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THE WORTHING WHEEL

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The Worthing Excelsior Cycling Club's journal. The Club meets at Broadwater Parish Rooms on Tuesdays between 7.30 and 10.30 p.m.

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

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THE LONGEST TWO-UP EVER ?

In September 1983 I admitted to John Mansell that I was getting too old for racing. "Next year I'll do something different like ride Lands End to John O'Groats or something". It was no more than a throw away comment, to illustrate 'something different'. But then came the response from John which was to start thoughts crystallising; "That's something I've always thought I'd like to do".

So I came away with the idea, but what about accommodation, and transport to Cornwall and back from Scotland? How long would it take, what would it cost? Many questions buzzed in my head until I had a brilliant idea; I would have a chat with the Club's Transport Manager, Dave Hudson. If he would take us down, bring us back and support us in between, the possibility became an exciting probability.

Dave showed immediate interest and entered into the plans with his usual energy. John Woodburn gave me a copy of his route for the record - we cut off the schedule! We also borrowed some C.T.C. routes. We had a couple of meetings to iron out course details, a job principally dealt with by John. We left catering, the tented accommodation and, obviously, all transport details to Dave. That left me to get fit enough.

I worried about fitness and started on 2nd January with 100 miles and aimed for 5000 before we left. John was far more relaxed, starting only when the weather warmed up. By the time we set off though he was on 4500, so not far behind.

People asked if we were doing it for a charity and it seemed a good idea. St.Barnabas Home, the cancer hospice in Durrington was approached and they were delighted. As the early summer months passed plans fell into place and The Duchess of Norfolk, the President of the home, and Worthing's Mayor came over to the home to wish us well, so generating good publicity in the local papers for the Home and for the Club.

To avoid traffic we left Worthing at midnight on the Friday. In fact it was just after the witching hour for we started with "Happy Birthday Don", another damned candle on the cake. We had a trouble free journey down with a couple of stops for coffee and the calls of nature. Arrival at Lands End was about 7.30. It was sunny and breezy and the wind was more south easterly than the hoped for south westerly. We unloaded and set up the bikes, including the initial programming of John's new toy, a handlebar computer. I thought that this novelty might drive me mad if John was going to keep up a constant barrage of miles and speeds, but in fact it was perfect for the job and I found myself frequently requesting the information. After breakfast and a few photos we were away on the first of what we had calculated would be the 854 miles to be covered to the other end of our - suddenly, not so little island.

Day 1. For the time trialists, the first 10 took 35 minutes and we were in Penzance. Dave had ridden with us this far, but now went back for the van. John's route to Truro involved a lot of lanes - pretty, but pretty hard as well. He may have detected the first signs of discontent along here,

however he was concerned himself, as we found Truro was 40 instead of 35 miles. At this rate of error 120 miles would be added to the ride! We had an early lunch in Truro and then in hot sunshine took the A390 to St. Austell and then Liskeard by 3.30. We stopped at a cafe and were joined by Dave. John was accosted by a large jovial and garrulous lady, but we managed to drag him away. Mileage now was 73. We crossed the Tamar and headed into Devon. Tavistock was reached at 5.15 and we had covered 91 miles. We were now in the Dartmoor National Park - there was, I recall a long climb towards Princetown but the going seemed to be wind assisted at last, was this a hopeful sign for tomorrow ? Dave parked at Postbridge and rode out to meet us and when we reached his van for a tea stop we had covered 104. Not enough for one day if we were taking less than seven, but we had started a couple of hours later than would be possible in the days to come. Our next stop was Mortonhampstead where John fancied a meal and we made the first of our regular telephone reports home. Somewhere short of Exeter would have to do for camp so Dave pushed on to find a site. He persuaded a farmer of the need for a corner of his field, with water laid on, of course, and by 9 p.m. we were settled. A good wash and a meal and day one was as good as done. It remained only for John to hang over his tent a "Presidential Suite do not disturb" notice and blissful sleep descended. 125 miles less to do.

Day 2. Dawned warm, sunny and windless. Dave's alarm failed to go off and the farm cockerel did

not rise until 6.30. But Dave soon produced a cooked breakfast and we were away by 7.45. We were soon through the still 'just stirring' streets of Exeter. My left knee seemed painful, but easier riding than walking. Somerset was reached at 9.15 and at last we were heading north. We split up at Wellington, with John taking the bypass and I heading through the 'much longer' town route so that Dave would catch up with one of us. We were in fact past Taunton before he came along and we stopped with him for elevenses. The sun was very hot and Dave's idea of fresh cold milk in the thermos flasks was much appreciated. A particular variety, apparently produced by Daisy and Friends' was excellent. At Bridgewater we had done 45 and despite the northerly wind we were on the flat A.38 and put in 17 miles in the next hour to the County of Avon. A pub a few miles short of Bristol did an excellent cold beef salad and with a pint of shandy provided our midday sustenance. Dave - on his bike, now round us an intricate, but, I'll take his word for it. short cut past Bristol. We rode through the Avenmouth docks area and on to the Severn Bridge. This last stretch had seemed wind assisted. Had the wind changed, or were we going in the wrong direction? A couple of photos from the bridge and mileage and time checked at 94 miles - 3.50 p.m. There was cause for concern at this point with John's map reading - he wanted to turn right immediately across the Severn - the Bridge is however about 200° above the road, and my tool kit did not run to a rope of this length. We

entered Monmouth and therefore, Wales, at just after 4 o'clock. Ancient Chepstow was very busy as we dropped straight down to the river and then climbed up the sharp hill the other side. We were now taking the St. Briavels road and quite shortly stopped where Dave had parked for tea. There was a remarkable view of the River Wye from here and John got busy with his camera. This was lovely country and we were soon approaching another magnificent view of the Wye, from Symonds Yat. At this point we had done 114, the last few miles included another route correction as John would have had us wading the Wye! The City or Hereford was ticked off the list around 7.30 and we were thinking of calling it a day. Dave found a site eventually north of Leominster so our mileage was up to 148.

Day 3. Colder - John put his longs on. This was the earliest start we were to achieve, (John is difficult to stir early morning and has to be handled carefully) we were on our way by 7.20. Ludlow was first stop, to post cards and sample the loos, then with rather too little time to enjoy the fine half timbered buildings of this attractive old town, we were off and into a maze of lanes with Shrewsbury as our next objective. The A.49 route would have been slightly more miles but it may have been faster - a question of preference - John chose the lanes. We were back to the A.49 at Church Stretton and the average picked up with the better road surface, and an effort made to dodge a passing shower - the only rain - it lasted about two minutes - which we

were to have on the entire journey. It remained cold and with a strongish northerly wind this morning. We were pleased to meet up with Dave before Shrewsbury for elevenses. The town was bustling but like so many of these towns near the border with Wales, I found it welcoming and would like to visit with more time in the future. Again we diverted from the A.49 this time going through Wem, which started us off with such songs as "Wem will I see you again" - the deterium was setting in. Puncture number one happened along here and as we were sponsored 50p a puncture by one 'miserable character' John philosophically shouted "50p" and did a quick tub change. More counties were being left behind. This morning Herefordshire and Shropshire and now we're in Staffordshire. In short time we rejoined the A.49 at Whitchurch and by lunchtime were into Cheshire. I felt we were making progress now - this was definitely north of Watford! We had an excellent meal in Tarporley although it cost us an hour. We found ourselves now entering upon the least scenic part of our trip and one which was to cause us route problems. Having had a brief from Tony Palmer we sailed through Warrington without trouble - we were not attracted to stop. It was 4 p.m. as we left the town behind. Another sign of note indicated we were entering Merseyside, what was that beat I could hear? Ah! just the old pump thumping. Wigan was heralded with the hundred up for today. The B5250 was taking us to Preston, but had we been on the A.49 the signs may have been more helpful, for we were side-

tracked miles around Preston at a time when we did not appreciate it, we could have done without the extra three or four miles. Eventually, however we found the A.6 north and Dave found us; both very important. We stopped for a cuppa near Garstang and used British Telecom services to report our progress. We had now covered 131 and thought that just the other side of Lancaster would make a good start point for tomorrow. It was another lovely evening and although speed was not rapid we were happy to keep going. It was 8.40 as we rode through Lancaster. The quick glimpses of the castle and the river and the sunset skies behind were all we were allowed as we pressed on after Dave. It was rive miles from Lancaster that he had parked having selected a grass covered disused bridge over a canal - he had not thought about banging tent pins into a tarmac surface only half an inch below the grass! Ten penalty points Dave - you know that kind of thing gets John annoyed. However the magnificent sunset views of the Carnforth Sands and Morecombe Bay and the attractive scene with ducks on the canal, soon had John rushing about with his camera equipment - that equipment by the way took up more room than my much ridiculed first aid kit. Mileage today - the best so far - 151. Day 4. We awoke at 6.00 to a fine still morning and after, the now to be expected, superb breakfast. we were away by 7.25. We had some climbing to do today, but we should be well into Scotland by evening, and we had some lovely country to look forward to. So up the A.6. and quickly into Cumbria with our usual early stop,

We reached Kendal around 8.30 and soon after began the long gradual climb to Shap Fell, the last part of which is not really so gradual. Dave had parked at the summit and rode back to meet us - so that he could ride up it! If you have wondered about Dave before, well now you know. We made good speed from the top - I found we always went faster downhill - and we were through Penrith about 11. Did you know John Mansell lived here once? The place is I understand recovering. The road to Carlisle was undulating but despite the usual northerly, we made good speed - getting fitter perhaps. Dave had gone shopping and produced a cold lunch north of the town. It was very hot again - I was on my second tube of sun lotion - nice in sandwiches. On the A.7 north of Longtown we crossed into Scotland. With the 74 today it was 498 miles to the border. Our route now was to Langholm and after this through Eskdalemuir Forest and David Steel's constituency of Ettrick. What an area to canvas must be one house about every hundred square miles. This was a very scenic area and the roads devoid of traffic. Some ten miles short of Peebles we stopped with Dave for a rest and some food and drink. Tonight we would have to stop before Edinburgh. Dave would start looking as soon as we he got past Peebles. Disaster almost struck as we descended into Peebles when a stupid scotch cat decided to walk into the road in front of me. Despite John's shout, I hit it fair and square and did a passable impression of Peter Pan on a bike. John with his priorities terribly twisted remarked that the cat

seemed to be o.k., then turned his attention to his somewhat shaken companion. I was really lucky just a few grazes and bruises, and hardly a scratch on the bike. We eventually came to rest that evening at Penicuik with the days mileage 148. The extensive first aid kit was now useful glad though we still had no use for the sling! Day 5. The Edinburgh ring road was a necessary evil and we were glad when we crossed the Forth . Bridge (more photos) . We headed now towards Cowdenbeath and past Loch Leven. By elevenses we were through Kinross and on to Bridge of Earn. We were later stopping for lunch just north of Bridge of Colly, and today's mileage stood at 75. We had come through the City of Perth and past Scone Palace. We had also passed a hedge - the biggest in Europe I miles high and I feet long or was it the other way round? For some miles after lunch I was pleased to follow John's wheel. I managed to stir myself for the climb of the Devil's Elbow, but lost a pound or two in the effort. Of course, "It's not the hill it used to be" when John went over it many moons ago! found it difficult to believe, as we passed Glen Shee chairlifts that this area gets a great influx or skiers with the coming of the snow. Today a dip in the stream seemed more appropriate. Braemar with the Cairngorm Mountains, part of the Grampian range, I found really beautiful especially with the rugged boulder strewn River Dee, whose valley we followed past Royal Balmoral. The Grampians were beginning to take their toll and as we rode into these more remote areas the

way in which conditions could change so quickly became very noticeable. The evenings in the Highlands might stay light until very late, but they could also become much cooler, and as you became more tired after 130 or so miles, the effect could be very rapid. This evening was like this for we were very high and the 'B' road and then the A 93. which crossed the Don River were very wild. Dave decided about half way up a 1 in 5 out of Cock Bridge (it was the only one we walked) that we had done enough for today at 131 miles. Scottish miles are definitely longer. Day 6. John had been unwell over night and felt 'delicate' this morning. It was nearly 8 o'clock as we walked the rest of the hill. A heavy mist still hung around, and as we looked back at the campsite it was quite eerie with just the tops of the yellow and green tents and Dave's red van sticking up through the cotton wool. Had it not been for the distant pylons, it could have been base camp Everest. Tomintoul, the highest village in Britain was reached after a pleasant and almost flat half hour's ride, and it continued this way to Grantown - on - Spey. Our route now was almost south-west ! - but not for long, for at Carrbridge we hit the A.9. John's earlier indisposition seemed to be over. He certainly had no difficulty with the fresh cream trifles that Dave produced for elevenses. It was a bit of a slog as the main road climbed to Slochd Summit, but then we picked up speed, and for a while, enjoyed the old A.9, now deserted of traffic and called 'tourist route', it suited us.

We were back on the A.9. before Inverness and met up with 'the part timer' who joined us for the cressing of the Kesseck Bridge. Lunch was taken a couple of miles farther on with 62 miles our total today. This A.9 (The Road to the Oil) streaks it's way north to feed the Oil Industry of the west coast and it took us across Black Isle and over the causeway over the Cromarty Firth. North of the Firth we left this main artery and headed due north towards Bonar Bridge. My rear tub had started creeping - I suppose the wheel had been going so slow it decided to try and go on a bit faster - anyway we stopped to adjust it, and then after another 5 miles stopped to take it off; I had had my first puncture. We arrived at Bonar Bridge for tea with Dave and then continued along the other side of the Dornoch Firth. Our next stop was a couple of miles north of Goldspie with today's mileage now 118. The road was following the north sea coast and the railway. It was getting late as we reached Helmsdale and we eventually made camp about a mile north at 131 miles. Our total now was 834 with another 52 to go. Dave excelled even his high catering standards this evening when he collected take-away mixed grills from a pub in Helmsdale. We sat talking till turned eleven, it was still light. The last stretch. I suppose we could have ridden on for another 3 hours or so last night, but we were not after records and to honour our predge to our sponsors we had only to beat seven days. So this morning at 7.25 we were

away on the final miles. It was a grey cold morning and rain threatened, and this is the least attractive part of the Highlands - it's not of course, high at all, it has a bleakness about it and the hamlets look poverty struck, but then life must be pretty hard up here. After Lybster, John reported that it was exactly six days since reaving Lands End and we had done 856 miles which meant an average of 1422 There were a few spots of rain as we set off from Wick on the last 16 miles but our luck was to hold, although Dave had to put his cape on as he rode out from John O'Groats to meet us. Dave shepherded us along and made us promise that there would be no sprints for the sign, and then, suddenly, we were round the last corner. There was the Hotel and --- there was the Club's finish banner stretched across the road by John's wife Sonia and her cousin. Dave it seems had kept them informed of our progress and they had travelled all that way to welcome us. John, failing, at first, even to recognise his wire, was then at a loss for words, and that doesn't happen often. We did all the usual things took some photographs, purchased some souveniers and had something to eat and drink. It is bound to be a bit of an anti-climax I suppose, but we both I think felt the satisfaction of having done the ride, and we both greatly appreciated all Dave's help.

As we go to press St. Barnabas have received £1500 and the final total should reach £1600.

The total mileage was 886. The time taken 6 days 2 hours 20 minutes. We had just the two punctures and the only slight mechanical problem was John's chain which took a dislike to the chainring on a couple of occasions. Dave's catering saw to it that we lost not a single pound in weight despite the heat. I went through two tubes of sun lotion, John went through three dozen wender bars - but then tastes are bound to differ!

Don.

Apologies Andy Smith does not attend the Ground Crops Research Institute. It's the Glasshouse - throw no bricks please. Still it doesn't seem to have done him any harm this season whatever it is.

ANOTHER CLUB RECORD and again Richard Shipton is responsible. In the Leo Road Club 30 on the E.31 course in Essex on 26th August he lowered his own record set earlier this year by over a minute. His new time 1 hour 7 minutes 09 seconds. Congratulations.

IT'S RUMOURED that Dave Dallimore's slimming is so successful that he's consulted Solicitors about a Deed Poll for change of name. Look out next season for Dave Dalliless.

DICK WISEMAN still on his travels reports that since leaving the U.K. his boat has covered 4,250 sea miles, but more importantly he has ridden 16000 miles on his bike and all on the wrong side of the road.

CORRESPONDENCE

From Dennis Lednor now living in Maidstone.

"Iam now racing fairly regularly in San Fairy Ann evening events and occasionally beating evens while son Simon, in his fifth race, did 23.57 for a ten - the third generation.

My second claim club, the San Fairy Ann is very similar to the W.E.C.C. with a number of families and a good spread of activities and promotions. The only disadvantage is that they are known as the "Fairies"!

Regards, Dennis.

EVENI	NG TEN SERIES		
Event	No. 10. 26th July		
lst.	Paul Toppin	22.44. SCR	22.44.
2nd.	Mike Coyle	23.04. SCR	23.04.
3rd.	Richard Knight	23.37. 0.30	23.07.
4th.	Dave Dallimore	23.38. 0.05	23.33.
5th.	Andrew Lock	23.40. 0.25	23.15.
6th.	Nike Mansell	23.57. 0.50	23.07.
7th.	Stuart Gibbs	24.15. 1.00	23.15.
8th.	John Lucas	24.42. 1.55	22.47.
9th.	Mike Kennard	25.04. 2.15	22.49.
10th.	Paul West	25.06. 2.10	22.56.
llth.	Graham Tooley	25.13. 1.05	24.08.
12th.	Jeff Russell	25.23. 2.30	22.57.
13th.	Tony Palmer	25.46. 2.15	23.31.
14th.	Bill Procter	26.06. 3.15	22.51.
15th.	Robert Downham	26.08. 2.20	23.48.

16th.	Keith Laker	26.20.	3.00.	23.20
17th.	Steve Jukes	26.48.	2.30.	24.18
18th.	Stephen Cox	26.51.	3.35.	23.16
19th.	Peter Kibbles	27.23.	3.55.	23.28
20th.	Peter King	28.05.	4.50.	23.15
21st.	John Wiseman	28.28.	4.55.	23.33
22nd.	Mike Stanbridge	28.45.	4.40.	24.05
23rd.	Clive Goward	28.52.	5.50.	23.02
24th.	Angela Walker	29.56.	6.55.	23.01
25th.	Reg Searle	30.57.	7.45.	23.12

IT'S RUMOURED that Mike Stanbridge spends more time on the tandem these days because it's the only way Carol can keep an eye on him

GRASS TRACK RACING

In the early fifties, for several years, the Excelsior had a grass track at Hill Barn; this was five laps to the mile and was in regular weekly use during the summer on Thursday evenings. It probably filled the role now taken by the Evening Ten series in providing some not - too - serious midweek racing. Evening time trials were not allowed at this time and ten mile events were - to quote Brian Cox - for women and Scotsmen.

The club track was rough and unrolled causing most riders to use gears in the mid-seventies. The usual pursuits, scratch and handicap events were held together with some unusual (for grass track) races such as team pursuits. On one occasion, following a visit to Herne Hill, we

had a madison! At the first change, one pair tried a hand-sling, missed and ended up sitting in the middle of the track. A cutting dated 1949 from the Worthing Gazette (Gosh they used to carry cycling articles! Ed.) shows just how slow we were:-

" FIRST ON THE NEW TRACK Worthing Excelsion C.C. opened their new track at the Hill Barn Sports Ground with a meeting this this weekend.

This is the first time this old established club has been able to obtain a track from the Town Council, and there was great enthusiasm. It is five laps to the mile grass track.

Results: One mile junior pursuit race:
B.Morris beat D.Clarke 3mins.52 2/5 secs.
Two miles senior pursuit: D.Lednor bt.
W.W.Fitch 5 mins. 48 secs. Five laps
pursuit: 1.M.Reeve-Black 2 mins 54 2/5secs.
2.H.Widdicombe.

Eight riders competed in a one lap standing start to establish a record:

1.D.Lednor 32 1/5 secs."

As well as the club grass track, there were a number of local athletics meetings during the year which included cycling events — usually half mile and one mile handicaps and a longer scratch race. The West Sussex Police Sports were always well supported by the regular Preston Park track riders as were meetings at Littlehampton and Chichester together with some events at village sports which were not licensed

was that the prizes at licensed events consisted of canteens of cutlery, glass bowls etc and most of us preferred prize vouchers although it was sometimes possible to get travelling expenses from the organisers. This was a very pleasant form of cycle sport which has nearly (in the south) passed away.

Dennis Lednor.

IT'S RUMOURED that after some success with time trials Christine Barnett is thinking of having a go at road racing next season. She has already started 'weaving' at evening classes.

EVENING TEN SERIES

Event No.11. 2nd August

1st.	Mike Coyle	23.21.	0.20.	23.01.
2nd.	Richard Knight	24.51.	0.50.	24.01.
3rd.	Paul West	25.16.	2.20.	22.56.
4th.	Nike Mansell	27.10.	1.15.	25.55.
5th.	Steve Jukes	27.11.	4.00.	23.11.
6th.	Andrew Boyle	28.48.	4.55.	23.53.
7th.	Mike Stanbridge	29.00.	6.00.	23.00.
	Peter King	29.01.	5.20.	23.41.
9th.	Clive Goward	29.20.	6.10.	23.10.
10th.	Reg Searle	30.38.	8.10.	22.28.

OVERHEARD on a Club run: " No Paul stop it. I dont like it in the dark!"

EVENING TEN SERIES

Event No.12 9th August.

lst.	Paul Toppin	22.55.	SCR	22.55.
2nd.	Richard Knight	23.29.	1.50.	21.39.
3rd.	Andrew Lock	23.45.	0.55.	22.50.
4th.	Stuart Gibbs	24.00.	1.30.	22.30.
5th.	Graham Tooley	24.55.	1.05.	23.50.
6th.	Ian Leeding	25.00.	3.30.	21.30.
7th.	Paul West	25.07.	2.15.	22.52.
8th.	Keith Laker	25.11.	3.35.	21.36.
9th.	Tony Palmer	25.25.	3.00.	22.25.
10th.	Jeff Russell	25.39.	2.40.	22.59.
lith.	Steve Jukes	25.41.	4.10.	21.31.
12th.	Mike Mansell	25.50.	1.15.	24.35.
13th.	Mike Gibbs	26.00.	2.40.	23.20.
14th.	Bill Procter	26.08.	3.20.	22.48.
15th.	Mike Poland	26.54.	4.20.	22.34.
16th.	Peter Kibbles	27.06.	4.40.	22.26.
17th.	Andrew Boyle	27.10.	5.45.	21.25.
18th.	Christine Barnett	27.15.	4.50.	22.25.
19th.	Mike Stanbridge	27.59.	6.00.	21.59.
20th.	John Wiseman	28.04.	5.45.	22.19.
21st.	Peter King	28.24.	6.00.	22.24.
22nd.	Angela Walker	29.22.	7.10.	22.12.
23rd.	Reg Searle	30.03.	7.40.	22.23.

FRED TILLER A Club Life Member celebrated his Golden Wedding Anniversary with his wife Mildred On 26th August. Fred joined the Worthing Excelsion in 1925 and was seven times the Club's 25 mile champion. In 1926 on a Hercules roadster, but specially equipped with 'drop-handlebars' he

covered a ten mile course from Broadwater to Washington and back in 28 minutes, and that was before the Findon by-pass and meant coming back up the Washington Bostal, and with very different road surfaces to those that we have today. He was a most competent performer at all distances including 12 hours.

Before the war when we had regular cyclists versus harriers races across the Downs Fred was always first man home.

The Club sends congratulations and good wishes to Fred and his wife. May they have many more happy years together.

BLAKES TOURIST GUIDE TO WORTHING

Two and a half miles further and we arrive at the popular watering-place of Worthing (population 7,413- Inns; The Sea Horse, Nelson, Steyne), 52 miles south of London. From a poor fishing village it rose into sudden importance when George IV's patronage of Brighton attracted the attention of the fashionable world to the pleasures of sea-bathing and the beauties of the south coast. For their convenience an agreeable sea walk or esplanade has been constructed, three quarters of a mile in length. The sands extend their firm and pleasant surface for quite ten miles. The temperature is well adapted to invalids, the sea scapes are beautiful, and the town is, in all respects, identical with other popular sea-side resorts. There are - a theatre, rirst opened in 1807; a Sea-House Hotel, where

Queen Adelaide resided in 1850; a Chapel of Ease built in 1812, and Christ Church, erected in 1843. The Downs rear their green crests in the rear of the town, at the distance from the sea of upwards or a mile.

Oh! Sorry, forgot to say that's not the 1984 local guide, but one dated 1875. John Grant says the best place to see 'the beauties' now is a certain beach in Brighton....

EVENING TENS SERIES

Event No.13. 16th August

ist.	Andy Smith	23.05.	0.25.	22.40.
2nd.	Mike Coyle	23.17.	0.20.	22.57.
3rd.	Roy Holden	23.19.	0.40.	22.39.
4th.	Andrew Look	23.36.	0.55.	22.41.
5th.	Dave Dallimore			22.56.
	Richard Knight	23.46.	0.35.	23.11.
7th.	Stuart Gibbs			23.08.
8th.	Keith Laker			22.46.
9th.	John Lucas			24.10.
10th.	Ian Leeding			22.03.
11th.	Tony Palmer			22.51.
12th.	Steve Jukes			22.52.
13th.	Robert Downham	-		22.16.
14th.	Jeff Russell		1	22.57.
	Mike Mansell			24.27.
16th.	Stephen Cox			21.54.
	Ken Atkins			22.29.
18th.	Mike Gibbs	26.14.		
19th.	Bill Procter	26.24.		The second control of the second

20th.	Andrew Boyle	26.35.	4.15.	22.20.
21st.	Peter Kibbles	27.08.	4.10.	22.58.
22nd.	Peter King	27.13.	5.35.	21.38.
23rd.	Mike Poland	27.24.	4.00.	23.24.
24th.	John Wiseman	27.39.	5.10.	22.29.
25th.	Peter Aslett	27.40.	4.30.	23.10.
26th.	Christine Barnett	27.43.	4.20.	23.23.
27th.	Clive Goward	27.58.	5.15.	22.43.
28th.	Mike Stanbridge	28.00.	5.05.	22.55.
29th.	Betty Cox	29.28.	6.25.	23.03.

DOUGLASS in BERGERAC LAND

Our President has just returned from a holiday in Jersey and rumours about the goings on there are rife. Stories of an attractive courier called Helen first met on a trip to Sark, and later accompanied on an outing to St. Malo are received on very good authority. It would appear that matters even progressed to 'Dinner in Dinard' !!! We also hear of our Ray hiring a small wheel 'shopper' bicycle complete with wire basket to potter around the island. We have asked Mr. Bergerac to see if he can obtain any photographs of this. It rather appeals as a centre page spread in a future issue.

FIFTY/FIFTY SALE

Some or our members were introduced to one of these run recently by the Brighton Excelsion and we plan one ourselves next year, probably a couple of weeks after the A.G.M. The idea is that you take along all your unwanted items (mainly but not necessarily cycling) having priced them, fairly cheaply, and labelled them with your name. They will then be auctioned and, that's right, you've guessed, you get half of your price and the rest goes to Club funds. We will let you have more details in our next issue, but you can start now putting items by rather than just throwing them out.

EVENING TENS SERIES

Event No. 14. 23rd August

lst. Paul Toppin	22.19.	SCH	22.19
2nd. Andy Smith	23.08.	0.25.	22.43
Moy Holden	23.08.	0.40.	23.08
4th. Dave Dallimore	23.10.	1.05.	22.05
5th. Andrew Lock	23.28.	0.55.	22.33
6th. Stuart Gibbs	23.42.	1.35.	22.07
7th. John Lucas	24.32.	1.00.	23.32
8th. Paul West	24.46.	2.15.	22.31
9th. Ian Leeding	24.53.	2.35.	22.18
10th.Steve Jukes	25.16.	2.55.	22.21
llth.Keith Laker	25.19.	2.20.	22.59
12th.Ken Atkins	25.25.	3.20.	22.05
13th.Mike Mansell	25.30.	1.15.	24.15
Jeff Russell	25.30.	3.00.	22.30
Mike Kennard	25.30.	2.10.	23.20
16th.Bill Procter	25.36.	3.45.	21.51
17th. Tony Palmer	25,37.	2.40.	22.57
18th.Stephen Cox	26.01.	3.40.	22.21

19th.Andrew Boyle		26.35.	4.15.	22.20
20th.Christine Barnett	*	26.48.	5.00.	21.48
21st.Peter King		27.00.	4.35.	22.25
Mike Gibbs		27.00.	3.45.	23.15
23rd.Peter Kibbles		27.21.	4.30.	22.51
24th.Clive Goward		27.25.	5.15.	22.10
25th.John Wiseman		27.26.	5.00.	22.26
26th.Peter Aslett		27.30.	5.00.	22.30
27th.Angela Walker		29.09.	6.30.	22.39
28th.Betty Cox		29.16.	6.50.	22.26
29th.Reg Searle		29.40.	7.10.	22.30

SUSSEX C.A. AND CLUB 100 CHAMPIONSHIP

Result: S.C.A. 1st. Tony Deacon
Lewes Wanderers. 4.3.08

2nd. Paul Lipscombe
Central Sussex. 4.3.38

3rd. Richard Shipton
Worthing 4.20.15.

Well back on the first two but still a fair ride from Richard which means another Club trophy for his safe keeping through 1985. Second in the Club event was Keith Dodman with 4.26.43, and third was Andy Smith on 4.29.27. Paul Toppin still fails to produce his full

^{*} ANOTHER RECORD And this time it's a ladies one, with Christine Barnett reducing the ten, previously held by Betty Cox to a new 26.48. Well done Christine and nice to have it set on our own course as well.

potential at this distance and he was fifth with a time of 4.30.39, just edging Roy Holden into sixth with his 4.31.54. Graham Tooley managed his best effort so far at the distance, recording 4.37.21 ahead of Mike Mansell, who will definitely go faster with more experience. This time he recorded 4.44.22. Three other Club finishers were, Keith Laker, 5.15.46, Paul West 5.18.01 and Reg Searle 5.44.47. A fine effort from the Club with eleven finishers. Fastest Veteran award was also picked up by Keith Dodman.

There is no truth in the NUMOUR that John Grant is taking all these historical bits from his memoirs.

BOGNOR REGIS C.C./WORTHING EXCELSION INTER-CLUB-TWENTY FIVE. 29TH JULY 1984

This, now annual event, was held on the Bognor course and had a total entry of 37 riders from the two clubs. It was rollowed by the local area Post Office championship and with another dozen or so of their riders it was quite like an open.

We managed to retain the trophy with our six best rides aggregating only just over 6 hours, 6.01.24, to be exact. The Bognor total was 6.17.49.

Worthing times: Richard Shipton 57.46
Paul Toppin 59.12
Roy Holden 1.00.28

Andrew Lock	1.00.57
Graham Tooley	1.01.21
Mike Mansell	1.01.40
Stuart Gibbs	1.02.12
Tony Palmer	1.04.42
Jeff Russell	1.05.28
Mike Kennard	1.05.51
Keith Laker	1.06.53
Roy Daniel	1.08.14
Mike Stanbridge	1.10.09
Robert Downham	1.10.25
John Wiseman	1.10.43
Graham Dyer	1.11.14
Christine Barne	tt 1.11.22
Reg Searle	1.16.37

Incorporated into this event was our own CLUB INDIVIDUAL CHAMPIONSHIP so there's another trophy winging its way to Richard's East Sussex address

There is no truth in the RUMOUR that our Keith Laker was once known as "Sir Freddie" Ours is flying again...

SUSSEX C.A. AND CLUB CHAMPIONSHIP 12 HOUR

Again promoted by our Ray Douglass and with financial support from Excess Insurance Group, this was held on 5th August which was not one of the best days of an otherwise very fair summer. Torrential rain greeted riders as they started, and certainly during the morning the

wind was rather too strong. Although the day improved as it went on, weatherwise, to many the damage had been done in those early hours. Tony Deacon was seen to be making rather slower progress through the field than many had been expecting from the Lewes rider, and the early pace was being set by Mathew Rabbets and Andy Attwood from Lewes. The event was in danger of being swamped by the Wanderers for at 100 miles those three riders were 10 minutes clear of the rest. They were all around 4.37.00/4.38.00 while next in the field was Brighton Excelsior's John Watson on 4.48 and Our Ed. on 4.49. Brighton Excelsior also had Tom Roberts and Roger Hughes inside evens, the only other two being Brian McMally Bognor and Roy Holden. The day became drier and calmer in the afternoon and three riders Attwood, Rabbets, and now Watson were detaching themselves from the rest. Deacon was showing great club spirit in hanging on for his team but not yet the stamina which the half day demands. Don nearly packed at around 120 and although persuaded to continue was now well down and Harrison of Crawley was ahead of him with the two Roberts from Brighton also moving up. Moy Holden was maintaining a steady pace but still not really finding 12's to his liking. As the course moved to the finishing circuit it was clear that John Watson had forged ahead of the two Lewes riders and was producing a superb effort in his debut ride. Speeds rallied a bit on the circuit but only the leading three were to exceed twenty miles per hour.

Result:	lst	John Watson Brighton Excel	245.498
	2nd	Matthew Rabbetts Lewes	241.917
	3rd	Andy Attwood Lewes	241.257
	6th	Don Lock	227.598
	10th	Roy Holden	220.506
	21st	Keith Laker	196.924
	22nd	Reg Searle	176.593

Roy's ride was a personal best and Keith Laker on his debut was very unlucky to be sent off course. He would otherwise have achieved 200 miles which somehow looks so much farther.

Next year perhaps there will be some new blood at this distance, like Andy Smith and perhaps Mike Mansell. The Worthing Excelsior has a good tradition in long distance events but in 1984, while we finished four riders, we were relegated to fourth spot in the team event behind Lewes, Brighton Excelsior and Crawley, and that is not good enough.

IT'S RUMOURED that Mike Gibbs after purchasing from the Club canteen a chocolate bar which was devoid of any normal shape divisions or impressions, is to lodge a complaint to the Club's Social Secretary, Andrew Lock. Mike said he thought recycled Kit Kats should at least be cheaper.

John Lucas has made a supreme effort to avoid disgrace in the Grand Prix de Gentlemen events where he was due to ride behind Richard Shipton. He dropped a hydraulic jack on his foot, broke

his big toe - had the nail removed - lost a lot or blood - had three stitches and lour injections and now walks with a stick and one leg tucked up behind him. Anyone with a spare parrot could telephone John on 763463! The lengths some people go to....

EVENING TENS SERIES 1984 RESULTS

SCHATCH

68 1 69 1 77 81
77
81
_
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82
92
95
8103
108
108
110
118
1201
125
130
133
134
137

HANDICAP)	I	A	C			D	N	1	A	H	
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1st. Stephen Cox	20 21st.Mike Poland	6
2nd. Keith Laker	19 John Gilbert	6
3rd. Bill Procter	15½ Paul Toppin	6
4th. Mike Kennard	15 24th.John Wiseman	51/2
5th. Christine	25th.Peter Aslett	5
Barnett	142 Jeff Russell	5
6th. Mike Stanbridge	14 Mike Gibbs	5
7th. Ian Leeding	13 28th.Richard Knight	4
8th. Reg Searle	$12\frac{1}{2}$ Mike Mansell	4
9th. Angela Walker	11 Ken Atkins	4
Clive Goward	11 31st. Dave Dallimore	3호
11th.Peter Kibbles	10 32nd. Andy Smith	3
Peter King	10 Andrew Lock	3
13th.Mike Coyle	9 34th.Jonnie	
Robert Downham	9 Betteridge	2
15th.John Lucas	8 Stuart Gibbs	2
Andrew Boyle	8 36th. Tom Lainsbury	1
17th.Bradley Walters	7 Charlie Brazier	1
Steve Jukes	7 38th Roy Holden	12
Colin Miller	7	
Paul West	7	

The scratch result is calculated over the best six placings for seniors and best four placings for schoolboys and ladies. The handicap is simply the aggregate of all handicap points awarded during the series. The first six on handicap in each event being awarded 6 to 1 point. There were three ladies this year and that did not include Tracy Hester so let's make it four or more next season. Only three schoolboys however is disappointing. Finally a big thank you to Paul West and his wife Carol for their efforts in organising the series.

AS THE CROW FLIES

10.30.a.m. Sunday 2nd Sept. I was at the dining table, not eating but with map open and planning the day's route. Most will be thinking by this time or day I should have been at least 25 miles from base and due for the first sit down feed. But the night prior, had been John and Sonia Mansell's party and I was recovering from John's dandelion and burdock. Knock knock on the front door, ignore them, cant be for me, well it might be, best answer it, there on the doorstep without warning either by letter or airhorn! was Robert Crow. "Going out on your bike today"he enquired. "Oh! yes of course," and before you could say bananas we were pedalling swiftly up the Coombes lane. Thoughts of a leisurely ride had to be kept for another occasion, as Robert being midway through a ten day cyclecamping tour. Somerset-Kent-Somerset, was extremely rit. When he's not touring he does the odd spot of racing for fun (like I used to!!) for a ten he has managed 23.59 on a sporting course, the winner is usually around the mid 22's - for a twenty rive he is down to a 1.1 something, that being on the U.21 just north of Bridgewater on the A.38. My memories of this stretch go back to the, unlucky, 13th June 1979. may (who else) Douglass had assured me that the U.21 offered the slower rider a very favourable result. My other friends on the trip, mid-week evening event, were Ray. Paul Toppin, Colin Miller and Dick Wiseman. I forget their times but like me they were not over the moon (or under the hour) I managed a 1.7.39 At the finish not even a cup of tea, that's one of the reasons I enter. Enough of this, back to the Sunday ride. Steyning, Wiston, Hole Street, to Dial Post, passed the Worthing C.T.C. section heading for the same funch venue at Nutbourne where we met up. The afternoon stage took in Adversane, Wisborough Green, Little Bognor, Fittleworth, Pulborough, Bury Hill (Robert felt at home up that one) and down Fairmile Bottom and the cafe, where we sat in the sunshine enjoying gateaux and tea. The return to Worthing was via Yapton and Littlehampton, and so ended another pleasant day awheel, Robert sends his best wishes to all his friends in the Club and hopes to be with us for the Club Dinner.

Dave Hudson

DANDELION AND BURDOCK The reference in the last item to this drink should we feel carry an H.M. Government HEALTH WAMNING and should on no account be taken by the young. An ancient witches brew from two roadside plants — dandelion, from the French, dent de lion, meaning lion toothed, is the familiar yellow flower, with tooth edged leaves. Burdock is perhaps less well known and is of the Compositae order. It has hooked leaves which cling to animals. It is used medicinally, but with stringent control, as a blood purifier. From somewhere in the inner depths of Furnace Green, John Mansell hasobtained a supply or maybe has his own illicit still, and the long tentacles of distribution have already reached Worthing.

Dave fell to the doubtful delights of the dreadful drink during the End to End ride. John carried some five quarts of the stuff with him - no wonder they needed Dave's van. It was, according to Don, responsible on several occasions for otherwise quite unexplainable and very dramatic changes in the wind, while John would suddenly proceed forward at quite excessive speed, as though in the grip of some drug produced spasm. It is black in colour and apparently has a sweet almost liquorice like flavour ——— WARNING THIS IS DANGEROUS AND ON NO ACCOUNT MUST BE BROUGHT INTO THE CLUBROOM

OUR RIGHTS AND HOW TO LOSE THEM

The Town Clauses Act of 1882 defined the bicycle as a carriage, and later legislation reinforced this. Cyclists, like other road users of the time, had a <u>right</u> to use the roads; to-day, we, pedestrians, and horse traffic, are the only road users who have that <u>right</u>, fought for by the militant cyclists of that era.

But it is a right that is at risk. Every day we see kids on BMX bikes, teenagers on battered "racers", even adults, riding on the pavement, ignoring traffic signals, not observing the "Rule of the Road", (keep left, for those who don't know it), and generally acting in a totally daft fashion which allows the motoring fraternity to say, with some cause, "see how irresponsible these cyclist people are". It must make every clubman angry when he sees how the behaviour of others

could destroy his rights, and but him off the roads of this island for ever - it could happen! But wait, are we in a position to be critical? I remonstrated recently with a junior member of this club for riding back, past the timekeeper, against the traffic, on a dual carriageway: later several senior members, all car-drivers, did exactly the same, all wearing jerseys advertising membership of this club! Luckily the timekeeper did not disqualify any of them under R.T.T.C. regulation 51, but he would have been within his right to.

It is no argument to say that "motorists are just as bad", or "we ought to have closed roads like they do on the continent" - I agree, but we have to acceptthings as they are, and trust our national bodies to agitate for improvement, at the same time trying to set an example to others - who knows, it might draw in more members.

John Grant.

NEW MEMBERS - WELCOME- NICE TO HAVE YOU ALONG-BUT WHERE ARE YOU? DO YOU CYCLE?

In the last Autumn issue we looked at 1983's new members and gave them an early mention in the Worthing Wheel. If we look at them again we see that some of them have really got involved in one or other of the Club's many activities. Andy Smith has become in a very short space of time one of the Club's faster time triallists, Bob Grange has joined in circuit training and attended club runs and now serves us well as

Assistant Secretary. John Gilbert, Peter Kibbles, Keith Laker and Peter King have ridden time trials with great enthusiasm, Margaret Jukes and Carol Stanbridge are two of Andrew Lock's 'Delightful Tea Ladies' and Carol is often out on the tandem with Mike. In another sphere of our activities Richard Knight has produced some very good performances over the ten series, ridden rapidly in the two-ups, and surged to 2nd category racing man in his first full season.

So that's the profit side, but on the debit side, where are those youngsters - now a year older and presumably fitter and stronger? - David Goff, Andrew Budd, Stephen Boots what Club activities have you taken part in this year apart from perhaps coming up to the Clubroom? If you have complaints well write to the Editor, we will pass them on for the Committee's attention. Away from youngsters, old member Alan Orman signed up again in July 1983 but for what purpose? Where have you been? What's the problem? Apron strings? You must like your bike because you've probably rejoined more times than anyone else.

February this year saw John Lucas signing in his wire Sheita - another or Andrew's "Delightrul tea radies" - and with all her expert sewing - skin tops in club colours, skin shorts and new chamois seats a speciality, means she probably knows more about our strange clothing requirements than most. Sorry Sheila don't blush! Peter Pesterfield from Petworth (not to be confused with the Peter Piper who picked a peck of pickled....)

also joined that month, introduced by Keith Laker - sorry Peter, can't say we've met, have you been out with us on the bike yet?

Under the heading of 'Rejoins' there's Peter Scarsbrook who hails from Ashington, then Batman Roy Holden persuaded son Robin to sign up again, but his flirtations with the sport have been only brief - his most regular appearance is to watch his Dad suffer in the S.C.A.12 hour. Gary Collier is back after a brief lapse in membership and tells me he is really going to have a go in 1985. As he will still be a junior ior that season, thats good because our younger ranks are rather depleted again. Two ladies come under the 'Rejoins ' heading; Christine Barnett who has done tremendously well, as you will have read earlier in this issue, and Tracy Hester, who as a runner, a swimmer, and a cyclist, has so much strength and stamina, but does not produce her full potential on the bike. Come on Tracy swell our female team and really give it a go next year.

Myles Allison joined in May-Myles 21 from
Goring is not known to me so I guess you haven't
been out much. Cyril Allistone another for our
veteran section joined from the Beaumont Park
area of Littlehampton also last May but is
another unknown to me - come on show your faces get involved - get your money's worth. Be like
Clive Goward and Andrew Boyle, they joined in
May and have been regulars at the evening tens
and the Clubroom and Andrew even had a go in the
Club track championships at Preston Park. Support

the Club runs which really get going now that racing is coming to an end.

Moving on to June and joining with Christine Bernett was old friend Dave Elson. Dave really hoped to have a go at racing but knee trouble has put an end to that, nowever, he plans to get out on the runs, so look lorward to seeing you both on Sundays. Also in that month we were joined by 14 year old Philip Ward and 27 year old Paul Ward, is there any relationship, I wonder, and since they've joined have they done any cycling with us? I wonder.

Another one I can't recall in action is Bruce Martin from Shoreham, now just a senior, he was proposed by John Spooner, but where are you now? Neil Scott aged 21 signed on in July, but where are you now? The others who joined that month have soon partaken in Club activities, that's Robert (do we call you Bob?) Withers, Graham Dyer (another Post Office man I believe) and Reg Daniel, who despite a Camberwell, London address, has ridden an event or two in our colours.

We welcome you all, but come on either get involved or let us know whats wrong. Write to your Mag and we will pass complaints to the General Committee for their attention.

Don

IT'S RUMOURED that Graham Tooley is to take in ironing next season. He specialises in skin tops, putting punk iron-shaped holes in them. These unfortunately are not available to the ladies!

SUSSEX CYCLE RACING LEAGUE 1984 LEAGUE POINTS CHAMPIONSHIP

lst.	Robert Kennison V.C.D'Or/Pennygate	80
	Paul James Central Sussex	69
3rd.	Craig Wilson Phoenix C.R.C.	59
4th.	Pete Worrell V.C. Etoile/Merchant Invs.	55
5th.	Barry Coomber - do -	51
6th.	Paul Toppin Worthing Excelsion	47
7th.	Colin Tamon Central Sussex	42
	Alan Green V.C. Etoile/Merchant Invs.	42
9th.	Mike Hughes - do -	39
10th.	Andrew Lock Worthing Excelsior (Junior)	31
11th.	Chris Kilby V.C.St.Raphael/Waites	29
_	Steve Johnson Brighton Mitre (Junior)	29
13th.	Martin Round V.C.D'Or/Pennygate	27
14th.Gary Sims V.C. Etoile/Merchant Invs.(Jnr)21		
	Vernon Smith - do -	21
16th.	Ron Pannell Brighton Premier	20
	John Denman Crawley Wheelers (Junior)	20
18th. Jonathan Merricks Brighton Excelsior (Jnn)19		
19th	Hilda Rhodes V.C.D'Or/Pennygate	18
	Graham Lade Eastbourne Rovers	18
21st.	Chris Chapman Brighton Excelsior (Jnr)	17
	Alan Denman V.C. Etoile/Merchant (Jnr)	17
	Tim Goddard Central Sussex	17
24th	Keith Bulmer - do -	15
	Ashley Holding - do -	15
	David Yorke Brighton Premier (Jnr)	15
27th	Paul West Worthing Excelsion	14
	Simon Prior Eastbourne Rovers	14
29th	Simon Merricks Brighton Excelsior (Jnr)	13
30th	Keith Balcombe - do -	11
31st	Tony Stubbens V.C. Etoile/Merchant Invs	10

32nd.Rick Stringer Brighton Excelsion 9

Trevor Welch Brighton Mitre 9

Stuart Gibbs Worthing Excelsion 9
There were 49 riders who scored points including
Mike Gibbs, 40th with 4. Paul Toppin our best
placed rider takes our own Club Championship
and Andrew Lock in his last junior season
takes the Leagues Junior title and with it the
J.A.Mason Cup. In the separate schoolboys
championship Ian Leeding finished third and
can look forward to next seasons track meetings
with confidence.

RANDONEE 1985

Audax or randonee riding now seems to be firmly established in the British cyclling scene, and the club has decided to promote two during next season.

The proposal is that we hold the two events on the same day - a 100 km. and the more usual 200 km., both under Audax U.K. regulations. These are relatively simple in that the course has to be covered at the riders own pace, with a minimum and maximum time for the distance. Bicycles, tricycles or tandems are catered for, the only stipulation being that they shall be roadworthy, have mudguards and lighting. It has to be admitted that the latter two requirements seem to be overlooked in some events. We have several members who also belong to Audax U.K. and a number who have taken part in other events.

The date for our events is Sunday March 24th 1985 and full details of course will be available in the new year. I look forward to having your entries or offers of help.

Brian Cox.

HAPPY CHRISTMAS 1

The Club have obtained a selection of Christmas cards and wrapping paper, and have the Webb Ivory Christmas Gifts Catalogue. I shall have these in the Clubroom on Tuesday evenings. The Club gets a percentage of all sales and this money will go to the new Clubroom Building Fund.

Dave Hudson

HAPPY CHRISTMAS 2

There will be the usual Christmas mystery run to darkest Durrington with Christmas buffet at the Editors desk. This will be on Friday 14th December starting from the Clubroom at 7.15. The cost this year will be £1. and there will be a rafile if you would like to contribute a prize. Names and money as soon as you like to me.

Don.

CLUB V-NECK PULLOVERS

Available in various colours - wool or acrylic. A new order will be placed before 1985, if you would like one, please see Dave Hudson for details as soon as possible.

FINAL REPORT ON THE ROAD RACING SEASON

The third from our own Paul (honking on the tops) West.

July continued well with Mike Coyle finishing third, winning a two-up sprint after having just failed to bridge the gap to the winning break. This was a Surrey League race in which michard Knight retired with a broken spoke while still with the bunch.

On the following Sunday Mike got yet another third and Richard Finished 15th, in with the bunch but not able to get to the Front which would have given him 5th spot. Graham Tooley rode this one but failed to finish.

Also on the 29th I tackled a third's and junior's race at Rowlands Castle and was mad at puncturing with only three miles to go and with with bunch already reduced to 15.

Mike Coyle, seemingly in a third place rut, rinished in this placing again on 5th August at Ewhurst. Richard Knight was back in 16th place.

August 12th, and the Coyle man was 6th in the Surrey Road Club senior road race at Newdigate.

On the 19th of August we gained our fourth Second Category rider when I was first in the bunch sprint for 5th place in the Surrey League event at Cutmill. Graham Tooley had been in the action in this one early on but was to retire later. In the senior event Richard (I eat wheels) broke another spoke and Mike Coyle, with severe backache, both retired.

On the 26th August Paul Toppin was our best performer coming 9th in the Surrey League race with Michard Knight 15th and Mike Coyle 20th.

I pulled my foot out on a climb at about 20 miles and just could not regain contact.

Monday in the 48 mile East Grinstead Carnival Road Race, over a course going out into the hills of Ashdown Forest. I was dropped in the early miles and Richard Knight packed with knee trouble. The other three hung in with the leading group but had to be content with 15th (Mike Coyle) 16th (Paul Toppin) and 17th (Andrew Lock) positions. This was Andrew's first senior outing.

From here on the results deteriorated, perhaps we had got stale, too long a season. On September 2nd I was shelled out the back of the Brighton - London and both Richard Knight and Mike Coyle D.N.F'd in the Surrey League.

The following week was little better, when at Smallfields both Mike and I failed to finish and this after Mike had been away on his own for some twenty miles or so.

Ian Leeding and I went down to the Royal Navy Circuit races on 16th September. I collected my umpteenth puncture, but Ian rode well in the junior race, staying with the bunch until about seven miles to go. On the same day both Richard and Mike D.N.F'd in the Surrey League.

In the last event of the season, the Brighton Town Centre Criteriums Jonnie Betteridge was a crash victim on lap 1 and 2 laps later I was wondering where the rest had gone. season which has seen a tenfold increase in our participation rate, more riders and more successes than since the days of George Matthews. We managed four wins, two from Mike Coyle and one from Richard Knight and one from me. With the points gained and with Andrew Lock bringing sufficient points up from junior level we can now boast no less than five second category riders. This means no easy rides from now on but longer, tougher, and faster races. We have though learned a lot the hard way, and must look forward to next season with confidence. Perhaps we can produce another George Matthews.

I'm off to buy some decent tubs... see you in 1985.

Paul West.

IT'S MUMOURED that the Club's Transport Manager has acquired a 'yellow peril' - a Transit in that colour has been seen in Middle Road Shoreham. It's quite a nasty beast by the sound of it's twin, roof mounted, air horns. You will be relieved to know that it does not use the Ford Cosworth engine referred to in our last issue, but wait... the registration number starts B 727... isn't that a Boeing? I'm reliably informed that the monster has an eight bike consumption and would be ideal for Lands End to John O'Groats rides.

Can I use this last inch to appeal for items for the next mag please. It's your Mag.

Thanks. Don.



WECC



presents a

FILM SHOW

20th November 1984

STARS&THE WATER CARRIERS.

---- and -----

THE IMPOSSIBLE HOUR.

___ at ___

Broadwater Parish Rooms.

Admission £ 1:00
BY TICKET ONLY, AVAILABLE FROM ANDREW LOCK.

Cameras roll 7 30pm

