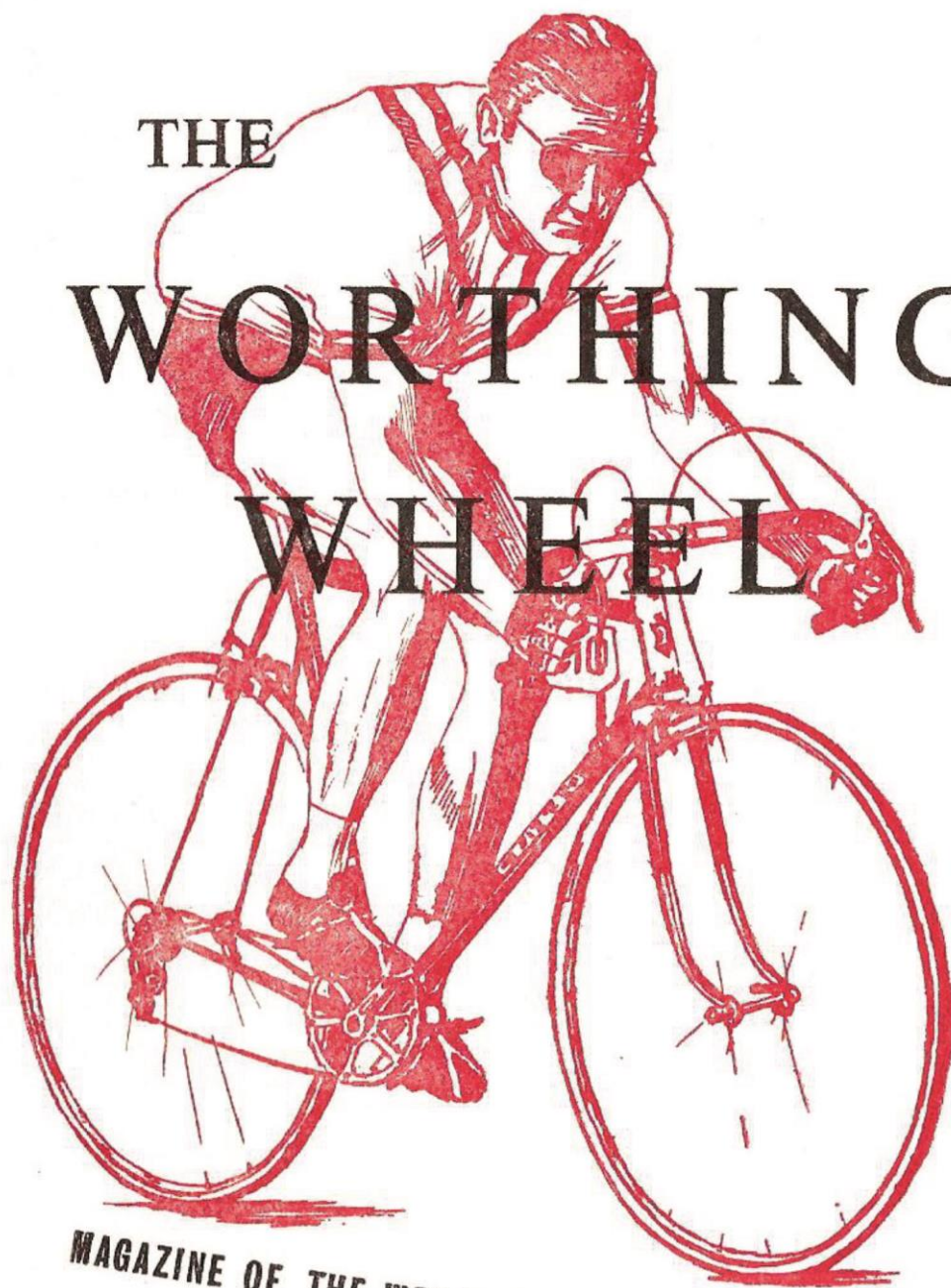


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

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THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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Broadwater Green, Worthing,
(Meeting every Tuesday 8.00pm
- 10.00pm approx)

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EDITORIAL

Just because you find your Worthing Wheel packed full from pages 3 - 36, don't imagine for one moment that an article to the Editor wouldn't be accepted. I am constantly being asked at the Clubroom if I need any more articles for the magazine; My answer is always 'Yes please' - but they never seem to materialise. One has arrived, however, this issue, and I hope that Bill Webb's article will inspire others who don't usually contribute, to do so in the future.

However, the pages had to be carefully selected, for I have bumper crop of 'timeless' articles - which will always be omitted in favour of current up-to-the-minute reports from our roving velocipedists.

Somewhere in this jungle of typed pages, you will find a fairly comprehensive review of racing so far this year - together with early 'Evening Ten' reports. These will be sandwiched between general interest and touring articles, together with a couple of lighthearted 'peeps' into the sport.

Derek.

Lost Typewriter!!!!

Somewhere out there is a lost electric CLUB typewriter. There are numerous Club officials who could use this machine if only it were available. So perhaps you could search high and low and contact either Derek Smith or Theo Puttick if you make any discoveries.

HIGHWAY MURDER?

I see the Highway Code has been rewritten to take account of changing conditions in the last few years. But even as amended, the code is an essentially idealistic document which takes little account of basic or base human nature. As one who bitterly regrets the day when they stopped having men with red flags walking in front of cars, I thought it was time to give some advice to pedestrians and cyclists.

Pedestrians have the advantages in numbers - and with a little guile and gumption, they can occasionally outwit the motorists.

When crossing the road, fix your eyes on those of the driver of any approaching car. Carry a small but noisy horn in your pocket to hoot at drivers who fail to stop.

Alternatively, give a smart rap on the boot of these cars with your fist or umbrella (or cycle pump). Nothing annoys a motorist more than if you actually dare to touch his sacred car.

Many motorists will want to get out of their cars to attack you, but here you have a clear advantage. Every time he tries to get out, slam the door shut. If they do get out, run. Few motorists are quick enough to catch the average, fit non-driver. I have only ever been caught once and that was because I was laughing so much I fell over. Finally, always remember there are two kinds of pedestrians - the quick and the dead.

For cyclists, the main rule is to be noticed. Most motorists only recognise their own kind and treat bicycles as if they were invisible. Wear bright clothes. Orange ski suits are ideal although they do not always go down very well at

the office, Wear steel-capped boots for kicking cars that pass too close. Paint your bike white and fix as many accessories on it as possible (for those of Daves kind), attach a trailer - few motorists can ignore an articulated bicycle.

Roughen the rims so that they make a loud and annoying whine when applying the brakes, (also useful on a hill Clubrun as an alternative to verbal warning). Fix a powerful horn to the handlebars so that an unsuspecting motorist thinks momentarily you are a 32 ton Spanish juggernaut driver with a bad temper.

If chased by motorists who take an irrational dislike to your methods, ride along the pavement. I have found only one driver prepared to follow for any length of time and he wasn't very good at cornering. (Watch out here, because the Sussex Police are clamping down).

This may all sound harsh advice. But with drivers and non-drivers it is a war to the death and I have a nasty feeling that the motorists are winning.

An abridged version of what appeared in the EVENING ARGUS, Thursday 6th April 1978, with acknowledgement to Adam Trimmingham.

TO RENOVATE A SADDLE

A good way to renovate a saddle is to get a pennyworth of oxalic acid and mix with warm water until dissolved; then get a cloth and dip into the mixture and rub over the saddle well. Let it dry and then rub up with fine sandpaper, fetching off all black marks. Finally clean with brown boot polish.

CLUB SPIRIT

Whatever the participation in the activities of the Worthing Excelsior, whether racing, touring, social or administrative, it's nice when the spirit comes to the fore. It is shown by hard work over long periods which can sometimes be rewarded by our Clubman of the Year Trophy, and occasionally by particular efforts of a short term, but nevertheless, worthy nature.

It is one of these latter types of effort which occurred a few weeks ago, that prompted me to write these few lines. In this instance it concerns racing; on the Saturday afternoon, in a road race, over some sixty miles, he had fought single handed the four-up strength of the Brighton Mitre, stopped when so ordered by the official car because of cattle on the road - nobody else did, then recaught the field and was there sprinting out the finish to take fourth place. On the Sunday morning, there was an important time trial decided primarily on a team basis and after several lean years we were favourites. An early morning 8 miles to an address in Worthing for a lift to the start, and then being unable to wake the occupants, had a further 18 miles to the start and with little time to spare. Finally, a ride, so far below his best that most would have packed, but a ride which was vital for he was to be our 4th rider to count and we won the team. It was a ride which from outside the Club drew comments of "he's blown it" and "not going so well now, is he", From us its....Thanks Nick and very well done.

Don.

ROAD SAFETY QUIZ - Wed. 22nd March 1978

This year four teams consisting of four members, entered the Worthing Adult Road Safety Quiz. With Alan Matthews co-ordinating, we all arrived at the Gordon Rooms, Worthing Town Hall at "7 pm. 19.00 hrs, little hand on the seven, big hand on the twelve".

"Please ensure that you are familiar with the current Highway Code". Well what is 'current' when you can opt for either new or old in the driving test? So we had half the field learning the 25p. version and the remainder scanning the 12p. booklet.

Furthermore, the team letters were complicated after Alan designated us teams A-D and the quiz organisers chose D-G. However, using Alan's system our numbers were made up as follows:-

<u>Team 'A'</u>	Alan Matthews, Don Lock, Brian Weir, Derek Smith.
<u>Team 'B'</u>	Sarah Webb, Susan Puttick, Christine Barnett, Carolyn Avon.
<u>Team 'C'</u>	Ian Reader, Simon Cornelius, John Gildersleve, Duncan Waghorne.
<u>Team 'D'</u>	Roger Smallman, Paul Toppin, Robin Holden, Roy Holden.

Please be prompt! - we were asked.

We all arrived on time and signed in. Our instructions were headed - "This road safety quiz is not based on the new Highway Code." So its all down to what has changed. We were asked to go into the Gordon Room until our teams were called. Almost given up for forgotten, we refreshed ourselves with tea and biscuits, sometime after 8.00 p.m. The films that were being shown while we waited, were of a lighthearted nature and

included Reg Varney at the wheel'.

Then we started to move, the girls being first off, and the others following in quick succession.

First was a 15 minute highway code question paper (1 question 29 marks and 9 questions x 4 marks total 65 marks). On this one we could confer and gave our answers on the question paper, in the space provided. Such questions as waiting and parking - You must not etc... (have a look at old clause 97 and see where you can't park - then wonder why cars stop at all!!). Others revolved around overtaking, crossing the road, road markings, and road junction procedure.

For the second part we had a 5 minute Road Signs paper - an individual paper with no conferring. (10 signs x 1 mark x 4 members total 40 marks). Examples being 'all vehicles prohibited. Minimum speed limit, two-way traffic crosses one-way road, and countdown markers to level crossings and exits on motorways.

For the third and final part of the quiz we had a two minute road layout question (5 faults x 2 marks x 4 members total 40 marks). Faults in vehicles, pedestrians, signs or road markings, may have been found, e.g. sign No.1 bend to left, placed before a bend to the right. Vehicles may be moving, stopped, parked or indicating a turn. Then with these stored in the 'grey matter', a 50 m walk to write those faults down in 5 minutes. Back then to the Gorden Rooms to await the results.

Unbelievably, Chichester Institute of Advanced Motorists won again, but dropped 35 marks in doing so. Their score 110/145, while the Saab Drivers Club of Wessex came back to 2nd place, from last years sixth, with 108 marks.

But enough of these 'other team' results. How did W.E.C.C. representatives do - you are asking? Well out of 15 adult teams entering our 'A' team was placed 8th with 77 marks, our 'D' team was placed 12th with 69 marks, our 'C' team 13th with 62 marks and equal 14th with 56 marks the 'B' team.

Not an overwhelming succes you may think, but we are improving every year. The Worthing Excelsior Cycling Club is showing its strength in numbers alone, and if those numbers can improve their Highway Code knowledge, we will be ready to take over as next year's winners.

The judges were National Cycling Proficiency Examiners (but again no 'bikey' type questions), Sussex Police and members of junior Accident Prevention Council. The awards were presented by His Worship the Mayor, Councillor Hill, to the winning teams.

With the formalities over, a number of members then ended an enjoyable evening in the local hostelry, with a chat and a game of Bar Billiards - what a pleasant way to finish!

I look forward to seeing the same numbers again next year, so be ready to give your names to Alan, and keep reading that Code'.

Derek

THE HEAD OR FORK

Whether the head or the fork is the better place for a lamp, is a question which will probably remain forever unanswered, though, in the case of a handlebar with a long forward lug, it is often answered by the head becoming an impracticable position. On the head of course,

the light is thrown farther in front, and the wick can be turned up and down without dismounting, while the advantage of carrying the lamp on the forks seem to be a bright light just ahead (especially useful for hanging on) and less tendency to blow out in a strong wind.

GABBLETALK

By popular demand, indeed, upon specific written request, we present further droppings and dribblings from the pen of Gabbletalk. All responsibility for his state of mind is completely denied.....

Oh great reliefee big breath sigh and enjollyball look to morrow after much ice block on head pen scribbly reado and study 30 hours adayo plus nighties of coursee. Back to the pedalyo and bikee wheel-a-lot but find swot-swot easier on bot bot.

After absentee from cyclo scene for a short whilee find much inflat ation blown prices through top of saddle and one hundred quidlies for new bike gets me only a campy twiddly much geary and crank and not even the new fangly titty fananium spindly at that. Consideree now purchase of woops pardon crash bate skoard all duly approvee by the Broadwater Cycling Fraternity and Regency Turnip Training Club (Bee See Eff) and (Are Titty See).

The Club's more speedy on the swheely with the return of one Hot Kick Nelly after 8 years of spud bashing - nine wins on trot and one on a bike, not bad for starters and much stirring of the slovely bods. With Drip Shodman and Teeth Dipton and the cup and upping Tall Poppin much winny of the teamers. Dayless Age Rugless has micked up a pedal his first since 1923 and his epic ride in the Tour de Broadwater, not to

So if you've got any pictures, or negatives that we could get printed, that cover these missing years up to the present time, then perhaps you could see John Mansell or Charlie Lednor.

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RACING REVIEW

SCA 2-up 25 mile - 16th April 1978

A reasonable, still morning, with clear skies early, clouding over as the event progressed. Eight Worthing riders were at the Hammerpot start line at 8.00 a.m.

The event was won by A. Jones & P. Lipscombe of Central Sussex C.C. in 59 mins 01 secs.

Worthing Times:-

(3rd)	Keith Dodman/Richard Shipton	59.22
	Paul Toppin/Roy Holden	1.02.46
	Ray Douglass/John Mansell	1.06.40
(Juv)	Robin Holden/Keith Norris	1.08.23

- - -

Five other Club riders were taking part in the Southern Counties Cycling Union 25 mile TT held at Ripley, Surrey. The 150 riders found the weather was cold and dull. Nick, riding in his track suit was the fastest Worthing rider in 1.01.46. Don Lock did a 1.05.25 and Mike Poland a 1.09.15. Colin Miller and Pete Reeves failed to finish due to mechanical trouble and a puncture respectively.

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Club 25 Championship TT - 23rd April 1978

A fine day - but that cursed N.E. wind spelt slower times than expected. It's worth noting that when Duncan Waghorne entered this event last year it was his first '25'. He came

through with a time of 1.16.04. So a year of racing and touring have obviously helped him to achieve a creditable 1.06.30 - nearly 10 mins faster. What can we expect next year Duncan?

Full Result

	<u>Act. Time</u>	<u>H'cap Time</u>
1. Keith Dodman	1.01.18	1.01.18
2. Paul Toppin	1.04.38	1.00.58
3. Duncan Waghorne	1.06.30	59.00
4. Colin Miller	1.06.52	58.22
5. Don Lock	1.07.33	1.04.18
6. John Mansell	1.08.32	59.02
7. Keith Norris	1.09.24	1.00.39
8. Mike Poland	1.09.46	1.00.46
9. Ken Atkins	1.09.58	1.00.58
10. Ray Douglass	1.11.15	1.05.15
11. Robin Holden	1.11.17	1.02.17
12. Dick Wiseman	1.11.23	1.04.23
13. Norman Wright	1.11.34	1.04.34
14. Tony Rotherham	1.12.06.	58.36

ESCA 10 EAST HOATHLY - SAT. 29th APRIL 1978

Event Winner was Clive Oxborrow of Brighton Mitre but Worthing times were:-

Don Lock	26.15
John Mansell	26.25
Ken Atkins	27.03
Robin Holden	27.03
Keith Norris	27.29
John Gildersleve	31.53
Andrew Lock	32.33
Paul Atkins	40.05

ESCA 25 WEST HOATHLY - SUN. 30th APRIL 1978

On Sunday, 8 riders got up early and travelled to East Hoathly for the 8.00 a.m. start of the ESCA 25 TT. The weather conditions were far from ideal and consequently times were slower than expected. However the day was not without success for Worthing Excelsior when Graham Tooley returned in 1.06.37. to capture the handicap prize. The winner of the event was Cliff Sharp of Eastbourne Rovers in 1.2.02. Keith Dodman was a DNF. Other Worthing times were:-

Richard Shipton	1.02.19
Paul Toppin	1.05.48
Don Lock	1.07.19
Colin Miller	1.07.55
Ray Douglass	1.12.39
Bernard Wright	1.16.36

WORTHING EXCELSIOR ROAD RACE

6th MAY 1978

This year's Road Race, organised by Roy Holden, followed the circuit set by the 1977 race, altered by road works. The circuit, starting south of Linfield's nursery on B.2139, went by Greystones, Rock cross roads, Dial Post, Coolham and through the start, repeated for four laps.

The race started in light drizzle on wet roads but after a lap or so the rain ceased and the sky brightened a little. The roads were still wet although probably not so busy but riders finished mud stained and almost unrecognisable. This year was a 'seniors only' event in which there was a full field of 40 entries with only 24 completing.

After some 2hrs 23mins. the riders were in sight approaching the finish line. In a bunch sprint finish George Matthews (Brighton Mitre) won, pipping J. Bisson (Archer/Cutty Sark), C. Bateman (Festival RC) and our Nick Lelliot, who was placed fourth. 60 mls. all over in 2hrs 23 mins 54 secs, giving an average speed of 25.017 mph.

The three £2.00 prime prizes went to P. Malyon (Old Kent C.C.) in lap 1, C. Bateman (Festival RC) in lap 2, and I. Kitching (Redmon C.C.) in lap 3.

A change of headquarters this year, provided better parking facilities, and the map reference given by Roy in his start sheet introduction, was surely needed, if one was to find the Sullington Community Centre, Thakeham Road, Storrington.

Hastings & Thanet Building Society provided generous financial assistance, St. John's Ambulance followed in case of accident (but was gladly not needed) and refreshments laid on by Jim & Connie Hughes & Theo Puttick.

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SCA TEAM CHAMPIONSHIP 25 - Cowfold 7th May 1978

On this delightfully pleasant Sunday morning, four teams from the Worthing Excelsior took part in the Sussex Cycling Association 25 mile Team Championship.

The Club swept the board, winning the 'A' & 'B' prizes - but not without effort and loyalty. As seen elsewhere, Nick had to ride to the start of the event with little time to spare. Don was down with fever, Pete Reeves overslept, and Duncan Waghorne was suffering from concussion following a road accident, so there were three

DNS's and young Keith Norris turned too soon on one of the 'legs'. But despite all this the Excelsior's 'A' team comprising R. Shipton, K. Dodman, Paul Toppin and N. Ielliott, aggregated 4.20.01 while the B1 team of Roy Holden, C. Miller and J. Mansell aggregated 3.23.01.

Worthing Times:-

Richard Shipton	1.03.40)	
Keith Dodman	1.04.25)	
Paul Toppin	1.05.51)	4.20.01
Nick Ielliott	1.06.05)	
Roy Holden	1.06.57)	
Colin Miller	1.07.00)	3.23.01
John Mansell	1.09.04)	
Mike Poland	1.11.02)	
Ken Atkins	1.11.07)	3.36.59
Robin Holden	1.14.50)	
Nick Hodgeson	1.12.06)	
Ray Douglass	1.13.25)	3.41.03
Tony Rotherham	1.15.32)	

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Did you know??? A Dougle Dog is a Hungarian Poodle!!!!.....

One Thursday evening at Washington, one of our newer members, and certainly new to racing, was enquiring about the meaning of D.N.F. He thoight it could be "Died Near Findon".

In the same vane, perhaps D.N.S. means "Did not Suffer".

THE "RON MILLS" 25 - 21st May 1978

Our open held this year on Sunday 21st May once again proceeded under the able promotion and organisation of Tony Palmer and was successful, even though some disappointment was expressed at the entry of 87, and this, despite an increased prize list. Ron Mills invaluable sponsorship was added to with Evian vouchers and nearly £50 was at stake.

The weather was kind, being dry, but the cold winds which had persisted for much of the month, were still with us. The idea that it would be a flier going out, was not quite the case however, and for that matter the apprehension felt about the return half, was to some extent misplaced. Alan Matthews and Norman Macmillan at the halfway time clock, were to find that most outward trips were about 2 to 2½ minutes faster than the second stretch and faster was our old friend and past winner of the event, Cliff Sharp of Eastbourne Rovers, with 28.40. Other 12½ mile times of note were:- Richard Shipton 29.06; Alan Limbrey, Sussex Nomads 29.33; Tony Goodsell, Central Sussex, 29.40; Keith Dodman 29.44; and R. Stapley of Epsom, who at 29.47 was the only other to get inside 25 mph. at this point.

With several of the Club's top riders, including Nick Lelliott racing on the Isle of Wight, our chances of winning the team award were not so good as we've had in previous years, and the question of who could slot into the third spot behind Richard and Keith was an open one with several possibilities. At the check it was Duncan Waghorne with 31.35 who looked like making it, being just in front of Ray Douglass on 31.47 and Don Lock on 31.58. The two leaders were both to cover the second half in 30 minutes 5 secs. and no one was to do

better or indeed to come within half a minute of these times.

Back at the finish was the usual excellent result board in the hands of Roger Smallman who was noting the times recorded by Reg Porter and Jonny Pilbeam while Theo Puttick, Jim and Connie Hughes and assistants were producing the refreshments. The Official Result was:-

Scratch	1st	Cliff Sharp, Eastbourne Rovers	58.45
	2nd	Richard Shipton, WECC	59.11
	3rd	Alan Limbrey, Sussex Nomads	1.00.14
	4th	R. Stapley Epsom	1.00.16
H'Cap	1st	T. Puttock, Brighton Mitre	54.40
	2nd	Mark Atkins Central Sussex	54.45
	3rd	Frank Godwin, Brighton Excel.	55.23
		Geoff Boxall, Lewis Wanderers	55.23
Team	Worthing Excelsior:		
		Richard Shipton	59.11
		Keith Dodman	1.00.55
		Don Lock	1.05.37.

Congratulations to Richard Shipton who grows in confidence with every performance; this was his 10th ride under the hour and he is now in the mood which expects this or better on every outing. Keith finished 5th overall but was not happy with his time. Don Lock got back from Westhampnett quickest of the other riders and sufficiently so to complete the team which finished well ahead of its nearest opposition. The only slightly unhappy note to the event was the need to disqualify young rider D. Barnes of the Brighton Mitre from an otherwise winning handicap performance. The event secretary was left with no alternative, for the youngster had failed to report a recent improvement.

Handicapper was Ray Douglass, and if possible it might be an idea to use someone outside the Club for this job, for one thing, Ray usually rides and makes sure he doesn't get within half an hour of a prize; and it may be that he is overhard on fellow Club members because of his greater knowledge of them, but that's only personal comment. One other comment is that we shall have to consider a prize for the ladies for we had 7 this year. Other Worthing times were: Duncan Waghorne 1.05.55; Colin Miller 1.06.27; Ray Douglass 1.07.53; Keith Norris 1.08.06; Mike Poland 1.08.33; John Antram 1.08.42; Ken Atkins 1.08.43; Robin Holden 1.08.54; Dick Wiseman 1.09.02; Bernie Wright 1.09.08; Nick Hodgson 1.09.35; Norman Wright 1.09.52; John Chee' am 1.10.03; and Brian Weir (his first 25 for almost as many years) 1.20.58. on his trike.

Don

3rd PARTY INSURANCE!!

Can it be brought to the attention of all new members, and perhaps a few others, that under the General Rules (No.2) of the Worthing Excelsior Cycling Club, all Club riding members must be third party insured.

This can be done 'free' by joining the CTC or the BCF or of course privately.

While we're on Rules and Regulations - it must be noted that renewal subscriptions must be paid by the 31st March, or membership ceases, together with your personal free copy of this quarterly magazine.

EVENING TEN MILE SERIES

Event No. 1 - 4th May 1978

<u>Name</u>	<u>Act. Time</u>	<u>H' Cap</u>	<u>H' Cap Time</u>	<u>H' Cap posn.</u>
1½ P. Toppin	23.20	1.45	21.35	13
2. K. Dodman	23.33	1.15	22.18	19
3. P. Reeves	24.13	1.30	22.43	21
4. R. Holden	24.20	2.15	22.05	17
5. G. Tooley	24.20	1.30	22.50	22
6. D. Hudson	24.49	1.30	23.19	24
7. C. Miller	25.03	-	-	-
8. D. Lock	25.05	2.15	22.50	22
9. J. Mansell	25.09	-	-	-
10. R. Holden (j)	25.35	6.00	19.35	4
11. K. Atkins	25.45	4.00	21.47	15
1 K. Norris	25.50	6.00	19.50	5
13. M. Poland	26.01	4.30	21.31	12
14. N. Hodgson	26.08	7.30	18.38	1
15. J. Antram	26.14	3.45	22.29	20
16. R. Douglass	26.16	4.00	22.16	18
17. R. Wiseman	26.18	6.00	20.18	7
18. N. Scott	26.20	5.30	20.50	9
19. A. Palmer	26.50	7.00	19.50	5
20. A. Rotheram	27.00	6.00	21.00	10
21. J. Williams	27.39	3.45	23.54	25
22 K. Tilbury	28.17	7.00	21.17	11
23 S. Cornelius	28.20	9.00	19.20	3
24 R. Powell	28.56	7.00	21.56	16
25. J. Gildersleve	30.15	8.30	21.45	14
26. A. Lock	31.02	10.30	20.32	8
27 N. Wright	31.32	4.30	27.02	26
28 B. Weir (trike)	31.40	12.30	19.10	2

Event No. 2 - 11th May 1978

1. P. Toppin	23.57	1.00	22.57	18
2. N. Burrows	24.31	2.00	22.31	13
3. P. Reeves	24.46	1.30	23.16	20
4. G. Tooley	24.53	1.30	23.23	23
5. R. Holden	24.55	2.00	22.55	17
6 D. Lock	25.05	2.15	22.50	16
7. C. Miller	25.25	3.45	21.40	4
8. D. Hudson	25.27	1.30	23.57	25

Event No. 2 cont'd..

9. J. Mansell	25.37	3.45	21.52	7
10. M. Poland	26.12	4.00	22.12	8
11. R. Holden (j)	26.13	3.30	22.43	14
12. K. Atkins	26.15	4.00	22.15	99
13. K. Norris	26.17	4.00	22.17	10
14. R. Wiseman	26.25	4.00	22.25	111
15. J. Antram	26.43	3.45	22.58	19
16. N. Wright	27.18	4.30	22.48	15
17. R. Douglass	27.19	4.00	23.19	21
18. B. Wright	27.30	6.00	21.30	1
19. J. Williams	28.03	3.45	24.18	26
20. K. Tilbury	28.33	7.00	21.33	2
21. S. Cornelius	28.38	7.00	21.38	3
22. C. Piper	28.46	7.00	21.46	
23. J. Gildersleve	30.19	8.30	21.49	6
24. C. Hardy	30.22	7.00	23.22	22
25. M. Wallis	30.55	8.30	22.25	11
26. A. Lock	32.05	8.30	23.35	24
27. P. Macmillan	32.24	8.00	24.24	27

Event No. 3 - 18th May 1978

1. P. Toppin	24.25	1.00	23.25	14
2. P. Reeves	25.18	1.30	23.48	17
3. D. Hudson	25.26	1.30	23.56	18
4. C. Miller	25.38	3.45	21.53	1
5. R. Holden	25.42	2.00	23.42	16
6. J. Mansell	26.22	3.45	22.37	7
7. M. Poland	26.35	4.00	22.35	6
8. R. Holden (j)	26.36	3.30	23.06	11
9. K. Atkins	26.54	4.00	22.54	9
10. K. Norris	27.00	4.00	23.00	10
11. R. Wiseman	27.12	4.00	23.12	12
12. J. Antram	27.22	3.45	23.37	15
13. N. Wright	27.52	4.30	23.22	13
14. K. Tilbury	28.58	7.00	21.58	3
15. S. Cornelius	29.25	7.00	22.25	5
16. J. Williams	30.00	3.45	26.15	20
17. J. Gilderselve	30.47	8.30	22.17	4
18. M. Wallis	31.17	8.30	22.47	8
19. B. Weir (trike)	32.06	10.10	21.56	2
20. A. Lock	32.42	8.30	24.12	19

Event No. 4 - 25th May 1978

1.	K. Dodman	22.59	1.15	21.44	9
2.	P. Toppin	23.36	1.00	22.36	17
3.	P. Reeves	23.59	1.30	22.29	16
44.	R. Holden	24.09	2.00	22.09	15
5.	G. Tooley	24.16	1.30	22.46	18
6.	D. Hudson	24.30	1.30	23.00	19
7.	J. Mansell	24.37	3.45	20.52	4
8.	R. Holden (j)	25.08	3.30	21.38	8
9.	K. Atkins	25.35	4.00	21.35	6
10.	K. Norris	25.44	4.00	21.44	9
11.	M. Poland	25.51	4.00	21.51	11
12.	R. Wiseman	26.17	4.00	22.07	14
13.	C. Hardy	26.21	7.00	19.21	1
14.	N. Wright	26.22	4.30	21.52	12
15.	K. Tilbury	27.01	7.00	20.01	2
16.	D. Smith	27.29	5.30	21.59	13
17.	D. Lock	27.37	2.15	25.22	3
18.	R. Powell	28.36	7.00	21.36	7
19.	M. Wallis	29.19	8.30	20.49	3
20.	J. Gildersleve	29.50	8.30	21.20	5

Five Mile Series

Event No. 1 - 25th May 1978

1.	S. Cornelius	14.31	Scr.	14.31	4
2.	A. Lock	16.15	2.00	14.15	3
3.	D. Pinder	17.45	5.00	12.45	2
4.	S. Weir	20.38	10.00	10.38	1

Evening Ten Series Cont'd.

Event No. 15 - 1st June 1978.

1.	K. Dodman	22.46	1.00	21.46	11
2.	D. Waghorne	24.20	2.45	21.35	9
3.	D. Hudson	24.22	1.30	22.52	17
4.	J. Mansell	24.36	2.00	22.36	15
5.	R. Holden	24.38	2.00	22.38	16
6.	R. Holden (j)	24.45	3.15	21.30	6
7.	C. Miller	25.01	3.00	22.01	13
8.	K. Norris	25.05	4.00	21.05	3
9.	R. Wiseman	25.29	4.00	21.29	5
10.	K. Atkins	25.40	4.00	21.40	10
11.	J. Antram	25.47	3.45	22.02	14

Event No. 5 cont'd

12. N. Wright	26.02	4.30	21.32	7
13. R. Powell	27.51	7.00	20.51	2
14. M. Wallis	28.40	7.30	21.10	4
15. S. Cornelius	28.48	7.00	21.48	12
16. B. Weir (trike)	30.33	9.00	21.33	8
17. Mrs. R. Holden	32.25	18.00	14.25	1
18. Miss C. Barnett	34.02	9.00	25.02	18

Event No. 6 - 8th June 1978

1. K. Dodman	23.29	0.45	22.45	6
2. P. Reeves	24.39	1.30	23.09	14
3. R. Holden	24.58	2.30	22.28	4
4. J. Antram	25.45	3.45	22.00	1
5. D. Lock	25.49	2.15	23.34	17
6. K. Norris	26.00	3.05	22.55	10
7. K. Atkins	26.14	3.40	22.34	5
8. R. Holden (J)	26.20	2.45	23.35	18
9. N. Wright	26.32	4.30	22.02	12
10. R. Wiseman	26.32	3.30	23.02	12
11. R. Douglass	26.46	4.00	22.46	7
12. N. Hodgson	26.56	4.00	22.56	11
13. M. Poland	27.26	4.00	23.26	16
14. R. Powell	28.44	5.50	22.54	9
15. K. Tilbury	28.48	5.30	23.18	15
16. S. Cornelius	28.53	6.50	22.03	3
17. M. Wallis	29.44	6.40	23.04	13
18. A. Lock	32.23	9.30	22.53	8

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BLUEBELLS, PRIMROSES & CYCLING

Sunday 23rd April.

Once again we have just taken part in a 'steam' assisted run to Horsted Keynes. We are grateful to the Brighton Excelsior, and Johnny Roberts in particular, for laying on another inter-Club tea, in a coach on the Bluebell Railway, Sheffield Park. But read on.....

Sunday 23rd April was a very full day for the Club. At 8.00 a.m. there was the Club 25 on the G. 938. A report appears elsewhere. The wind was a strong north-easterly most of the day, although the sun shone continuously from dawn to dusk and in the afternoon, it was positively hot out of the breeze. At 9.00 a.m. 5 members assembled outside the Clubroom, bound for the elevenses venue at Slaugham - a run led by Dave Hudson. Our route went via Washington, Ashurst, Partridge Green, the Shermanbury bridleway to Wineham, passing dozens of primroses - left surprising untouched by motorists and others - on the roadside, out on to the A.23 to meet David Mills at the 'Happy Eater'.

Once refreshed, we headed for Horsham. We had heard from Joe Simpson about a centennial cycling exhibition, opening especially on Sunday for cyclists, at the Horsham museum. On arrival at the town, Dave went ahead to book a table at the Merrythought for lunch at 13.00 hrs.

To mark 100 years of the C.T.C., the museum had many extra exhibits lent on the whole by the C.T.C., to its standard collection of cycles. There were frame-head badges, going back many years, but makes that you still see today; there were old 'Bacon' touring maps, and also old Barts & O.S. maps. There was a very impressive display of old lamps, together with lubricating and burning oils. There were Club badges, medals and certificates through the ages along with a selection of bikes. A penny-farthing, a Dursley Pederson, and a modern day machine were included in the display. We had a special treat (as cyclists) of going down the garden, to a shed where a trike is being restored. Here we were shown some sprung wheels - i.e. a double rim, one smaller

diameter than the other, separated with strong springs. These were going to be rebuilt as soon as someone with the necessary expertise had been found. Meanwhile, the frame was being 'done up' and when finished the whole will go on show.

Our privilege visit coming to a close - we made our way to the Merrythought and partook in traditional Sunday lunch, and discovered that the cafe is under new ownership - but it is going to continue with the same hours. This helped us battle into the wind as we headed for Sheffield Park via Mannings Heath, Warninglid, Cuckfield, Haywards Heath and Freshfield.

Departure time for the Steam Spectacular was 17.00 hrs - but our group aimed to be early in order to brouse round the loco sheds. These, together with the old railway platforms with signs and fixtures of the times' (early 1900's) make absorbing viewing. On sale are various railway paraphernalia including out of date timetables, maps of old railway routes, books and badges. In the sheds can be seen workman busy restoring engines to their former glory. The engines are large and small, tatty and immaculate, but all totally likeable.

By about 16.30 hrs. 38 cyclists/wives/offspring, had arrived somehow or other. There were to be 18 WECC members out of the 38 available seats. There had been 5 club members out all day, 4 had ridden up from Worthing in the afternoon. Six others had come motorised part way, part cycling or returned motorised, while Maureen Lock, and Jim & Connie Hughes motored to the station and home again. When the train arrived at 16.45 we took our seats around tables, that were similar to BR's present card tables. Tea consisted of sandwiches, scones and jam, (of both of which there were 'seconds') and two or three cakes

each. Two or three cups of tea were drunk during the journey 'up' to Horsted Keynes, taking about 15 minutes. Here we were free to alight for another 15 minutes, while the engine was being brought to the front, observe the post 1923 era station. Pictures taken, our party assembled again, to finish off what was left - and there wasn't much - to the envy of dozens of other visitors, who wondered why we were receiving exemplary 1st class service in third class coaches. However don't get me wrong - although the coach in which we travelled was classified '3rd class' it was as comfortable, if not more so, than present day '2nd class' versions (and I speak from 110 miles per day experience). A trouble free run back to Sheffield Park, saw the ending of the second such Brighton Extravaganza. We all look forward to the next date. With farewell snaps outside the coach, the party broke-up to go its separate ways home the time being 18.00.

Most snaked southwards on a large Clubrun that was to pass through Wivelsfield, Ditchling, Clayton, Patcham, Portslade and Shoreham, gradually dropping members at their houses. The Worthing group had the furthest to go, but with the north-east wind assisted journey we were back in Worthing just after 19.30 hrs.

For further details of the Bluebell Railway, see W.W. Vol 10. No. 2 page 9.

Derek Smith

THE STORY OF THE C.T.C. (Part Four)

The Second World War broke out and George Stancer agreed to keep going as Secretary until the hoped-for return to 'normal times'. By the end of 1940 membership had fallen to 25,000 (from 35,00 in 1938), but began rising again from then, until at the end of 1944, it was 36,000. Paper rationing had brought the Club handbook down in size to that of a pamphlet, and the Gazette, which in 1938 proudly boasted of 100 pages, was reduced to mere 'skin and bones'. But the Gazette and D.A.'s helped to link its scattered members. During the years following the War, money was so much below its pre-war value, that the anticipated end of austerity and restrictions had not yet arrived.

By 1950 membership was 53,000 and the subscription was still 10/- (it had remained so since 1920). It was then raised to 12/6, and three years later, to 15/-. At that time a scale of lower charges was introduced for under 16's and under 21's.

The transportation of bikes by rail was looked into and rubber covered hooks were installed in luggage vans, and experiments led to their introduction in Boat Trains and Main Line Expresses. A cycle crate was evolved for satisfactory loading of cycles on and off Cross-Channel ships. The York Rally started in 1948, and marked the 70th anniversary of the C.T.C. and the 50th anniversary of the Alliance Internationale de Tourisme.

The D.A.'s were also getting more active. Increased facilities were provided with a noticeable increase in the number of outdoor competitions being organised. Standard rides were introduced, but in addition, rides of a more competitive type were evolved. Tourist Trials increased in

popularity which led to the British Cycle Tourist Competitions (BCTC heats). The Gazette was now a handsomely illustrated magazine of some 52 pages. In 1953, the 75th anniversary of the C.T.C., a foundation plaque was unveiled in Harrogate, Yorks. The monthly Gazette was renamed Cycletouring in 1963 and was published on alternate months starting from December. In 1965 the BAR competition started for CTC Timetrialists and this year also marked the 21st York Rally, and the abolition of metal-plate road markings by the Government.

In 1966, the C.T.C. moved to its present location at Cotterell House, 69 Meadrow, Godalming, Surrey. In the 1968 revised Countryside Act, cyclists were given the right to use bridleways (a fact often disputed by other members of the public) and long distance cross-country routes - largely brought about by action from the C.T.C.

1975 saw the first C.T.C. 'Trans Atlantic' Organised Tour to Western Canada, and, as a fitting gesture to 100 years of campaigning, British Rail allowed cyclists free carriage of their machines in June 1977 - something that the very first Bicycle Union had sought.

T H E E N D

Older racing members will remember the name of Uckfield CC ace veteran, Horace Archard. In a recent excursion to the north for a mad evening "10", who should walk over as I ground to a halt, but the very same Horace!

Looking as fit and well as some 18 years ago when he pounded round the roads of Sussex, he wished to be remembered to all down this way. Anyone wishing to contact could write to his home address at.....

8 Gorse Meadow,
Higher Heath,
Whitchurch,
Cheshire.

It was nice to meet you Horace - hope we meet
up again.

Brian Weir

A 'GOOD FRIDAY' SOUP RUN

After reading about Dave's soup-run in the last issue, I thought I'd let you know of another soup-run, this one held on Good Friday. As I arrived at the Club room, a number of members were already gathering. It was a perfect evening, with clear blue skies and a setting sun. You'd have thought the whole club would have turned out on such a fine evening - but we ended up with nine. We waited for the customary 10 mins. and as always questions were being asked, as to where we were going, but a feature of these soup runs, and the summer pub-runs, is that they are a mystery to all but the leader (and occasionally a mystery to him as well)

Norman Wright, Mike Wallis, Dick Wiseman, Bill Webb, Andrew Palmer, Paul West, Keith Norris and Colin Hudson assembled themselves and I headed them in the direction of Broadwater Church. We passed through Sompting, N. Lancing and on to the Sussex Pad at Shoreham. Here we turned north wards and followed the pleasant 'Coombes' lane, to its end at Steyning. Now suggestions were being put forward as to where we were going. Not Paul's house because we had passed that - indeed we were then passing Bramber Castle, so it wasn't there either.

A few back road dodges in Upper Beeding, brought us onto the Henfield road - so where now?

This is where I took a chance, and hoped that roughstuff would go down alright. It was dark by this time, and we forked right, up a track that was formerly part of the South Downs Way, leading to Beeding Hill. Some keener (or madder) roughstuff enthusiasts kept riding, but most preferred to walk the $\frac{1}{2}$ mile. It's a dark and shady lane at the best of times so we couldn't see a lot - but a clear moon was rising over Truleigh Hill. At the top the darkened views to Shoreham and Worthing over the Adur valley were marvellous. As the group reassembled, venue rumours were running rife, as it was thought we must be near the end of the run. Perhaps a special arrangement had been made with the hostel warden, or even Theo may be at the top of Truleigh Hill. But no, we turned southwards, down over Mill Hill. We approached the built-up, amber-lit, coastal strip with surprising speed, and soon arrived in Shoreham. A turn westwards quashed yet more ideas. Over the old Toll Bridge and then we turned down over the airport road - and this is where the 'fast boys' went ahead. They thought they'd wait at the Royal Coach roundabout - but then missed the soup by $\frac{1}{2}$ mile. For we were being 'entertained', not by Theo, but by Ken Fehrenbach at the Airport Buildings. Herw we sat down round a group of tables, next to the bar, and enjoyed home-made meat and vegetable soup, with fresh bread and butter.

We couldn't have been made more welcome, and stayed qukte a while, before venturing out onto the bikes again, this time bound for home.

The airport is open during most daylight hours when a small cafeteria operates, with the bar opening at lunch time and in the evenings. So when your passing by next time and feeling like a drink or snack, why not

pop in, and experience something new.

Derek Smith

A JUBILEE JOURNEY

1977 was a year we shall not forget in a hurry, for it was the Queen's Silver Jubilee - a year of such things as street parties and events of all kinds throughout the land, brought to homes through the magic of the television set.

But of course many other lesser events took place which didn't make the TV screens, or the National dailies, or even the local papers. But, in an effort to redress the balance, perhaps this modest effort will appear in the Worthing Wheel. (Well here it is folks!!-Ed).

It's really nothing more than a short cycle run I made last summer, and the idea originated when Dave Hudson, in the course of some conversation in the Club room, let it be known that on the Wednesday of Jubilee week he would be taking one of his firm's vehicles on some delivery job or other, and suggested I come along with the bike. "I could drop you off somewhere", he said, "say Reading or beyond!"

Now Dave, who is nothing if not an opportunist, knew that I had the week off - also knew that I was in need of some practice for the CTC Vets 100, which event wasn't so far off. As far as I can recall, I didn't agree at once to be dropped off at Reading or beyond, but said something like; "OK, thanks, I'll think about it". "Well, let me know at the Club room on Tuesday", replied Dave, in that brisk manner which characterises his activities. So I, of course, decided to go along.

For those few who don't already know, I must explain that a feature of Dave's journeys is

that they are liable to start at a rather early hour, so any hopes I had of a leisurely breakfast, followed by a 9 o'clock rendezvous, were rudely shattered. "Right". said the driver, "I'll pick you up at six!" and that was final. So, on the Wednesday, I was ready and waiting on my doorstep as the Transit drew up, and we were quickly whisked off to Shoreham where we transferred to a waiting VW Utility vehicle and within a short while we were motoring along the A.27 towards Worthing. The weather at this time wasn't exactly encouraging. It was cool and windy, and a big bank of black cloud looked decidedly ominous.

Our route lay along the A.24, then off to the left just beyond Ashington, eventually joining the A.281 at Alford Crossways. I had decided that I would go no further than Guildford, as it so happened I could spare only the morning for cycling. So about a mile from the town, I was left by the roadside - with bike - watching the VW disappear from view. (Dave was starting on a mere 18 hour, 300 mile day).

The time was now 7.30 and quite a transformation had taken place. The sun was shining and everything in the garden looked lovely. I fixed the map on the bike and turned up a side road marked Pilgrims Way, and this brought me out on some high ground, overlooking Guildford from the south. Five minutes later I was pedalling up the minor road past St. Lukes Hospital, heading for the open country. Two miles on, I was on Albury Downs and well clear of the houses. With the sun getting warmer, this seemed a pleasant spot to be, but I could not linger, so dropped down to the A.248, turning left into Albury village. About $\frac{1}{2}$ mile further on, a narrow

road leads to Albury Heath, and this road I followed, climbing slowly to the top where, beside a deserted cricket ground, I partook of breakfast from the saddlebag. My mind went back some 20 years, when I was "stranded" on this very spot, a heavy thunderstorm ruining not only a fine summer's day, but also a cricket match and my day out on the bike. But on this particular morning, the air was clear and there appeared to be no threat of stormy weather.

Back on the road again, my route took me through the hamlets of Brook and Farley Green, followed by some steady climbing through delightful wooded country to Winterfold Heath, nearly 700'. Then a long descent to Smithwood Common, past the fine Public School and so to Cranleigh, where I took an opportunity to put some food in the saddlebag. Turning quickly off the busy High Street, I pedalled in the general direction of the coast, following unclassified roads for much of the way. I wasn't making very rapid progress - in fact, some would not call it progress at all - but this "meandering" is the sort of cycling I enjoy most nowadays.

Down to Adversane, more lanes to West Chiltington, then across to Steyning and down to Shoreham via Coombes. Another 5 miles through the backstreets and I was home. So that was my Jubilee run. About 48 miles covered and I'd taken up more than 4½ hours for the journey, so really nothing to shout about. But it was an enjoyable ride, and I must thank Dave for the early start!

Roger Smallman

Theo tells me that although the supply of waste paper is not coming in the quantities that he would like to see, we have, however, been able to raise £71.20 on paper sold for this year.

THE MILK RACE DRAW

The result sheet which came to me as one of the many Club members who sold tickets in this draw prompts a vote of thanks, and for those who may not be aware of the consequences, a word by way of explanation. Dave Hudson, whose new Club position should be Minister without Portfolio, set about the organisation of a mammoth sales promotion of these tickets after 1977's effort had gained for the Club funds close on £70. Thinking of the work and publicity given to the sales drive I find it difficult to believe that there may be readers who are in the dark, but I will continue. He notified all members and set about making the Club top of the list of "best sellers". (we were 5th I think last year) and increasing considerably the income for the WCCC, for we received half of the sale price of every ticket sold.

The result sheet I referred to indicated that we had sold 503 books and finished 2nd to Wexley Phoenix who sold 527. These were the only two to top 500 and third place went to Newport Phoenix with only 337. I make it that should earn the Club a fantastic £125.75. There's not much more to say about it, except to add thanks to those who helped Dave and sold books and if he tackles it again next year, let's hit 600, for that was his aim for 1978!

Incidentally our books did have three lucky tickets; K. Jupp of Hove who drew Henk Vaawhold of the Netherlands, D.B. Ritchie of East Preston, who got Mats Gustavsson of Sweden and Eddy Kneen's wife Ann who drew Jamie McOghan of Scotland.

Don

AUGUST BANK HOLIDAY 1920

Excelsior Cycling & Athletic Club

The sports Meeting that took place on the sports ground on that Monday afternoon 1920, seems to have been the forerunner of our 'Fiesta Kermesse' meeting. This was a 440 yd. Grass-track meeting.

There was a good crowd to witness a comprehensive series of running, walking and cycle racing. Entries, however, were small. The hero of the afternoon, we are told by a press cutting, of the time, was Dougie Argent (now our President) The Cycling Events were; a $\frac{1}{2}$ mile cycle handicap, a $\frac{1}{4}$ mile Scratch cycle race, a 2 mile Club cycle Championship and 1 mile Club Cycle Handicap, and a 3 mile "Devil Take the Hindmost".

Dougie gained 4 victories in the Cycle racing. In a 5th apparently, he failed to show his usual 'good judgement' and was placed 3rd. His victories were clutched as follows:-

In the $\frac{1}{2}$ mile Cycle Handicap final Dougie was given a 5 yd. handicap and competed against 5 other riders. He came away from the bunch about 220 yds. from home, to win easily in a time of 1 min. 16 $\frac{2}{5}$ secs. In the $\frac{1}{4}$ mile Scratch Cycle race, Dougie competed with 4 others in the final and came past the line in 38 $\frac{1}{5}$ secs with an 'easy victory'. In the two mile Club Cycle Championship Dougie was next to last out of 9 for the first 6 laps, but then began pulling forward and at the 7th lap he shot away to the top of the field, to gain a convincing and popular victory by 30 yds. in a time of 5 mins 44 $\frac{4}{5}$ secs.

In the 1 mile Club Cycle Handicap Dougie was given a 10 yd handicap but he was pipped to 1st and 2nd place and had to be content with 3rd. In the 'Devil' the last competitor at the end of the 4th, 6th and 8th laps respectively was taken out

of the race. That left 4 riders in and Dougie gained the victory in 9 mins 14 2/5secs.

THE WHITEHORSE WEEKEND

15/16th April 1978

Dave Hudson and I attended the Whitehorse '78' Weekend on the 15/16th April, organised by the Chippenham Wheelers and Dursley R.C. The Bridge Centre at Chippenham Wiltshire, was available for an information desk, exhibition of Patterson scenes, plus various maps of the routes to be followed, and the evening Barn dance.

We took Derek Smith plus bike, with us for the ride to Salisbury, and it seems that when he reached home, 79 miles were available for his mileage chart! Dave and I reached Chippenham in time for 11's. and a brouse around the exhibition etc., and for more food, before joining the 2 o'clock run. The organisation was excellent; runs leaders clearly marked and a tea wagon attended the riders on Saturday afternoon and Sunday 11s. The routes were all first class and just as important, the weather, which had been ghastly all week, turned fine and sunny for both days.

The Saturday route included BREMHILL, CALNE' CHERHILL (where we climbed to the monument and White Horse), HEDDINGTON and LACOCK, where we admired the abbey and the FOX-TALBOT photo museum which is housed here. We returned to the Bridge Centre, where I was directed to Chippenham Wheeler ROB BECKLEY'S house, where supper, bed and breakfast of the highest order, were provided. We returned to the Centre for the evening's entertainment, Barn dance, and ploughmans supper etc. - a most enjoyable evening.

We all met at 9.00 am Sunday morning for a 50 mile run through the lanes, visiting BIDDLESTONE, CASTLE COMBE, MARSHFIELD, HULLAVINGTON (where the village hall was booked for a lunch venue - an excellent meal by the ladies of the Club). On then to MALMESBURY, TYTHERTON and MAUD HEATH's CAUSEWAY. The lanes and villages were all superb and unspoiled. Where special interest was shown, the leader halted and ample time for photo's etc was given. To my mind this was perfect cycling. We returned to the Bridge Centre about 5 o'clock to another pleasant meal. Then goodbyes to the many friends made during the rides and replace the bikes in Dave's Transit, to be returned home in fine style. Certainly a week-end to be remembered, also by many others, as about 200 riders took part.

Bill Webb

NEWS ITEM

Chris Beckingham, the hardriding cycletourist, has worn out his map measurer. The measuring instrument had "travelled" more than 200,000 miles (two-hundred thousand) in 17 years.

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R.U. Moving??

If you have moved recently, or are about to do so, then give your new address to Derek Smith who will ensure that all concerned will get to know.

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If you have enjoyed reading this issue of "Worthing Wheel" and would like to have it sent to you regularly, why not become a REGISTERED READER. Send a cheque/Postal Order for 68p made payable to The Worthing Excelsior Cycling Club, to Derek Smith, 7 Cover Rd. Rustington, Sx. He will ensure that you receive the next 4 issues and a renewal form.

