but it has been redecorated since! The School clock was made by a Pratt from Brighton. We now have a clearway for 18 miles and the next roundabout is 3 miles. Windlesham House School was founded in 1837 but most of the original intake have now departed. The cottage

a bit further on is celebrating its 133rd birthday must remember to get a card. Caravanners and campers go right, seekers of Industrial Museums and Stately Homes go left. The glass in the Public Telephone box at Washington has been inserted back to front so the word 'Telephone' appears as a mirror image. It was raining when it was fitted and he did it from the inside - logical really! The Chardonnay Restaurant has got twisted chimneys. The builder had too much of the vino perhaps. Hampers Lane, is a Private Road, but a Public Bridleway. Sanctuary Lane is the same but signs proclaim priority for 'Horses and Pedestrians' no mention of cyclists. Sleepy Hollow is aptly named. Vera the generous benefactor who gave all the land away according to the story, would be horror struck if she could come back today and see how much the owners would demand for a square foot of the area. Incidentally who says this is 'Sleepy Hollow'? The Ordnance Survey seem unaware of such an area. If you look at the 1: 50,000 it's 'Heath Common' and on the larger 1: 25,000 it's called 'Pigland' - bet the locals wouldn't welcome prominence for such a title, especially as Vera was the very opposite of 'greedy'. George's Lane and South to the A283 and almost straight across to Rowdell House and Home Farm. The wild garlic was very strong - don't think it was me! Church Farm and over the A24 and into Washington. Just wondering what that weight limit was 3.2 tons? Surely not 32 tons. Oh never mind I've got light wheels - should be O.K

That was the first part of the Tourist Trial. Enough clues there for you to find the way round. Alan Matthews, Sue Dray, Paul Toppin, Mike Irons and I were the only 5 competitors on an evening which threatened heavy rain and thundered ominously, but just about held off until we were back in the Clubroom.

Tony Palmer set the route and the questions - he even wanted to know how many speed bumps on the approach to Washington Bridge! Leading at the 'TURN' so to speak yours truly with Alan second, Sue third, Mike fourth and last years Tourist Champion Paul languishing back in fifth. No wonder he was a quarter of an hour up on me at Washington, he's back in racing mode!

Don

Correction.

Jim Hughes asks us to say that he did not buy the tricycle from Joe Simpson but was given it by Joe's son after Joe had died.

Sorry Jim - my mistake (Ed.)

Presidential Privileges perhaps?

Dear Ray Douglass was taken to task several times for the footwear he chose. He would ride hundreds of miles in trainers, which he found more comfortable, especially on the walking bits.

Now we have current President Don Lock turning up in trainers for the first of the East Sussex runs. This is understood though to be a case of "Oh dear, I've left my cycling shoes at home".

It was also the morning that he was 15 minutes late for the start, left his car roof open and drove the wrong way up a one way street - but then you have to make allowances for age.

It was also the morning when runs leader Tony Palmer chose as many hills as possible and I assure you that it is not intended to repeat the recipe of trainers and "Look" style pedals, they amount to a pairing for disaster - up or down hill.

Ed.

Knew it wouldn't last!

Reg Searle's tricycle time for the Sussex Cyclists Association's cross Sussex, Chichester to Hastings record, has been beaten.

Tony Gould of Crawley Wheelers set off from Chichester at 7a.m on Monday 25th August. He was blessed with a light but favourable wind and covered the approximately 67 mile trip in 3 hours 2 minutes and 30 seconds.

Now when Reg set the record in 1958 (sic) - (he was only 28 at the time!) Chichester, he tells us, was much farther from Hastings than it is now. At least three miles farther. He had to go through Arundel and through Lewes and had to contend with Brighton. No by-passes to

give him the free run that Tony enjoyed.

So we could tell that Reg was quietly congratulating himself that his record of nearly 40 years had received, almost a second round of applause. It had been updated by just 8 minutes 47 seconds.

Now of course we need someone from Worthing Excelsior to get it back. We've even got a trike you could use

Salute to our National Champion

A large round of applause for Kathryn McClelland, Yes National Championships and National Records as well, for the diminutive but very determined Kathryn. Tackling every sphere of cycling, and starting with the all round strength gained in the other disciplines of swimming and running, Kathryn has the potential to go to the very top at Senior levels in due course. Guided and encouraged by Mum and Dad, Andrea and Vern, and no doubt pushed a bit by big brother Sean, Kathryn has achieved some brilliant results during the 1997 season:-

English Schools Roller Racing Championship

Saturday 12 April 1997

Richard Dunn Sports Centre Bradford

Worthing Excelsior youngsters Sean and Kathryn McClelland travelled up to Bradford for the ESCA Rollers Championships. After setting new National figures for both distances at the Home Counties Championships, Kathryn was confident of obtaining a good result in the Nationals. The Championship was run as an omnium, consisting of a 500 metre standing start and a 1000 metre flying start events, with the lowest combined time over the two events deciding the winner. Each rider had three attempts at the 500 metre and one ride over 1000 metres.

In the Under 11's Kathryn managed a best time of 32.68 seconds, which was the fastest by 3.5 seconds, beating all the boys as well as the girls. Sean managed 26.85 in the Under 15 boys putting him third fastest. In the 1000 metre flying start Kathryn was again fastest under 11 with 72.47 seconds, ensuring her of her first national title, and Sean was second fastest under 15 with a time of 55.13 seconds, and finished with third place and the Bronze medal overall.

To round off the days events there was a 500 metre knockout handicap event for all the riders, and here Sean came out top

winning a closely fought final where all four riders finished within one second of each other.

English Schools Hard Track Championships

Sunday 15th June 1997

Halesowen Track Birmingham

Halesowen Track played host to the 1997 ESCA Hard Track Championships. The track is privately owned and measures 400 metres with fairly steep bankings and is tarmac with a bright green resin finish. The Championships consist of 2 events, a Sprint and a Pursuit, and both Sean and Kathryn were entered for Worthing Excelsior. In the Under 11 girls sprint Kathryn was unfortunate to suffer a mechanical problem in her heat and finished last, and so she failed to reach the final. A win in the minor final gave her 5th place overall. Sean fared no better in the Under 15 boys sprint and was only able to finish 17th after winning the B minor final. In the Pursuit Kathryn managed to reach the final after recording the 4th fastest time in the qualifying round, but was unable to improve her position. She finished out of the medals in fourth place, in a close final won by Rosina Arnold, who had also won the Sprint Championship. Sean was again well off the pace in the Pursuit and could only finish 14th fastest.

Sean came back from the track complaining of a sore wrist, which was diagnosed as tendonitis, which has forced him to miss the remaining three English Schools Championships of the year.

English Schools Grass Track Championships

Saturday and Sunday 20th/21st June 1997

York Rally

The Grass Track Championships were held at a very wet York rally over 2 days and consisted of three events, a sprint, a distance scratch race and a pursuit. Unlike the Hard Track, the Championship was run as an omnium with the winner being the rider having the best results over all three events. With Sean out through injury it was up to Kathryn to represent the club. After a hectic drive up to York Kathryn only just made the start of her heat of the first event, the sprint. She had no problems in winning and qualifying for the final, which she won from Sarah Todd with Sarah Mclean in third place,

giving her 15 points towards the overall championship.

The second event on the Saturday was the distance event and for this one the under 11 boys and girls rode in one event. Kathryn broke away with one of the boys, Ross Lebeter and just failed to win the sprint at the finish, this giving her another maximum score for the omnium. Sarah Mclean got the better of Sarah Todd for the minor placings.

The pursuit was held on the Sunday as a time trial with 4 riders on the track at a time. Kathryn had Sarah Mclean one station in front of her, and, with a strong ride caught Sarah on the last lap to give her first place. Maximum points ensured her a second National Championship to go with the rollers. Sarah Mclean came in second in the pursuit with Sarah Todd third, to give them the silver and bronze medals respectively.

English Schools Time Trial Championship

Saturday 28th June 1997

Yarborough School, Lincoln

The ESCA Time Trial championships were held at Lincoln with all age groups under the age of 13, competing on the closed circuit at Yarborough School.

Worthing rider Kathryn McClelland was competing in the Under 11's title race over a distance of 3 miles. The race proved a very close affair with the first 5 riders all breaking the existing competition record. Rosina Arnold was entered once again, after having been a non starter at the Grass Track, and proved to be the fastest with a ride of 9 minutes 11 seconds, with Kathryn finishing equal second with Sarah Todd on 9 minutes 14 seconds. Once again Sean was a non starter in the Under 15's event due to injury, and missed what turned out to be a fairly rapid event on a circuit course over 10 miles that seemed to be mainly downhill.

English Schools Circuit Race Championships

Saturday 12th July 1997

Skelton Farm, Harrogate

Another long trip up North for the final ESCA event of the year for Worthing Excelsior rider Kathryn McClelland, and a final chance to get the better of multi ESCA Champion and Best All Rounder leader Rosina Arnold. The race was held on a motor racing circuit near

Harrogate, but this was nothing like the flat wide track at Goodwood. The circuit is one that is used for car Time Trials and Hill Climbs and is only wide enough for one car in most places on the circuit. The riders were spared the full circuit which involved a long steep climb of about 400 yards, but the shortened circuit still involved a long drag up to the finish, and a nasty climb just after the finishing line, and for Kathryn totalled four laps. After a fairly bad start for Kathryn, she soon recovered up the first climb, and came over the line at the end of the first lap with Sarah Todd, with Rosina Arnold trailing in third place. These three had left the rest of the field well down after just one lap, and it was just a case of which order they would finish in. Rosina never managed to get back on terms with the two leaders where Kathryn attacked on the climb, and dropped Sarah to come in a lone winner.

Kathryn McClelland
1997 Results

Cycling	1st	English Schools National Rollers
	1st	English Schools National Grass Track
	1st	English Schools National Circuit Race
	2nd	English Schools National Time Trial
	4th	English Schools National Track Pursuit
	5th	English Schools National Track Sprint
	2nd	English Schools National Best All Rounder
	1st	English Schools Home Counties Roller
	1st	English Schools Home Counties Circuit Race
	1st	English Schools Home Counties Track Sprint
	1st	English Schools Home Counties Track Pursuit
		National Record Holder 500 metres Standing start Rollers
		National Record Holder 1000 metres Flying start Rollers
Triathlon	4th	Dover Triathlon
	4th	Ipswich Triathlon
	2nd	East Grinstead Triathlon
	3rd	Rothwell Triathlon

Division Juvenile Track Championships

This year there have been two Division Juvenile Championships Sprint and Pursuit, and both Sean and Kathryn McClelland competed for the club. Sean won the Sprint from Mark Burgess of Lewes Wanderers, and the positions were reversed in the Pursuit in a close final where Mark beat Sean by one second.

Very well done Kathryn, we shall be looking forward to following your efforts over the Winter rollers season and then into next season on track and road.

Ian Cheesman dabbles in the Town Centre

. and apparently they couldn't touch him for it!

The incident occurred when he was in Bury St Edmunds - (North East of Watford) - "Town Centre Cycling" the sign said, and as he had his bike he entered on the line, describing himself as a 1st category Novice.

He was to prove the accuracy of the self styled description by spending most of the first 1.3k lap trying to get his foot in! The second lap was spent making contact with the rear of the field. Fortunately there were five more laps in which to improve on 16th place in the 16 strong entry. Unfortunately by the time he had got himself into the bunch three had already flown.

The laps contained one hill described as modest but which got steeper as the laps mounted - a well known phenomenon. Bearing in mind that Ian's racing experience has been limited to one season only of club time trials, he found it quite 'exciting' to be rubbing shoulders and even handlebars with other riders at 20/25 mph and at the same time negotiating 11 corners in every 1.3k. He's not clear as to how many barriers he hit but he stayed upright.

Twice he heard his name on the public address - what an ego trip- each time of course he was delayed as he stopped to acknowledge the cheers. Despite all this he progressed to finish 8th, just 54 seconds down on the winner and only 4 seconds away from 4th place.

He did not think he would be ready for The Premier Calendar Events next year! On the other hand he thought the idea of trying to ride some of the Goodwood evening meetings in '98 was a definite possibility.

RULES IS RULES!

It is reported that Club Events Secretary Mel Roberton refused to allow this character to start in a recent club event. Mel insisted that the 'bars did not comply with the recent rules laid down by the (U.C.I) Union Cycliste Internationale. To whose offices in Switzerland the matter may now be referred.

Just a load of old bull in our opinion!



Sussex C.A 25. The County Championship

Steve Elms the East Grinstead fast man successfully completed a hatrick of wins in this championship, promoted by our Mel Roberton for the S.C.A. at Steyning on 7th September. He raced round the Ashurst circuit course in 55 minutes 25 seconds, a winning margin of 57 seconds from Dave Pollard of Lewes (56.22) with his East Grinstead team-mate Steve Dennis third in 57.02.

Our fastest ride came from Chris Bacon who finished 9th with a time of 1.0.28 beating Richard Shipton, equal 11th with 1.1.01. Other Worthing times were Eric Bonner 1.4.08, Karl Roberton 1.6.02, Ed Andrew 1.11.12, Alan Cooper 1.11.36 and Mike Poland (his first 25

since his horrific accident 3 years ago) a remarkable 1.21.37.

It was a nice warm and sunny morning and there did not seem to be much wind to start with. A North Westerly did rise for the later starters and many were heard to complain of a struggle on the last leg back from Shoreham.

Ah Bisto!

Did you hear, that packets of the famous brown stuff have been recalled? Check with your local retailer, but we think it's packets with a best before date in 1998. Apparently they are likely to explode.

On the other hand it is rumoured that Mike Poland is prepared to pay £10 a packet if they are of the right date. Four level tablespoonfuls five minutes before the start of the recent Sussex C.A 25 saw him go off with quite the most explosive start seen this season! Timekeepers complained about the unnatural 'country smell' and Mike admits he hasn't got the dose or the timing quite right yet. It seems his finish was more of a whimper. Perhaps four more spoonfuls at half distance ? No perhaps not.

The Earl Marshall Perhaps

The Arun District Council seem to have come up with an excellent idea, which, if extended, will solve one of the biggest problems for cycling clubs - the need to find marshalls. A start has been made by placing a permanent marshall on the A27, on the roundabout at the east end of the Arundel by-pass. All that is needed is to place your direction arrow or arrows at a convenient place/height, and there it is, prominently in the centre of the roundabout.

A letter will be forwarded in which we shall indicate a number of other locations which should be given urgent consideration for similar facilities. A suggestion is also to be made that a wide Velcro strip round its midriff would equip the "marshall" to take and hold appropriately designed arrows. It is accepted that these will be funded by the clubs and not from the budget of the Highway Authority. Letters are also to go to other local authorities in the area, urging them to follow Arun's example. - with a bit of luck we could have the county covered in a few

months.

It is surprising that the idea hasn't been developed before. For example, think what a superb job could be done with a suitable statue at Offington and there's an obvious choice of "George" at Washington!

Clubs will have to use the facility sensibly and will need to ensure that arrows are removed after events, if the "marshall" is not to assume the appearance of some Wild West character who failed to escape the Indians.

Observations on the design of this first marshall would be greatly appreciated, as it is something of a prototype. The view of those racers who notoriously ignore orange signs, waving arms and screams from the usual manually operated system would be of particular interest.

It is not known if the R.T.T.C. have been consulted but it is to be hoped that they will join in encouraging the development and not impose conditions.... you can just imagine it can't you. "Must not attempt to direct the traffic, must be all in black..... must bear an R.T.T.C. certificate of approval....."

P.S. (Three weeks later). Alas it's gone. The reason given (officially) is that it was only there for the Arundel Festival. It is also rumoured though that Cliff Hawkins had lodged a complaint on behalf of the Amalgamated Union of Marshalls, Arm-Wavers and Screammers (as yet not affiliated to the T.U.C.), who felt that their jobs were threatened.

Evening Tens

Event No 8 - 3rd July 1997

1.	Chris Bacon	22.55
2.	Richard Bonner	23.27
	Eric Bonner	23.27

4.	Mike Feesey	24.18
5.	Jonathan Ford-Dunn	24.27
6.	Ken Retallick	24.44
7.	Paul Carruthers	25.11
8.	Adrian Brown	25.24
9.	Stephen Trott	25.27
10.	Colin Miller	25.58
11.	Peter Eldridge	26.44
12.	Diana Trafford	27.30
13.	Ron Bardouleau	27.41
14.	Mike Poland	30.52
15.	Reg Searle	33.02

Event No 9 - 10th July 1997

1.	Richard Bonner	23.07
2.	Karl Roberton	23.37
3.	Eric Bonner	23.38
4.	Mike Feesey	23.49
5.	Jonathan Ford-Dunn	23.52
6.	Paul Carruthers	24.06
7.	Adrian Brown	24.19
8.	Colin Miller	24.50
	Stephen Trott	24.50
10.	Ian Cheesman	25.09
11.	Peter Eldridge	25.45
12.	Ron Bardouleau	26.08
13.	Andy Lawrenson	26.44
14.	Diana Trafford	26.46
15.	Mike Poland	31.09
16.	Reg Searle	31.25

Event No 10 - 17th July 1997

1.	Chris Bacon	22.35
2.	Richard Bonner	23.11
3.	Eric Bonner	23.43
4.	Paul Carruthers	24.13
5.	Karl Roberton	24.21
6.	Ken Retallick	24.37
	Adrian Brown	24.37
8.	Stephen Trott	24.45

9.	Mike Gibbs	24.51
10.	Ron Bardouveau	25.49
11.	Colin Miller	25.53
12.	Peter Eldridge	26.03
13.	Diana Trafford	26.48
14.	Mike Poland	30.02
15.	Reg Searle	31.24

Event No 11 - 24th July 1997

1.	Jonathan Ford-Dunn	24.42
2.	Karl Roberton	24.59
3.	Paul Carruthers	25.19
4.	Ian Cheesman	26.54
5.	Peter Eldridge	27.06
6.	Diana Trafford	28.10
7.	Mike Poland	30.54

Event No 12 - 31st July 1997

1.	Chris Bacon	22.53
2.	Mike Feesey	23.59
	Eric Bonner	23.59
4.	Jonathan Ford-Dunn	24.36
5.	Karl Roberton	24.45
6.	Stephen Carruthers	24.46
7.	Stephen Trott	24.47
8.	Adrian Brown	25.00
9.	Ken Retallick	25.08
10.	Peter Eldridge	26.11
11.	Diana Trafford	26.49

Event No 13 - 7th August 1997

1.	Chris Bacon	22.31
2.	Richard Bonner	23.15
3.	Eric Bonner	23.57
	Mike Feesey	23.57
5.	Jonathan Ford-Dunn	24.13
6.	Paul Carruthers	24.53
7.	Mike Gibbs	24.56
8.	Ron Bardouveau	25.43
9.	Ian Cheesman	25.45
10.	Karl Roberton	25.58

In Chris Boardman's Wheeltracks

Manchester Velodrome on Sunday 7th September was the venue for the Juvenile Under 16 Track League Competition. This competition brings together teams from each of the country's track leagues to compete over a series of events, and this year for the first time the Sussex Cycle Racing League had entered a team. Each team consisted of four riders, ideally to be made up of 3 boys and 1 girl. The Sussex team included two Worthing Excelsior riders, Kathryn and Sean McClelland. The other members of the team were Mark Burgess of Lewes Wanderers and Charlie Burrell of Central Sussex, with Paul Barnard of VC Etoile travelling as a reserve. Also travelling as team officials/drivers were Dave Barnard as team manager and Vern McClelland as team coach.

As preparation for the event all the team members had attended two sessions on the new Calshot indoor track, the first with Tony Yorke in charge was just for the five riders (plus the team officials who also managed to get a few laps in!). This was Kathryn's first ride on an indoor track and by the end of the session she couldn't wait for another ride. The second trip was a Sussex Cycle Racing League session with Mike Dennis from Manchester where the youngsters were included in a four hour session with senior riders where all performed well.

The team travelled up to Manchester on Saturday 6th September staying overnight so they could get to the track early on the Sunday morning. For Kathryn and Mark Burgess this was their first visit to the velodrome, and the first thing that Kathryn noticed was how big the track was compared with Calshot. Once changed, all the riders had plenty of time for a warm up. Paul Barnard was fortunate to get a ride with the Nottingham 'A' Team as the officials made sure that all the riders that had turned up got a ride.

Each team varied in age from 10 to 15 and although each team should have consisted of 3 boys and 1 girl, with a lack of girl riders the majority of teams were all male. In order to try and balance the abilities for the competition, points scored by the girls would be doubled and a similar allowance was made for riders under 14. A total of 17 teams were entered with the expected winners coming from Nottingham 'B', Manchester Regional, Reading and Herne Hill 'A', and an outside chance being Maindy 'A'. For the Sussex team the event was to be very much a learning experience and hopefully the start of regular visits to similar events.

Each of the teams riders had nominated events from the program that they had to ride and these were:-

1. Sprint - Mark Burgess
2. Devil - Sean McClelland
3. Points - Kathryn McClelland & Charlie Burrell
4. 1000 metre Double Harness Pursuit -
Team 1 - Sean & Mark
Team 2 - Kathryn & Charlie
5. Olympic Sprint for all 4 riders
6. Scratch races for all 4

This meant that all of the riders had 4 events to ride. The scratch races which finished the event, were split into a 'girls only' event, an event for 'Under 14' riders, an event for riders 'Over 14' who had scored the least points, and an event for the highest points scorers 'Over 14'.

With competition fierce in all of the events it was hard work for the Sussex team to make much of an impression, but all four riders performed creditably especially considering the age and size of some of the riders they were up against. In fact Kathryn was one of the youngest competitors at 11. It was a pleasure to watch the Sussex teams riding in both the Double Harness Pursuits and the Olympic Sprint, where our riders were able to use some of the skills learned at Calshot, in a racing situation. With a handful of teams dominating most of the racing the Sussex team went into the final events, the scratch races, in equal 14th place, having failed to score any points in the previous events. In the girls' Scratch race Kathryn just missed out on a point for sixth place after a close sprint. It was in the 'Over 14's' event that it all changed, with Mark making a late surge to gain a well deserved second place and five points, with Sean just finishing out of the points. In the final reckoning the Sussex team managed to finish 10th, thanks to Mark's ride in the final Scratch race, which was better than had been expected. Mention should also be made of Paul Barnard who rode well for his adopted team, all of whom were under 14, with the youngest only 10.

The first team overall was the Nottingham 'B' team (why Nottingham should have their strongest team as a 'B' team only they will know), on 39 points. The 'Home' squad Manchester Regional also scored 39 points, but lost out on the number of first places, so finished second, and another Manchester team ACT 'A' finished third.

A nice touch at the end of the meeting was each of the teams riding a lap of honour of the track after being presented to the crowd. All of

the riders thoroughly enjoyed the day's racing and the chance to ride in Chris Boardman's wheeltracks, and it is hoped that next year Sussex will be able to field 2 teams in the competition.

As a final note, BCF Sussex Division must be thanked for their support for the team in providing travelling and accommodation expenses, and thanks also to the Sussex Cycle Racing League for providing a set of jerseys for the riders to wear.

Tour de France.

When I saw this year's tour itinerary in "Cycling Plus", the brain started working overtime. A "mountain" time trial followed the next day by a stage finish on the hallowed Alpe d'Huez: over a long week-end!!

I tried to rope others in but was unsuccessful. Faced with the cost, having to use my dodgy "French". and having to drive and navigate alone, the whole thing looked like a pipe-dream..... 'til the Tour started..

Instantly addicted by the Pyrennean stages and the enthusiasm with which they came through the TV from "Bert and Ernie" - Dave Duffield and tour Winner Steven Roche at Eurosport, - nothing would stop me making the pilgrimage.

So on the rest day while the riders would be training and recce-ing the course around St. Etienne, I spent the day driving across France - a nine-hour journey from Dieppe.

The Stena Lynx had had "engine failure" and docked late (it always does, Ed). I was always against the clock and after getting stuck in a motorway tollgate, getting lost in Lyon and realising that I was still two hours from where I was heading plus the heavens opening up I thought I had made a big mistake.

I had been really worried about the driving but was pleasantly surprised. It was a real joy. The road to Paris was very good, but the biggest bonus was that there didn't seem to be any traffic jams. Cycling was to prove even better with real, fresh air.

When I reached the impressive Rhone I knew it wasn't far as I looked

for the village of Pelussin in the Pilat national park. It wasn't difficult: great orange signs heralded the yellow brick road to the "Col de la croix de Chaubouret TOUR DE FRANCE" - my ringside seat for tomorrow.

I reached my campsite; a completely full campsite! I started to panic and headed for another site in the valley on recommendation. But I didn't have the time and wanted a headstart the next day. Driving away I spotted a country house with a huge garden. Aha!! Whatever possessed me (desperation?) but with some "comprend"able French I ended up sleeping on this elderly couple's lawn.

Safe at last I thought; I can relax now. Nope!! you saw the time trial - the weather was appalling and the wind which came off the mountain shook my tent mercilessly all night and not a wink I got!!!

Next day - Friday - I was up at six to avoid the crowds. Some ten uphill, but the road from Pelussin was quiet, the sunrays and panoramic views a real treat, and the air was still. When I reached the course, the gendarmes had closed the road, and the publicity-freebie cavalcade was in full swing. I was faced with a walk to the top. Away from the coppers though the audience were quick to insist on an ascent. Off I rode to the top.

My BCF jersey sparked an embarrassing rendition of "There'll always be an England" when I came across the first Britons of the holiday. As I neared the col the crowd was four deep and apart from the obvious comment of "chrees boardmann (tee-hee-hee)", I met with a barrage of cheers - and boos - where the mass was swollen by the great Danes among others.

We waited and the tension mounted. The riders would have been shocked by what they were about to enter as much as I was. When the first rider rose up from the trees below it was like a Palm Sunday. The flashing lights were the give-away and we rose to the occasion.

For those not familiar with the system, riders are despatched in reverse order: the last in the race over-all goes first, then the next slowest, and so on, at two minute intervals, until the leaders who are sent off every three minutes. The count-down from 186 began.

All these domestiques we were seeing (and there was still class

among them) looked incredibly tired and seemed to be coping as well as I do in every time-trial - their excuse 1½ weeks continuous work on the road and 2 punishing days in the Pyrennees.

The crowd got dangerously close and when a Frenchman approached they went delirious: come Virenque and even the police sirens were inaudible. I was surprised how strong Boardman looked. When the last rider came over the top it was every man for himself as all hell broke loose. I must have been one of the first off the mountain. Some I'm sure would have had a very long wait.

I drove my next leg to the Alpes but this time I was lucky at the campsite. I still didn't know what happened in the T.T. So I bought the *Dauphine Libéré* and looked at the pictures!!! European papers give the entire general classification.

I had stayed outside Vizille outside Grenoble and parked the car further into the Alpes, then headed towards the famous ski station. There were so many cyclists on the road - the only one to the Alpe - I soon joined a chain gang, full of Frenchmen which was interesting!

When we reached Bourg d'Oisans at the foot of the mountain the pleasant, little alpine town was a hive of excitement AND traffic!

I started the ascent at 1 and the temperature had soared, as had the number of intrepid climbers. This wasn't a problem though as we stopped regularly to recover. I had a breathless conversation with a rider from Norwood Paragon and also saw a large group of Lewes Wanderers: familiar to all of us from Thursday evenings.

Before the 21 hairpin corners begin, the steepest and most daunting part hit hard at the very start of the Alpe d'Huez. I was soon leaking from every pore and my head had started to swell I'm convinced!!! I couldn't drink fast enough to compensate but while others were sampling the mountain streams I passed on that idea, and instead filled my cap with the amber nectar for a short 2-wheeled shower.

After a welcome dive through a tunnel, the top beckoned ending two hours intermittent grinding. This euphoria was short-lived when a kilometre from the top, the police turned back any hopeful pilgrim. No matter, I had picked my spot - with a super view of a turn below. The

road was now chocka.

While I munched on my lunch the atmosphere made yesterday's pale into insignificance. - it was electric. The whole trip would have been worth it for just 10 minutes on the mountain. For me and I'm sure all the other 300,000 it was Mecca.

Late in the afternoon, the tumult of expectancy wove its way up the 21 bends soon to be lined by strings of warriors. The hot sun was all that filled the sky when suddenly a faint murmur echoed between the surrounding peaks; and then a pair of helicopter blades appeared deep in the valley below. This came upon us like the hearsay reports being spread about who was at the front. They were coming...

The agonising picture of the telly choppers stayed for ages but all of a sudden our patience was rewarded. Into sight the clear image of the Italian Marco Pantani loomed on the road below and the surge of noise climbed with him like a Mexican wave. I saw the commissaires' car and panicked: take a photo? which side? shout in French, English or something vaguely Italian!?! Then the "pirate" rose like a phoenix from the flames and we were overwhelmed. He would have heard nothing: riding purely on adrenaline.

The speed was startling - faster than many amateurs on the flat!! No one was going to catch him apart from maybe the over-zealous Scandinavian with a papoose and his son in it who chased after the stage winner. Luckily for all concerned this was unsuccessful.

Ulrich soon arrived commanding respect, while golden-boy, pin-up Virenque was pushed up both verbally and physically. The outnumbering French spectators finally made their presence felt. The main "contenders" appeared, followed shortly by a largish group, the head of which unceremoniously discharged an empty water bottle into the feet of the human hedge. Next came the popular but lone figure of Zabel to everyone's delight.

All too quickly the fun was over and a descent taking as long as the ascent was on the cards. Whenever a gap opened it was hell-for-leather but all this braking was causing my rims to glow I'm sure!! Funny smell of burning rubber?

Riding back down the valley an impromptu road race had materialised not, I doubt in any UCI handbook I was surrounded by a group of German club riders not surprisingly all dressed in Telekom shirts. Though, just like Alpe d'Huez the mass was cosmopolitan. I hung on like grim death assisting a quick return to my lay-by for cool drinks.

That night I camped in a basic but packed forest site above Bourg d'Osiens while the carnival raged into the early hours. Reassuringly the public karioake in the main square was enough to keep the wolves from our tents though.

Sunday morning I set off early up the never-ending climb of the Glandon. Which took longer than expected and just before a short set of misleading, descending hairpins half way up.... A big group of us had been stopped - a remote alpine valley with grand views of the scenery, and the riders for ten minutes.

I met two geordies from the Houghton C.C. here spot and they kept me entertained for the next hour. When the riders came, watching the already splintered peloton descending those tight hairpins was impressive. Festina had attacked early to try to send the Telekom team into disarray. The whole Tour had been blown apart. Oskar Camazin leading one of the many chasing groups almost fell in front of us. When they had all got through (and they were drastically lined out) the tour for me had gone, at least for this year! I then rode the slog up to the top which took all afternoon but with a drink and a quick glimpse of the TV at the top it made for a quick descent. At 5, I stopped at a bar on the way down to catch the finish with a nice crepe. Virenque and Ulrich cossed the line in Courcheval in each other's pockets; the Frenchman the honourable winner.

The next day I returned home getting to the Dieppe ferry by the skin of my teeth. I had had a truly unforgettable holiday with memories that will always stay with me. And I'd done some pedalling too!!! I'm actually on the Alpe d'huez footage if any one wants to borrow the tape. I just hope your video has a slow-motion function.

Tim Stedman

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THE RAY DOUGLASS MEMORIAL TEA

**The second Ray Douglass Memorial Tea
will be held at
Washington Village Hall, Washington, West Sussex,
on January 25th 1998 from 3.00p.m. to 5.30p.m**

**The Worthing Excelsior Cycling Club will continue to remember Ray,
and invites all who knew and loved him to come along, for Ray was
not just ours, he was a friend of so many.**

**There is no charge, but there will be a collection on the day.
Do please book names and numbers with Don Lock (see below) so
that we know how many to cater for.**

**We are particularly keen that all who were with us at Washington
after Ray's funeral will try to come along again.**

**There will be a run leaving Washington Village Green at 9.00a.m to
return by 1.00p.m. Another (short and gentle) will leave at 2.00p.m.
You are all welcome to join these.**

**Organiser: Don Lock
7 Welland Road
Worthing
West Sussex
BN13 3LN
01903 531877**

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