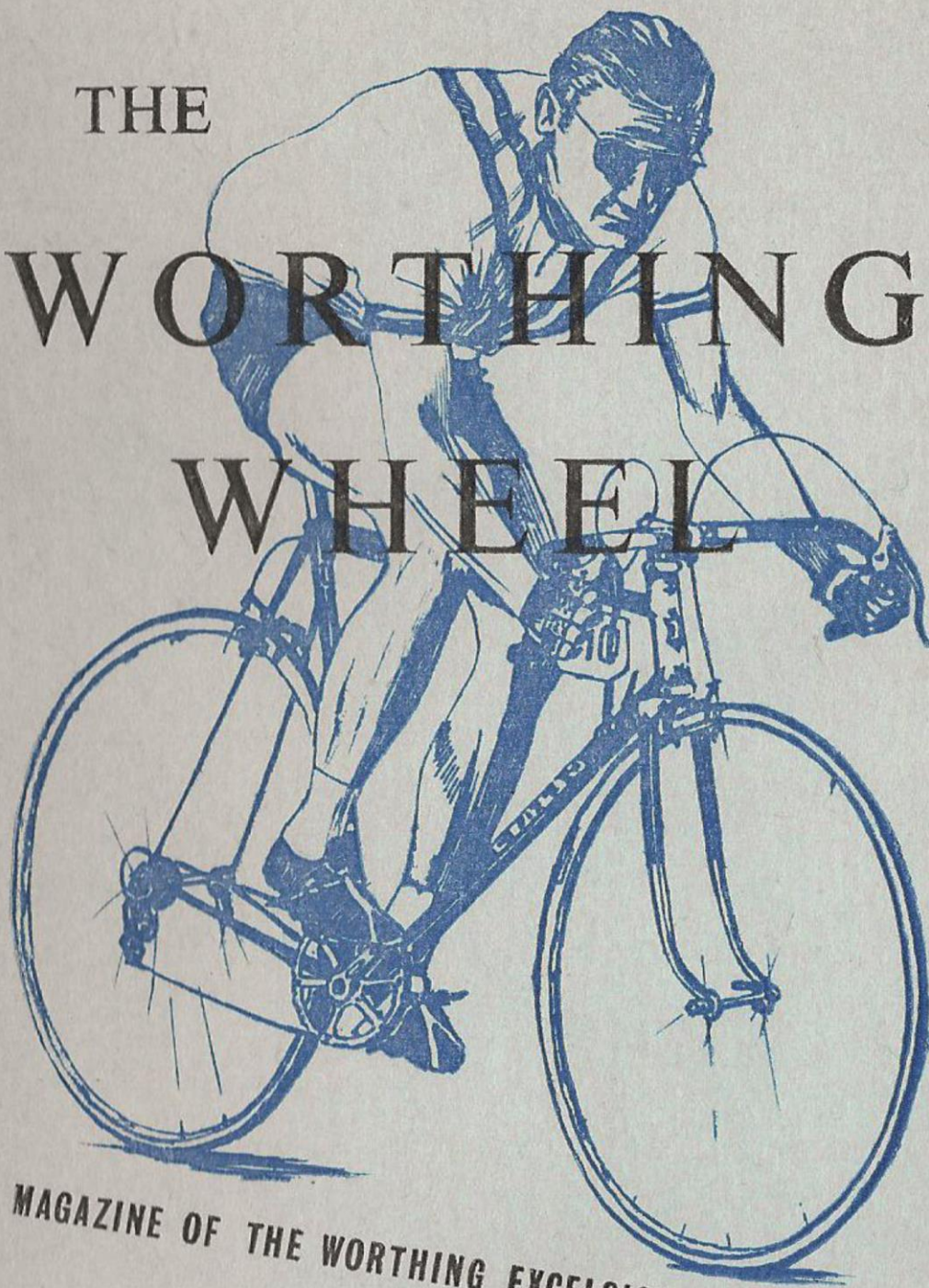


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# THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

WINTER 1978-9

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WINTER 1978-9

THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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Broadwater Green, W'ing.  
(Meeting every Tuesday  
8.00pm - 10.00pm approx)

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## EDITORIAL

Sincere appologies for the late delivery of the last issue - due mainly to transport problems. If a vehicle goes between Worthing and Crawley fairly regularly PLEASE let me know. Appologies must surely go to Don Lock for the non-appearance of his name at the foot of two of his articles "The 2-up" and "The 1978 Hardriders" - Sorry Don, an acknowledgement is the very least a contributor should expect!

This quarters mag is traditionally an issue of end-of-season reports and as such we include the Points Cup Table the Top 25's and 50's, the SCA 100 and Hillclimb, and the Touring year.

The Social Season went well with reports on the Dinner, Tea and Tourist Trial. Slide shows were well supported wherever they were held.

Parents be on your guard for an additional signature! Participants (under age 18) of all racing events, will now be required by the Road Time Trials Council to obtain Parental Consent before an entry can be accepted. This signature and Declaration must be witnessed by an official of the Club - so a visit to the Clubroom may be required. It is designed to protect the Club and its officials, don't look upon this as a burden, but show an interest, ask questions, find out a little of what is involved, what goes on, - you may even like to lend a hand. Please help us to help the sport.

DEREK



## SLEEP

Racing men are apt to play fast and loose with sleeping rules during the winter months, but for those riders who wish to be in the very first rank next season would do well to pay attention to regular sleeping habits all the year round. Opinions vary as to the amount of sleep necessary to keep a man in perfect health, but, of course, everything depends on the mode of life of the sleeper. One of the present N.C.U. champions once told me that he took nine hours sleep winter and summer, and as many of these before midnight as was possible. To get the best results from sleep, it should be taken regularly; when this is done, the sleeper generally awakens when nature has refreshed him sufficiently, and, according to medical advice, this is the best time to get up. A second sleep, unless of course, one is wakened prematurely, is considered unnecessary and harmful, and very conducive to dreams, which should never enter the slumbers of a well-trained athlete. A good, all-round, retiring time is from 10 to 10.30pm, rising between 6 and 7am, the latter in winter, when the mornings are dark, and early outdoor or indoor exercise out of the question. If a rider has been accustomed to late hours, he will at first find it difficult to retire early, but if the hours of sleep are changed gradually, he will soon become accustomed to the change. A gentle stroll just before retiring will often induce sleep, and when once the habit of early and regular hours has been attained, good results will accrue. The bedroom should be well ventilated, and the bed should be a spring one with a firm mattress.

"Cycling 1906"



## TOURING REPORT

Two runs leaders have been 'in post' during part of the last touring year, which started on 16th October 1977 and ended with the Tourist Trial on 29th October 1978. One was John Gildersleve, the other was myself. The runs continue to go to 'tried and trusted' eleven venues, with the opinions of run members taken into account.

Our dedicated touring section, has grown in strength this year. In February Dick Wiseman (formerly Addiscombe CC) returned to active Club riding and also introduced Mike Wallis to cycling and the Club. Both have continued to enjoy all Club activities (including racing), with Dick 'reviving' the 'All Day' run! We have also been joined by Norman Wright and John Lewis, who again are both new to the Club and staunch supporters of its activities. The 'TOP 25', from the runs attendance table, are printed over, and this reveals our other regulars.

One hundred and ninety nine points (199) were available this season and a few sums will indicate that 'personal' attendance percentages were 'up' on last year (isn't everything):

|                 |             |                                       |
|-----------------|-------------|---------------------------------------|
| Dave Hudson     | 55.3% (37%) | Last years<br>figures in<br>brackets. |
| Dick Wiseman    | 54.7% ( - ) |                                       |
| Duncan Waghorne | 40.2% (31%) |                                       |
| Paul Toppin     | 39.6% ( 6%) |                                       |
| Derek Smith     | 34.2% (21%) |                                       |
| Bill Webb       | 29.1% (14%) |                                       |

So with all this activity, Dave Hudson had to 'fight' hard to win the Touring BAR trophy this year, and only just pipped Dick by one point. Consequently the committee decided to award a special prize to Dick for his efforts during the 8 months that he had been with us.



From Dick's enthusiasm to visit distant objectives, comes the organisation of a 'long - Distance' run, every Sunday, for the first three months of the year, to get a few miles in the legs before the start of the 'racing season' proper. These will run in conjunction with 'ordinary' runs. So now there will be a choice - for the next 3 months at least - lets hope that even more members can be encouraged to venture out on a Sunday.

Trips have been made to Epping, Godalming, The New Forest, Godstone, The Isle of Wight and Burnham Beeches, as well as watching the Milk race start, flying at Shoreham and marshalling for the Open 25 and SCA 100. New venues at Bosham and Henfield are to be recommended. Henfield's Norton House (open most of the year) is similar to 'Adversane', while Bosham's Copper Kettle (open Easter to October) is more of a cafe. If you know of any others, no matter where, (open on Sundays), please inform the runs committee.

Again, if there are youngsters, or others, interested in visiting certain areas, then again let us know and we will do our best to fit them in. I have got a few specialities up my sleeve - so watch the runs list carefully.

Present Runs Committee is: Derek Smith, Dave Hudson, Duncan Waghorne, John Gildersleve, Dick Wiseman.

#### TOP 25

|   |             |     |    |             |    |
|---|-------------|-----|----|-------------|----|
| 1 | Dave Hudson | 110 | 9  | M. Wallis   | 48 |
| 2 | R Wiseman   | 109 | 10 | D Mills     | 37 |
| 3 | D Waghorne  | 80  | 11 | K Norris    | 35 |
| 4 | P Toppin    | 79  | 12 | K Dodman    | 34 |
| 5 | D Smith     | 68  | 13 | C Avon      | 33 |
| 6 | B Webb      | 58  | 14 | J Lewis     | 31 |
| 7 | N Wright    | 51  | 15 | S Cornelius | 25 |
| 8 | R Douglass  | 50  | 16 | J Antram    | 23 |



|              |    |
|--------------|----|
| 16 G Tooley  | 23 |
| 18 A Palmer  | 17 |
| 19 C Barnett | 16 |
| 20 D Lock    | 15 |
| 20 R Holden  | 15 |
| 20 J Peters  | 15 |

|               |    |
|---------------|----|
| 23 B Weir     | 14 |
| 23 M Poland   | 14 |
| 25 R Smallman | 13 |
| 25 P West     | 13 |
| 25 N Burrows  | 13 |

Derek

## TOURIST TRIAL

29th October, 1978

The start this year was near Shermanbury, in a delightful 'picnic-area' layby, accompanied by thick, clinging, dripping mist. Had you visited map reference (MR) 278279 (OS map 198 1:50000) around 10.00am on the above Sunday morning, 22 riding competitors would have been seen preparing for the 1978 Tourist Trial which, this year, incorporated the ESCA event and was organised by John Mansell. Numbers were pinned to 'bike or bod', and instructions handed out. Answers to the four special questions on this sheet were worth 4 points and may have been found at any stage through the day. Answers to questions or clues on the remaining sections were worth 2 points, all 'en-route' quiz questions were worth 1 point. A deduction of 1 point per 2 minutes or part thereof, was made as a lateness penalty - all sections being held against the clock.

Where were we to see a "km speed limit sign" in the Sussex Weald, or more obscure, a "Victorian letter-box"? However, I diverge, because at this stage, Section 1 was being handed out. Here all the 'arms' of six signposts had been reproduced. The idea being to roughly locate the post from the milages given; to plot a circular route through these 'guesstimates'; to go via Blackstone village; and to end up at Henfield no later than 11.10am. Signposts were located by MR's, and near Blackstone, Sonia Mansell was in charge of Quiz B-"Identify 5 road traffic signs".



Henfield found, and you had also found Theo, ready with coffee galore. A quick break, and then into Section 2. We had assembled ourselves on the old Shoreham/Horsham railway at Henfield, which was to feature in this section. Our watches were removed and collected. We were shown a map and the start and finish (near Partridge Green). Told that the roughstuff route surface was not dissimilar to that which we saw, we were asked to estimate a time for completing it. We weren't told that it was only two miles (for it looked further than that on the map to most). Some estimated 18 minutes and I went for ten. I hurtled along, imitating a 'pre-Beeching' steam train, to arrive at the stopwatch within 5 seconds. I didn't see a lot, but I gained a few points! In this section, worth a maximum of 10, you only had to be five minutes early or late to loose the lot!

The third section lead us to dinner, by plotting 13 MR's and answering 9 questions, in sequence, around the route. Typical were, "Cobbling by Candlelight, Map References?", "What is with the Effet?". Interesting answers; the "Cobbling" one depicts a cobbler, working by candlelight as painted on the side of a cottage near Wineham; The "Frog & Effet" was a cottage name near Bolney. Near Twineham we were stopped to answer Tony Palmers quiz on Sussex. Questions like "Which Roman road connected Noviomagnus with Londinium" (Stane Street). "Where is the oldest Post Mill in Sussex" (Salvington). The route from Partridge Green went via Shermanbury, Wineham, Bolney and lanes to the Little Chef at Hickstead - the lunch venue.

Dinner over, and into another quiz - before even touching the bikes. Looking at a country scene, we were asked to identify



those items circled. Who knows what Cuckoo Pint (plant) or a Peacock (butterfly) looks like? Section 4 followed, and adopted the popular 'km square' references. i.e. "Entre from W on a byway open to all traffic. Leave on a yellow road going ENE", "Entre on a yellow road from WSW Finish at 285201". On this section, I went hopelessly wrong from the start, and then was so late at the chech, that there was no one to ask me - "when the CTC was founded" (5th August 1878), "How many players are there in a bicycle polo team" (5) or "Identify a bicycle from a picture" (Dursley Pedersen):

I reached the end of section 4, with no points and with everyone leaving to start the fifth and final section. This section was of the form - "DO NOT" use any footpath, pass through certain km sq's etc., and "YOU MUST" go over spot heights 47 & 45, approach 286222 from the east etc. A time limit of 1½ hours was imposed and this section consisted of two quizzes and eight 'en-route' questions to be found in sequences. Questions like "G.R. Post Box. Map Ref", "Spotted Dog weathercock. Map Ref", etc. The first quiz was on O.S. Map symbols from 1:50000 series; A Heliport, Chimney or Tower, and Picnic site, were typical. For the second quiz, general knowledge may have answered "Where does the Greenwich Meridian cross the Sussex coast - Name the town" (Peacehaven) "Identify the flag" (India). When looking at where we should have and shouldn't have gone, a route unfolded that went via Bolney Court, Merrtfields, Slough Green & Stanbridge to Staplefield. It passed along quiet byways, interesting and undulating that hadn't seen my tyres before!

So having done a lap of Staplefield, we turned up at the village hall, and were signed off by Charlie. We handed in our answers to section 5, oh, and what about section A and those valuable 4 point questions? You'd be forgiven if they had slipped your memory, for



there was such a lot to keep you occupied, and no let-up in the competitive battling to come out tops.. Then most competitors and helpers tucked into a three course meal, provided by Theo, while discussing the day. It was a good one - thanks to John and helpers.

Derek

### Full Results (max points were 111)

(Worthing results in brackets)

|    |            |        |    |            |         |
|----|------------|--------|----|------------|---------|
| 1  | B Barrett  | 65     | 12 | D Smith    | 55 (7)  |
|    | R Douglass | 65 (1) |    | C Attwood  | 55      |
| 3  | R Wiseman  | 64 (2) | 14 | P Toppin   | 53 (8)  |
| 4  | I Stevens  | 63     | 15 | A Rix      | 51      |
| 5  | B Weir     | 61 (3) | 16 | A Verrall  | 46      |
|    | J Antram   | 61 (3) |    | P Jacques  | 46      |
| 7  | W Holden   | 60 (5) | 18 | T Arnold   | 44      |
| 8  | K Stevens  | 58     | 19 | N Hodgson  | 43 (9)  |
| 9  | L Haymen   | 57     | 20 | D Hudson   | 39 (10) |
|    | D Waghorne | 57 (6) | 21 | M Wallis   | 34 (11) |
| 11 | D Rix      | 56     | 22 | R Smallman | 7 (12)  |

### Place names and their derivations

(A) Lets start with Hoar-hound valley (Old-English har-hune dell ... Harundelle 1086... Arrundell 1291) The hoarhound plant is a species of the nettle family and presumably once grew in profusion in this area. Traditionally, the town was named after Hironnelle (a swallow) the horse of the legendary giant Bevis of Southampton, who was warder of the gate-house of Arundel Castle in Norman times: a swallow is depicted on the towns coat-of-arm. Arundel was used by the Romans as a station when they built their coastal road from Chichester to Pevensey. Later it became the property of Alfred the Great, who is believed to have built a stronghold here, and remained a royal town until the reign of Harold II, last King of Saxon England. After the Norman conquest, Arundel was awarded to Roger de Montgomer, who began the building of the castle soon after.



1070 on the site of the earlier stronghold.

(B) A wooded hill in the territory of the Billingas, or Billa's people. (Old English Billingas hyrst ... Belingeshurst 1203 ... Billyngeshurst 1249... Billinghamurst 1711...) The settlement of this tribe was at Billingham, Billingshurst stands beside the Roman Stane Street, running from Chichester to London, and Billa's name also occurs in connection with Billingsgate in the Capital, fancifully supposed to be named after a Roman surveyor, Belinus. However, facts override the fancy, and it is probably that a branch of the Billingas moved up to London to settle near the site of the gate.

#### ANNUAL DINNER & PRIZE PRESENTATION

11th November, 1978

Club Dinners have returned to their former glory!! I say this after attending last years Dinner/Dance & Prize Presentation and speaking to 'Regular Dinner goers'. "The best as long as we can remember", were typical comments. Again held at the Royal Coach, the same successful menu that was enjoyed last year, was adopted - that of Grapefruit Cocktail, Entrecote Steak with trimmings, Meringue Glace & Coffee. 6.15pm for 7.15pm said the tickets, and the side room, reserved solely for us was quickly filled. Wives, girlfriends, family and friends, were all present a full quota of 87!! and all chatted nineteen to the dozen.

At some stage the word was given that the meal was ready (time was already passing too quickly for words - or had my watch gone mad??). All courses were served quickly and smoothly, and were up to their usual high standard. Cross toasting was allowed and a few took advantage! The food gone, and with just a little wine left in the glasses & bottles, the toasts started. A toast to the President and V.P.'s was proposed by Norman Wright, that was short and simple, but sincere. The reply, given by Dougie Argent, was



equally brief, for he must have known what was to follow.

Tony Hill (an ex-member, moving from Worthing to Wakefield) was announced as proposing a toast to the Club. He made his way towards the bar, but stopped short. Distribution of song sheets accompanied his soft Northern accent. "I have made up this little song and would like you to join in the chorus", said Tony, as he prepared his guitar. Singers and non-singers alike joined in, and our participation was compared to that found in 'Northern Clubs'. A tribute? - well I'm not sure, but we all enjoyed the song, which, incidently, is reproduced at the end of this article. After all that singing, Tony got down to the crux of his proposal - that of the Club's influence on him; of the work done behind the scenes; of those who don't collect trophies or medals; of the Clubs closeness and kindnesses, giving many anonymous examples. He received a quiet, audience, who applauded loudly at the close. For the Clubs reply, how was Don to follow this? Were we going to hear Don on mouth-organ or Bongo drums??. No, in fact Don used 'gabbletalk' - like I've never heard before, or likely to hear henceforth! He included other humorous 'sidetracks' and adventures and the reply went very well.

The speeches over - the prize presentation began. Apart from the successes with the racing awards, Dave Hudson won the Touring Best All Rounder with 110 points. Dick Wiseman received a special award for a 'late starter' runner-up, recording 109 points. The Clubman of the year tankard went to your Editor and Runs Secretary, who was surprised, but wholly delighted, and my thanks go to the voters. Filled, not with beer, but champagne, it seemed to keep me on the floor when the dancing followed! The fund raising draw concluded the formal half of the evening, when Vera Puttick won £75



and John Gildersleve won £25.

The tables, now pushed back to the wall, formed a 'dance floor', and disco was set up, that was to continue until 12 o'clock. Successful to say the least, the only reason for some remaining seated, was lack of dance floor space. A raffle was successfully held and there was an attempt to get a number of people into an inner tube, which stopped when the inner tube snapped, spilling some 20 persons.

An enlarging of the room looks imminent, and it would appear that the extra capacity and more space will soon be needed. Thanks go to Theo, may next years' enjoy the same, if not greater success.

Derek.

#### THE JOGGERS LAMENT

##### Chorus

I used to go a jogging but I soon got tired of  
that,  
The Rolls is in the garage and the tyres they  
are all flat,  
I stopped having business lunches and the money  
that I saved,  
I bought myself a bicycle super Holdsworth made.

So early in the morning before the break of day,  
I'm up and on my bicycle speeding on my way,  
Pedalling like mad and changing gear as fast as  
I can go,  
Meeting my jogging companions going rather slow.  
They envy me so very much upon my lightning  
steed,  
My silk vest and ankle socks and chamois in  
between,  
They think I'm rather dapper and I'm very proud  
of that,  
I even sport a large white hat, with adverts on  
the back.



It wasn't long before I was getting rather fit,  
Faster and smoother and becoming quite a hit,  
The kids instead of whistling, all began to cheer,  
And questioned will it be the Tour de France  
next year?

I've joined the local cycling club for I am  
rather keen,  
To really get 'genned' up and understand the scene,  
They talk of tubs, and embro rubs, and funny  
stuff like that,  
It really is most interesting to be a cycling  
chap.

And now my jogging companions, are starting  
to take note,  
They have suddenly realised, that the whole  
things not a joke,  
They have garaged their cars, and forsaken  
the bars, of every pub in town,  
And ordered super light-weight bikes, first  
payment down.

Tony Hill.



## S.C.A. 100 Mile CHAMPIONSHIP

Sunday 16th July, 1978

The S.C.A. "100" held on 16th July, was fortunate to be blessed with fine, sunny weather and little wind, always an important factor in a long distance event. This year the event attracted 56 riders, a substantial increase over previous years. The increased field was mainly due to advanced publicity and a generous prize list, donated by the Sussex County Building Society. The association must surely be grateful to Don Lock to obtain the backing of the Society. Don is already negotiating with them for 1979. Our Club can be proud of the major part it played in the promotion, this was due mainly to the combined efforts of many, but particularly to Mrs Ann Poland who arranged to supply the foodstuff, sandwiches, fruit etc. an important ingredient of a 100. Also to John Williams for his help in the transport of the food and drink, and to Dave Hudson for providing an excellent 50 mile board and John Lewis arranging the distance boards, to Tony Palmer and John Lucus the travelling marshalls and our Charlie and John Pilbeam the timekeepers, and Alf Dawes the handicapper.

The event was won in a new county and course record time of 4.10.38 by Bob Crayford of the Gravesend C.C. 2nd was Ian Dow of the Oxford City in 4.16.07, 3rd and Sussex Champion was Cliff Sharp in 4.17.14.

Our own Club was well represented with 12 riders, 4 of them riding their first 100. The fastest was Richard Shipton 4.27.53 and second his close rival Keith Dodman 4.33.59. Together with Roy Holden (4.41.23) they won the team award for the Club (13.43.15). Other Club times were: Brian Weir 5.50.30 on a trike, a fine example of grit and determination; Ray Douglass 5.00.51; evergreen Don Lock 4.44.37; Duncan Waghorne 4.50.35;



Dick Wiseman, an old Addiscombe C.C. rider and a most welcome addition to the Club 4.50.34; Graham Tooley 4.53.36; Ken Atkins, a very experienced rider, riding his first hundred for the Worthing Club 5.02.10; Norman Wright, another welcome new racing member 4.48.10, which earned him 1st handicap; Young Jeremy Hollis 4.51.19 an extremely promising rider. The Club also won the Handicap Team, and Roy Holden, the fastest first 100 award.

We are again promoting the event in 1979 and if we have as much help then, as we did this year, the event should be a success.

Ray Douglass.

#### BURY HILLCLIMB

Sunday 15th October, 1978

Eleven riders battled to the top, in the 1978 Hillclimb, ten of them being Worthing members. They enjoyed plenty of Club support on this fine sunny afternoon with the remainder of the Clubrun, Club coach Norman Macmillan, and family and friends to encourage them. The final result, when compared to 1977's, shows that Keith, Paul and Simon were faster, while Roy and Duncan were slower. Afterwards virtually everyone headed for the Club 'tea venue' at Arundel, and filled the 'Old Lantern Restaurant' to capacity and beyond.

Full result overleaf....



# FULL RESULT

(last years time in brackets)

|                    |      |        |
|--------------------|------|--------|
| 1. Keith Dodman    | 4.02 | (4.05) |
| 2. Nick Lelliott   | 4.06 |        |
| 3. Paul Toppin     | 4.17 | (4.36) |
| 4. Norman Wright   | 4.44 | -      |
| 5. Robin Holden    | 5.00 | -      |
| 6. Roy Holden      | 5.03 | (4.50) |
| 7. Colin Hardy     | 5.20 | -      |
| 8. Duncan Waghorne | 5.38 | (4.41) |
| 9. Simon Cornelius | 5.40 | (7.01) |
| 10. David Yorke    | 7.29 | -      |

(priv.) Nigel Burrows 4.28 -

## TOP TWENTY-FIVES 1978

|            |       |                  |        |
|------------|-------|------------------|--------|
| K Dodman   | 56.53 | Harrogate Nova   | V 134  |
| R Shipton  | 57.05 | Unity C.C.       | E 72   |
| N Lelliott | 57.22 |                  | G 232  |
| "          | 57.30 | Essex Roads      | E 72   |
| "          | 57.50 | West Kent        | Q 25/3 |
| "          | 57.52 | Colchester       | E 72   |
| "          | 58.11 | Finsbury Park    | F 1    |
| K Dodman   | 58.37 | Somerset         | U 21   |
| N Lelliott | 58.37 | Club Event       | G 938  |
| R Shipton  | 58.44 | Poole Whls.      | P 2B   |
| "          | 58.53 | Woolwich         | Q 25/3 |
| N Lelliott | 58.59 | National         | T 252  |
| R Shipton  | 59.03 | Gravesend        | Q 25/3 |
| "          | 59.11 | Worthing Excel   | G 938  |
| "          | 59.12 | Viking           | E 8    |
| K Dodman   | 59.14 | Richmond & Darl. | T 254  |
| R Shipton  | 59.18 | Brighton Mitre   | G 938  |
| K Dodman   | 59.24 | North Midlands   | O 2    |
| R Shipton  | 59.28 | Redbridge        | E 72   |
| "          | 59.34 | Private T/T      | G 938  |
| C Miller   | 59.37 | Braintree        | E 72   |
| R Shipton  | 59.55 | National         | T 252  |



# 1978 POINTS CUP

|    | Circ<br>event | 25 | Cham<br>25 | 30 | 50 | 100 | 15 | C'shaw<br>25 | Hard<br>rider | Total |
|----|---------------|----|------------|----|----|-----|----|--------------|---------------|-------|
| 1  | W Holden      | 2  | 8          | 16 | 1  | 12  | 6  | 3            | 5             | 56    |
| 2  | K Norris      | 1  | 2          | 5  | 14 | 12  | 11 | 4            | 11            | 62    |
| 3  | D Waghorne    | 8  | 5          | 3  | 14 | 12  | 2  | 1            | 11            | 67    |
| 4  | D Lock        | 5  | 10         | 11 | 3  | 5   | 3  | 10           | 11            | 69    |
| 5  | C Miller      | 4  | 10         | 1  | 9  | 12  | 11 | 7            | 11            | 70    |
| 6  | N Wright      | 8  | 10         | 13 | 10 | 9   | 1  | 6            | 2             | 70    |
| 7  | K Atkins      | 1  | 10         | 7  | 14 | 6   | 11 | 13           | 3             | 75    |
| 8  | M Poland      | 8  | 3          | 6  | 11 | 7   | 11 | 11           | 7             | 75    |
| 9  | R Holden      | 4  | 1          | 10 | 14 | 12  | 11 | 5            | 9             | 77    |
| 10 | D Wiseman     | 8  | 10         | 12 | 14 | 1   | 5  | 14           | 8             | 79    |
| 11 | P Reeves      | 8  | 6          | 16 | 2  | 2   | 11 | 16           | 11            | 80    |
| 12 | R Douglass    | 6  | 10         | 14 | 8  | 4   | 11 | 8            | 11            | 83    |



## TOP FIFTIES 1978

|           |         |            |        |
|-----------|---------|------------|--------|
| K Dodman  | 1.53.04 | Otley C.C. | V 154* |
| R Shipton | 2.00.33 |            | F 1    |
| K Dodman  | 2.02.50 | York C.F.  | V 154  |
| R Shipton | 2.03.36 |            | O 50.2 |
| K Dodman  | 2.05.39 | S.C.A.     | G 951  |
| R Shipton | 2.06.41 | E.S.C.A.   | G 852  |
| R Shipton | 2.06.55 | E.S.C.A.   | G 851  |

\* New Club Record.

## CLUB TIME TRIAL PROGRAMME 1979

Sun 25th Feb - Club circuit event  
Sun 11th Mar - Club 25 G 939 (new course)  
Sun 22nd Apr - Championship 25 G 938  
Sun 13th May - Club 30 G 938 - Tangmere  
Sun 20th May - Open 25 G 939 (new course)  
Sun 17th Jun - Championship 50 (with SCA)  
Thu 21st Jun - Open 10 G 914  
Tue 3rd Jul - Club 2-up 25 G 939  
Sun 15th Jul - Championship 100 (with SCA)  
Sun 5th Aug - Clapshaw 25 G 938  
Sun 7th Oct - Hardriders  
Sun 14th Oct - Hillclimb - Bury.

## CLUB EVENING PROGRAMME 1979

Evening Tens start on Thursday 3rd May and continue on 10th, 17th, 24th & 31st May; June 7th, 14th, 28th; July 26th; August 2nd, 9th, 16th, 23rd, with the final one on the 30th August. ie 14 events. The first three and the last three start at 7.00pm., while all the others start at 7.30pm.

A mid-summertime day 'Open 10' will be held on 21st June starting at 7.00pm., and is being organised by Dave Hudson.



The 2-up 25 will be held on Tuesday 3rd July on the new G 939. On the 12th July, there is a junior 15 and on the 19th July, there is a Club 15 - both starting at Hole Street, Ashington.

SUSSEX C.A. - TIME TRIAL PROGRAMME 1979

Sun 18th Mar - 2-up TTT 29 mile  
Sat 24th Mar - Senior & Junior 10 mile  
Sun 25th Mar - 25 mile G 938  
Sun 6th May - Team Championship 25 Cowfold  
Sun 17th Jun - SCA 50, & SCA 10 Jun,  
Women & Juveniles  
Sun 15th Jul - SCA 100 based on A 27  
Sun 12th Aug - SCA 25 Championship  
Sun 22nd Sep - 25 mile G 938

EAST SUSSEX C.A. - TIME TRIAL PROGRAMME '79

Sun 4th Mar - 16 mile Hardriders  
Sun 1st Apr - 29 mile 2-up TTT  
20 mile 2-up TTT (W & J)  
Sat 28th Apr - 10 mile  
Sun 29th Apr - 25 mile  
Sun 10th Jun - 50 mile  
Sun 30th Jun - 10 mile (open)  
Sun 1st Jul - 25 mile (open)  
Sun 29th Jul - 100 mile (open)  
Sun 2nd Sep - 50 mile (open)  
Sun 16th Sep - 25 mile  
Sun 7th Oct - Hillclimb, Hartfield (open)

Further details from Club events Sec:

John Antram.

WORTHING EXCELSIOR C.C.  
ROAD RACE PROGRAMME 1979

Sat 5th May - 60 mile Thakeham.  
Sun 26th Aug - Seafront Kermesse  
All cats.



## RANDONNEE RIVES de la SEINE

### Introduction

The following is a brief account of the events during the weekend of 17th to 19th September, when a party of ten cyclists from various parts of England, crossed to France to take part in the Rouen Athletic Club Randonnee. For yours truly, this was to be the first such trip to foreign soil as a cyclist, and accordingly the necessary preparations were aimed at ensuring that everything possible was done to prevent any kind of trouble occurring. The bike was thoroughly checked over, and new tyres fitted. A new block and chain were fitted, mainly to give a lower gear than was previously used. As it was necessary to leave home early on Saturday, all packing of the saddlebag was completed the night before.

### Day 1 - Saturday

It was 5.45am when the alarm eventually, after a mainly sleepless night, signalled that it was time to get going. It took some minutes before movement of the right knee was possible, without too great a pain, having mysteriously become swollen and extremely painful during the night, thus casting doubts as to whether the ride to Rouen would be possible. However, with breakfast over, and thoughts of motoring to Newhaven cast aside, it was time for goodbyes to 'Dragon' and the youngsters, and to set off towards Worthing along the A259. Weatherwise, one could not have hoped for better, and by Worthing, the knee was feeling much less painful and the ride was becoming most enjoyable.



Broadwater Green saw the first sign of any kind of mechanical problems. It was here that the rear lamp bracket broke, thus sending the lamp crashing into the gutter. This called for a brief stop to retrieve the lamp, and to hastily tuck it into the saddlebag.

The Palace Pier was reached in an hour, and thoughts of taking it easy were soon cast aside as the first climb over the Downs loomed up. It was 8.10am, just one and a half hours after leaving Rustington, when Newhaven was reached. Having purchased a supply of Mars Bars, it was time to find the cafe where Chris and Dave were to be met. From the cafe, the three of us rode round to the dock gates where we met up with Neville Chanin, Jim Cann, Frank Bell, Peter Hollyoak and Joe Starley. Jim Cann had the misfortune to break a cup in his trike bottom bracket, just as he reached Newhaven, and had decided to obtain the necessary parts and hopefully complete repairs in time to catch the next boat. There were two more of the party as yet unaccounted for as we boarded the Valancay, namely Ian Pennington and Alf Dawes. We were soon to be amazed at the sight of Alf dashing up and down the quayside trying to board without all the necessary tickets. However, Neville finally went to his rescue, and eventually things were sorted out, with Alf being the last to board.

The Valancay was soon out into the Channel, making excellent headway in almost perfect conditions. During the crossing, Alf explained that he had gone to the wrong ferry entrance, due to not properly reading the instructions that had been forwarded by post, and in any case he had been far too busy falling asleep the night before whilst handicapping the SCA 25. The self service restaurant on board was not exactly up to



Little Chef expectations, but even expert Dave, commented that at least the tea was good. Better was the English beer brewed in Scotland, served at the bar.

On entering Dieppe harbour Dave and Chris recognised Lucienne and wife waving from the harbour wall. We later heard that they had learnt of our arrival from some of our hosts, who had ridden down from Rouen to meet us. It was as we were preparing to disembark that I had the misfortune to develop a puncture in the rear tyre. A nasty cut was repaired, and a new tube fitted on the quayside, before catching up with the main party at the dock entrance gate. There was plenty of time, fortunately as Neville had gone to assist Alf in obtaining train tickets for his journey to Rouen. It was at this point that the third misfortune occurred, when the elastic supporting my shorts decided to break. As nobody carried safety pins or any other method of temporary repair, it was decided that they would stay in place whilst riding, and thus we set off, accompanied by four members of the Rouen Club.

The weather was still fine, sunny and very warm, providing an excellent start to our weekend in France. The route to Rouen was to be mainly on the old Dieppe road, which was now very quiet and traffic free, and we were continually crossing Alfs 'Iron Road' as we pedalled on. The pace was leisurely, with frequent spells of waiting for the tandem and Frank Bell after any uphill stretches. There was one big stop for refreshments at Clères. This also gave an opportunity for yours truly to obtain a supply of safety pins. (The remaining pins are now stowed away in the saddlebag for any future need).



It was 6.45pm., local time, when we were greeted by the Club President on our arrival at the Rouen Athletic Clubs headquarters. With all pleasantries completed we were grouped and sent off with various Club members who were to be our hosts for the weekend. It was not long before Nev and myself were being motor paced through the city to the home of Jacques and Genevieve Moreau. On arrival at the flat we quickly washed, changed and enjoyed a few minutes partaking in apperitives which Jacques insisted we should have. We were then driven to the city centre, to join the rest of our party, and many members of the Rouen Club, at the restaurant "Au Vieux Marche", where we were to enjoy an excellent meal. Afterwards it was time to call at the home of a Club member for coffee, followed by a visit to the Bonsecours Hill, to look over the heights of Rouen, and to observe the eclipse of the moon taking place up above.

#### Day 2 - Sunday

It was 6.00 am. local time when we were awoken, and informed that breakfast would be ready in about ten minutes. We were soon tucking into welded 'egg and bacon', fruit juice, bread and jam, and rather weak French tea. We soon realised that it would be better to drink coffee rather than tea.

With breakfast over, we set off for the Club headquarters at 7.15 am, arriving some 15 minutes later. It was only just light, but the roads were alive with cyclists and machines, and it was now that the whole purpose of the weekend began to unfold. There were some one hundred and thirty riders preparing to set off on the longest ride of 155 kilometres, and many more arriving for the two shorter rides, scheduled to start a little later. There



were only four of our party taking on the challenge of the 155 km distance, the others being Neville Chanin, Ian Pennington, who had arrived late on Saturday, having travelled out via Southampton, and Jim Cann, who also arrived late for reasons stated earlier.

The signal was given to move off, 15 minutes later than the scheduled 7.30am start time, and we were soon slipping through the city suburbs heading towards the first stiff climb. After about two kilometres the road started to climb, and the hill climbers were putting on some early pressure. About a dozen riders were soon well clear of the main group, which had now strung-out somewhat. On reaching the top of the Bonsecours Hill, the bunch reformed, but the faster group had by now, disappeared into the distance.

It was noticeable that, almost without exception, the French riders were on stripped down machines, the majority also using sprints and tubs. Only a few had bikes fitted with mudguards, lights or any form of bag. Those carrying a bag preferred handlebar fitted types. It was obvious that the pace was likely to be kept close to evens, as was the case when the first Control at Herqueville, distance 31.5 kms, was reached just an hour after setting out. The halt here was brief, and we soon found ourselves heading down towards the river valley.

As with the ride from Dieppe to Rouen, the route for the 'Rives de la Seine', kept for the most part to secondary and minor roads, in places much more like tracks. This was the case as we arrived at Muids, where the road deteriorated to little more than a grit covered track, although still very rideable on anything other than very light tyres. From Muids the ride took the N 313, heading south, alongside the Seine with beautiful picturesque



hills to the left. By now the brisk pace had reduced the size of the bunch to about sixty riders.

It was not long before we had crossed the river via the suspension bridge at Chateau Gaillard, having now covered 45 kms. Immediately after crossing the bridge, our direction changed and we found ourselves travelling back towards Rouen. It was now two and a quarter hours since setting off, and there were no signs of the pace easing or any indication that a stop for refreshments was forthcoming. It was therefore necessary to commence eating from the bank rations carried. Fortunately, at this point the speed slowed a little, and for a few kilometres was much more leisurely. On this section a motorist was seen to decide that he would not be able to pass, the road being only single track, and so he reversed about 200 metres to turn off and take a different route. The driver did not hoot or attempt to run us off the road, but had apparently just accepted the situation and decided to allow the cyclists to carry on without any aggravation. I wonder how often this happens in England.

At Louviers (67kms) more riders were met arriving by a different route. They were taking part in the two shorter distance rides. Soon we were again climbing, and all hell was let loose, many riders deciding that they would prove their worth at climbing. On reaching the top, not far behind the leading half dozen riders, there was great relief to find that we had reached the second Control, where refreshments were also being handed out. The Control was at La Haize Melherbe and was reached after some hard riding, and the distance covered was 77.5kms. The ride to this point had been under mainly cloudy skies, but some sunshine had been enjoyed. The wind was only noticeable on



exposed sections of the road, but generally was only very light.

It was whilst we were enjoying vast quantities of cake, biscuits and bread rolls, washed down by various fruit juices and lemonade (regretably no tea), that Dave and Chris appeared up the hill. There was only time for a hasty "Hello" and "Goodbye", before I was away up the road to catch up with ace tourist Neville Chanin, and the rest of our group. For this section we were being accompanied by a mixed tandem pair. Although the tandem appeared to be of the heavy variety, the young lass and fella were really pushing the pace along.

The route was now taking us down toward St Didier des Bois, via Vraville and on through Neuf Moulin, before climbing another endless Ditchling Beacon type hill. Having set a fair pace at the front, and deciding that many of the French riders were obviously now tiring, I was intent on being first to the top, but this was not to be, for a Control had been placed approximately half-way up! The climb was much longer than Ditchling, and the stop provided an opportunity for the group to reform, and for many of the riders to slip off in front instead of stopping for a break.

On regrouping after the climb, the pace steadied and we were heading towards Saint Ouen Du Tilleul. Having reached the top of a fairly steep but short climb, a brief but urgent stop became necessary. On remounting, the dreadful hiss of escaping air was again to be heard from my rear tyre. By now the main group were fast disappearing into the distance and by the time I had fitted another tube, and removed a broken spoke, some fifteen minutes had elapsed.

The next few kilometres resembled a hilly time-trial, as I set out to catch the



leading peleton. There was just time to notice Alf doing a bit of window shopping as I sped through Tilleul following the arrows, which incidently, had been painted on the roads to mark the route. This section through the forest, saw some rather hairy decents, down very narrow, grit covered lanes, with steep gradients and hair-pin bends. Having climbed back up out of the 'Foret de la Londe', the route then headed down to the river valley where the bunch was caught, having stopped to purchase goodies. I arrived about five minutes behind them!

My stop was brief, having just time to purchase some food and pack into the saddlebag, before moving off, with a now very much depleted peleton of riders. There was only a handful of other riders beside us four Englishmen left together, as we set out on the last few kilometres. It was a case of feeding on the bike, or be left behind. Fortunately though, the pace was far more leisurely, as there was plenty of time. We were again following the river towards Dunclaire. This section saw us passing through the forth control, before crossing the Seine by ferry.

Having crossed the river, a stop for refreshments was called for. About half an hour was spent enjoying cakes and coffee in a cafe overlooking the river. Then we set off on the final leg of the trial with only 26km left to go. We passed through St Martin de Boscheville, Quevillion and then across to Canteleu, stopping on the way at the final control for more eats and drinks. Some time was spent here chatting to the birds and taking photographs, before we moved off for the last climb of the day, which also proved to be the longest and steepest! Canteleu was at the top, where another fine view of Rouen was enjoyed, before descending to complete the ride at the Club Headquarters, where we were rewarded with more refreshments, this



time beer and eats. Arrival time at the finish was 2.45 pm., and we were the 2nd group to arrive.

Having returned to our digs to wash and change, we were back at the Club for prize presentations at 5.00 pm. Among the receivers was Alf, being one of the contenders on age standard, with Frank however coming out on top, and receiving top prize in this category. Jim was given a special award for his extra special efforts following his mechanical problems with the trike at Newhaven. Tourist supreme, Neville Chanin, was presented with a special token of appreciation for his efforts in organising our trip to Rouen. Whilst thanking our hosts, Neville made a boob when thanking those with whom we had slept! Needless to say a loud cheer was voiced, Finally Peter, from York, received the award for the rider having travelled the greatest distance to get to Rouen.

The day was rounded off, with an evening at the Presidents house, where we were wined and dined and generally entertained, by striptease artists, followed by a slide show to complete the bill.

### Day 3 - Monday

The day started at 7.30 am, with good-byes to Madame, who was off to work. Another round of welded 'eggs & bacon' was eaten before setting off to meet the others at the Railway Station. Jacques, who was accompanying us to Dieppe, Neville and myself, were the last to arrive. Ian, Jim and Joe were already waiting; Dave, Chris, Peter and Frank had left earlier for a slower ride, and Alf had again taken the Iron Road route. The 65 kilometres were covered by mid-day.



The return voyage to Newhaven saw Ian, Dave, Chris and myself, enjoying the best offered by the ships restaurant, washed down by seemingly endless lashings of wine from huge bottles given to us by Ducienne at Dieppe. Having said goodbyes at Newhaven, it was time to head for home via a cream tea stop at Rottingdean with Dave and Chris finally arriving at 8.00pm.

Norman Wright

FUND RAISING WINNERS 1978

JAN - Malcolm Naftel  
FEB - Rick & Val Stringer  
MAR - John Cheetham  
APR - Duncan Waghorne  
MAY - Ted Peters  
JUN - Mr. Gard  
JUL - Tony Yorke  
AUG - Wilf How  
SEP - Keith Dodman  
OCT - Wilf How  
NOV - £75 Vera Puttick  
      £25 John Gildersleve

Dave has already been round collecting your monies for the 1979 Fund Raising, and indeed the first draw has taken place.

Wilf How was the lucky recipient, I'll have to visit him to find out his secret!!



## MEMBERS MILES 1978

You may remember that in this issue last year, we featured the annual milage records of some members. We continue in the same vein - with a few more this year.

|                  |                |
|------------------|----------------|
| Chris Beckingham | 9442           |
| Dick Wiseman     | 8820           |
| Paul Toppin      | 7325           |
| John Mansell     | 7085           |
| Don Lock         | 6985           |
| Norman Wright    | 6689           |
| Dave Hudson      | 6049           |
| Derek Smith      | 5455           |
| Pete Reeves      | 5249           |
| Andrew Lock      | 4117           |
| Joe Simpson      | 3508           |
| Bill Webb        | 5300 ESTIMATED |
| Mike Wallis      | 4400 ESTIMATED |

## CLUB TEA

16th December 1978

A Club 'Tea' was again held last year, on Saturday 16th December, in the Clubroom. At one stage, Theo was over subscribed, although when the evening came, quite a sprinkling were not there, for one reason or another. However, for those who were, there was plenty of everything and seconds of most.

Starting with the traditional pre-meal chat, diners drifted to seated where there was wine, beer, cider and soft drinks for the thirsty. Soup and rolls were followed by the plentiful turkey course, with vegetables and all the trimmings. Jelly and cream were followed by Christmas Pudd and mince pies, which in turn was followed by cheese, biscuits and coffee. (I don't think that I've missed anything - but I wouldn't be surprised if I had).



The raffle was held as normal, with many prizes, and tickets circulated while we were eating. Another money raiser was to guess the weight of all the food and drink that Theo had purchased for the do. The weight turned out to be 485 lbs, and was won by John Antram.

In the Clubroom were various photographs. Some were of foreign trips made by the Club, but two boards comprised 50 numbered photo's of scenes not more than 30 miles from Worthing. These were the basis for a 'free' competition, which was open to all members, the winner being the one with the most correct. There was also a scale of points which ended: "less than 20 stick to racing". From this you may gather the photo's showed country scenes, churches, mills etc. An interesting diversion, that led to Dave Hudson and Bernie Bethall 'fighting' to the close, even a tie-breaker did not succeed, so the prize went shared.

Then there was more coffee and a final 'chinwag', before the diners departed for yet another year. Another next year? let's hope so.

Derek.

#### NEW G 939 COURSE

Starting A 27 top of Hammerpot Hill going East, to Offington corner, where left A24 to Findon roundabout, and return to Offington Corner. Turn right A27 to Patching Pond where left A 280 to Angmering roundabout. Right A 280 to Patching Pond. Turn left A 27, over Hammerpot, to finish just short of 'Darlington Mushrooms' near Poling Cross Roads.



It is proposed that the above course be used for the Club 25, Open 25 & Club 2-up 25. Our old favourite, the G938, being barred to us because of other events running consecutively.

### SOUP RUN ???

Friday, 22nd December, 1978

Don approached me some six weeks before Christmas, asking if he could organise something a 'little special' for the Christmas soup run. "Yes", I said, ever willing to delegate responsibility.

On the night, several bikes were covered in decorations, the others bore a single ballon handed out by Don. Our numbers exceeded 20 at Broadwater, and more tagged on during the evening. Starting off through Tarring, Goring and Worthing - the first puncture came at Heene Road. On then through the 'centre', and out to Brooklands - where Theo and wife Vera were waiting. After 2 or 3 cups of piping hot soup, we were ordered off, along Western Road, and already the fourth puncture! Sompting to Salvington and another leg ended at Charlies. Here we were treated to wine and savouries and a delightful warm punch.

We set off on the third and final leg, on a tour of Durrington, north and South of the Littlehampton Road. Passing the new Datsun H.Q. we entered Adur Ave. and wound our way round to Don's house.

After completing a total of some 15 miles and having already had two stops, we were ushered into the warmth yet again, for coffee and mince pies. What a crowd! Jim & Connie, Theo & Vera and Charlie - not to mention many others, who had come to this last venue. Something in the order of 40 person had taken some part in Don's extravaganza, and our



thanks go to Theo, Charlie and Maureen.  
Any ideas for this year??.

Derek

### THE FELLOWSHIP of CYCLING OLD-TIMERS

In a new series we look at Club's and associations connected with cycling. We start with "The Fellowship of Cycling Old-Timers."

In 1916 there came into being a body which was proud of the fact that its end was inevitable and took pains to obtain proof that each applicant for membership really qualified. This body was the Fellowship of Old Time Cyclists, restricted to men who had ridden a high bicycle or a tricycle before 1890. The last member died in Essex on 31 August 1971. During the final years of the FOTC its last secretary Derek Roberts - who was not a member - came to the conclusion that some similar body of cyclists ought to replace it. He found that many of the FOTC had lost touch with most of their cycling friends and that they eagerly welcomed the tenuous link provided by their yearly meets. Unlike the older organisations, however, the new body should enable all cyclists to keep in touch with one another and the world of cycling even if their highly active days were over.

The new venture received the enthusiastic support of the remaining members of the FOTC, and on 14 February 1965 the Fellowship of Cycling Old-Timers was founded with membership open to all active or retired cyclists - men and women - aged 50 years or more. There was some argument over the age limit, but 50 was chosen as



being realistic in the circumstances of today. The Lacy Hilliers, Bidlakes, Stancers, Cooks, Wayfarers and Kukloses are gone forever. Cyclists nowadays are unfortunately largely divided into two groups. The first group contains those young and speedy riders who leave the game in their twenties, or even before. The second group contains those who either stay on the bicycle or return to it after many months or years of absence; the return is nearly always permanent. In today's world the cyclist of 50 has almost certainly about 30 years of continuous or intermittent cycling to his or her credit, and can fairly be labelled an old-timer on the modern scale of values. After all, 40 years are enough for a cycling Veteran (in the Veterans' Time-Trials Association); the Fellowship adds 10 years. It is worth remembering, too, that when the FOTC was formed there was a minimum age of only 44.

The important difference between the two Fellowships is that the new one has a magazine which is published quarterly. In "Fellowship News" members are able to reminisce over events past, give and seek news of old friends and acquaintances, discuss current fads and fancies, and generally air their memories, opinions, hopes and fears. The magazine is 8" x 6½" in size and carries illustrations (including sketches by the cycling artist par excellence, the late Frank Patterson - by kind permission of the Cyclists' Touring Club and the Temple Press).

The FCOT is not intended to be an active body competing with the CTC, the Autumn Tints Cycling Comrades, the VTTA and other local and national associations and clubs; but that does not mean that active cyclists are not welcomed. They are often keenly interested in the past and are glad of the opportunity to refresh their memories of people and events - and to say what they are doing and thinking about. In fact most members of the FCOT are



still active and many of them assert that in "Fellowship News" they have a paper which embodies the spirit of cycling to an extent unequalled by any other cycling magazine on sale today.

There are no organised FCOT runs, but many groups of members do meet and ride together regularly. New members are able to consult the membership list and approach their neighbours if they are looking for companions on rides. The list of members' past and present clubs totals over 600.

The Fellowship is run by a committee. It has no constitution and very few rules. There is no fixed subscription, but all members who can afford it are expected to make an annual donation of 25p at the very least. As this amount nowhere near covers the cost of producing and posting one issue of "Fellowship News" it is clear that larger donations are always welcome and are indeed essential if the magazine is to continue. The minimum donation has purposely been fixed at an unrealistically low figure so as not to deter any hard-up old cyclist from applying. The secretary may waive all payment for any member if necessary; no-one else is told about it. There is at least one annual luncheon at which an annual general meeting is held and at which the Committee announces the name of the President for the following year. From time to time other luncheons or gatherings are held - any member is at liberty to arrange any meeting or function, anywhere, at anytime.

Anyone wishing to join should telephone or write to Derek Roberts, at 198 Sherwood Park Road, Mitcham, CR4 1NF (01-764 7524); ask him to send you an application form, or if you prefer to see a copy of "Fellowship News" first, you can send for a sample copy which will cost 50p - 40p if you call.



## PRESTON PARK DATES

Wednesday Evenings - 7.15pm.

MAY 16th Brighton Festival Meeting  
JUNE 20th Strudwick Triphy Meeting  
JULY 4th Open BCF Sussex Division  
JULY 11th Open Brighton Sash.

League Point Meetings -

MAY - 9th, 23rd, and 30th  
JUNE - 6th, 13th, and 27th  
JULY - 18th, and 25th  
AUGUST - 1st, 8th, and 15th

## GENERAL NOTE

The opinions and comments expressed in this magazine, are the opinions and comments of the individual contributors, and are not necessarily the views of the Worthing Excelsior Cycling Club, or its General Committee.

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 Cove Road, Rustington, Sussex. He will then ensure that you receive the next four issues, and a renewal form.



