

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

SPRING 1990

VOL 23 No 1

FRONT COVER

***Nick Lelliott, winner of the opening events of the 1990 club
Time Trial Season***

SPRING 1990 ===== THE WORTHING WHEEL

WORTHING EXCELSIOR CYCLING CLUB'S =====

QUARTERLY MAGAZINE =====

Clubroom: Broadwater Parish Rooms: meetings every Tuesday 7.30 to 10.30. Canteen until 10.00

Opinions expressed are those of the contributor and not necessarily of the Club or its committee.

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THE 1990 RELIABILITY TRIAL

This was not the success of previous years and it is possibly due to the weeks of bad weather which have prevented riders getting fit enough after the off season period. However, it might also be a symptom of the new fashion of short distance posing rather than real bike riding. A few years back the reliability trial was always a hundred miles to be covered in something like 7 or 8 hours, and the events attracted scores of riders. Now we have sixty miles or less as the longer one and thirty miles, that's less than the normal morning club run, as a short one. It strikes me that the sport is going soft.

The weather the previous day was diabolical with deluge conditions causing serious flooding in many parts of the county and on the course. Dave Hudson though, rode round, just to check the course for us, and reported back, late but pleased, bearing in mind those conditions, to have finished at all. He had volunteered to help with the catering for us on the Sunday.

The day of the event, 4th February, was, as promised by the forecasters, dry but very windy with strong south westerlies. By comparison with the awful conditions previously experienced this was quite acceptable. There was still plenty of water and mud and grit on the roads so the puncture chances were high as were the number of dirty faces. This was particularly so in the short ride **where** some very minor lanes were used.

The courses were the same as those used in '89 when they had proved popular. The 31 miles taking a route first east and then north from the Washington start point through Buncton and Spithandle Lane (Snakey) to Ashurst and Partridge Green. Over the A272 through Maplehurst, Copsale and into Southwater. Here Jean and Roger Smallman provided the check. It was now south and west via Brooks Green and on to Coolham, Coneyhurst, and a lumpy bit into West

Chiltington. The final few miles were back through Storrington and back to Washington.

The 61 mile ride headed north and with the strong tail wind the 8.30.a.m. group were making fast time as their route took them out to Adversane and up via Loxwood to Alfold. The pace continued quite rapidly to Cranleigh and Ewhurst and organiser (Our Ed.) was heard to suggest that they slow down, he said because the checker at Capel might not be there, but some think he was feeling the pace. He then demonstrated his bike reliability by having a crank unwind. Next he showed how to grovel in asking Pete Burgess for an allen key. Only a few miles earlier he had been teasing Pete for carrying a full size workshop in his pannier! This did slow them down a little and Tony Butler our member from Capel did well to be on duty just a little earlier than requested to check them in. Tea and cake were downed and it was away and the second half had still to be covered.

Into the lanes to Rusper and out to Faygate, over the A264 and the climb was sorting men from mice. Our Ed was keeping his eyes open in case there were any cats about. The wind was in their faces but Vern McClelland. Pete Burgess and young Andy Slater didn't seem to notice. The trees broke it up they said. Mick Burgess and Tim Gorringer of Lewes and a young rider from the Gatwick Club were also going well. Slaugham, Wineham and Blackstone were left behind and the 50 mile check, courtesy of John Grant, was reached as they crossed the A281 near Woodmancote. On the road between Small Dole and Shoreham Messrs Mike Coyle V.C. Etoile and Adrian Cooper, Central Sussex roared past. That was the leading half of the fast group, that was.

Finally it was round the Steyning by-pass and to the last check, with the man with the watch, Dave Funnell. All were home in time including 15 year old Brian Sutherland and 18 year old James Cory both of whom had found the going hard towards the end.

Pepe Martello and a surprising ride from Bradley Walters also saw them qualify at the 3 hours 50 minutes standard. Rumour has it that Bradley has been getting in some miles lately so perhaps this is to be something of a big year for him.

The qualification rate was ten out of ten for the 61 miles in 4 hours 30 minutes group, four out of four for the 3 hours 50 minutes group, thirteen out of sixteen for the 31 miles in 2 hours fifteen minutes and nought out of nine for the 31 miles in 1 hour 55 minutes. That is a very difficult course to be tackled at 16 m.p.h. with lots of very narrow lanes and sharp hills and corners. Maybe we shall have to give it a bit more time next year. Now we're getting softer still.

Thanks to the checkers and timekeepers already mentioned, thanks also to Dave Hudson and Mike Slater for the refreshments at the finish, and to Ian Reader for taking the names and the money.

Certificates go to:-

61 miles in 3 hours 50 minutes.

Mike Coyle Velo Club Etoile

Adrian Cooper Central Sussex

Bradley Walters

Pepe Martello

61 miles in 4 hours 30 minutes

Mick Burgess Lewes

Tim Gorringe Lewes

Paul Fox Gatwick

James Cory

Brian Sutherland

Pete Burgess

Vern McClelland

Andrew Slater

Alan Scarratt

Don Lock

31 miles in 2 hours 15 minutes

A. Morris Brighton Mitre

P. Wilson " "

A. Payne " "

A.Green Brighton Mitre
Andrew Lock
Paul Toppin
John Lucas
Sheila Lucas
Marvin Lucas
Alan Matthews
Tony Palmer
Colin Miller
John Gilbert

THANK YOU MR.PRESIDENT Roger Smallman has recently donated a new digital watch to the club. This will replace one of the analogue watches which no longer met R.T.T.C. standards and was costly to repair and prohibitive to replace. Other watches (digital) are to be purchased for specific use with the evening tens.

THE MEDIUM GEAR TEN

Saturday 24th February was just like the rest of this past (hopefully), winter, it was mild and it was windy. Only the lack of rain made it different.

It was also similar to previous openers with lots of keen young men, while many of the oldens, were still in hibernation. It was Nick Lelliott who made the difference, for while he may have a few years yet before he becomes a veteran, he's well past being called a youngster.

A 72" inch gear has to be pedalled at a very rapid rate of knots to achieve anything in excess of 20 m. p.h. Nick managed closer to 25 m.p.h. without any regard for the conditions. A time of 24 minutes 34 seconds must be close to the fastest we have ever had by a Worthing rider, perhaps someone can comment on that. Two comments that were made were; by Nick, who thought he should have beaten Colin Toppin by at least a minute, and by Colin who was disappointed not

to have got closer to Nick than the 37 seconds deficit actually suffered. Colin's ride for second place was a very good effort and promises much for the season to come.

The handicap prize was won by Alan Edwards and was well earned; no one else managed to get within 1½ minutes of their all time, all gears, best conditions personal best.

The watches were held by Ray Douglass and Mike Gibbs and the handicapping was done by Don Lock. Paul Toppin was in charge on the day in his new office of assistant time trials secretary to Tony Palmer. Very importantly Angela Toppin produced the much needed urn of tea.

The full result:

1st. Nick Lelliott	24.34.	sc	24.34
2nd. Colin Toppin	25.11.	1.45	23.26
3rd. Richard Smith	26.52	2.40	24.12
4th. Alan Edwards	27.01	4.30	22.31
5th. Shane Brown	27.15	1.30	25.45
6th. Chris McNamara	27.18	3.40	23.38
7th. Simon McNamara	27.26	4.10	23.16
8th. Andrew Tarry	27.49	1.30	26.19
9th. Marvin Lucas	28.07	1.00	27.07
10th. Andrew Slater	28.27	4.00	24.27
11th. Pepe Martello	28.44	3.20	25.24
12th. Colin Miller	29.03	3.00	26.03
13th. Andrew Martello	29.14	5.10	24.04
14th. Paul West	29.29	3.00	26.29
15th. Dave Nightingale	30.10	3.20	26.50
16th. Reg Searle	35.43	8.20	27.23
Private time trial:			
David Funnell	32.51		

THANK YOU The presentation made to me at the A.G.M. was totally unexpected and I am sorry if I failed to say thank you or to respond adequately. I had no idea that the general committee had planned this, and I guess, that for once I was lost for words!

I really am delighted and very grateful. The magazine does not just depend on me. Many others have helped and still continue to help. I have, I suppose provided, the office, and the continuity. I hope that I can go on doing so for some time yet. Please keep the contributions coming in. Photographs, racing, touring or social are always needed.

For those not at the A.G.M.; I was given a double handled glass tankard, officially, I gather, a 'loving cup' ! It was beautifully engraved to commemorate 21 years as Magazine Editor. I shall treasure it and take the greatest care of it. Thank you again.

Don.

AND FAME AT LAST FOR THE WORTHING WHEEL ?

John Mansell reports that copies of past numbers of the Worthing Wheel have been seen in the auction galleries of the London Auction House of 'Phillips' no less. He went on to spoil it though by saying that " they were in an old cardboard box with a load of other old rubbish" !!!

THE CIRCUIT EVENT

The day after the medium gear and the wind roars, if anything, harder, but it keeps dry and while dam cold standing around, warm for racing considering it's still February. Twenty one have entered and seven more turn out for private time trials. The course is the same as for previous years, that is, twice round the Long Furlong circuit, but this time the start and finish is at the Findon Cricket Ground where a small amount of off the road parking has been allowed to us.

Ray Douglass and Mike Gibbs are in charge of the time pieces, Dave Dallimore is demonstrating the strong right arm and doing the pushing off, and while Angela copes with the teas and her two children,

hubby, Paul Toppin, runs up and down recording the whole thing for a future video club evening ?

With this number of riders and the average lap times being about 24/25 minutes there could be some overlapping. The start is hard, and down the Long Furlong it's frustrating because you should be hurtling and you're not, you're fighting. At the bottom where the sharp left is it's like hitting a wall as the wind whistles through the valley, and the little lumps between here and the A27 at Patching, which can usually be raced over without too much trouble become nasty grinds. Once on the A27 though it is big ring and go, right through to Offington and north to Findon, and then you can go round again. I was pleased to be spectating and could stop to have a cuppa.

Times came in with all the usual variations and surprises common to these early season events. Young lads that a year ago we waited for on club runs were now strong, tough, and pushing for places, and taking several scalps on the way. Others who have led the way found themselves in modest positions and others realised that there's a lot to be done to restore themselves to previous form. Some super machinery was on show and some of it had been put to good use but the finest equipment was made not of steel, light alloys or even rubber and silk, no there's no substitute for muscle and lungs finely tuned. By common agreement the dirtiest bike, one that has been hammered in racing and training over the years and makes no concessions to modern techniques or fashions, was that which covered those two laps in much the fastest time.

The full result:	1st.Lap.	Time	H'cap	Net
1st. Nick Lelliott	21.33	43.54	sc	43.54
2nd. Steve Gumbrell	22.47	46.22	3.00	43.22
3rd. Colin Toppin	22.48	46.24	3.00	43.24
4th. Roger Smith	24.03	48.38	7.50	40.48
5th. Shane Brown	23.37	48.56	4.00	44.56
6th. Mel Robertson	23.58	49.20	4.20	45.00

7th. Alan Stepney	24.34	49.21.	7.00	42.21
8th. Andrew Slater	24.34	49.55	9.40	40.15
9th. Pepe Martello	24.32	50.00	8.40	41.20
10th. Andrew Tarry	24.12	50.12	4.00	46.12
11th. Paul West	25.44	52.23	7.40	44.43
12th. Darren Stepney	25.42	52.58	7.20	45.38
13th. John Walmsley	25.29	53.06	8.40	44.26
14th. John Poland	26.06	53.19	6.40	46.39
15th. Chris Collier	26.22	55.30	10.10	45.20
16th. Reg Searle	32.42	67.06	15.30	51.36
17th. Mike Poland	32.46	68.24	12.00	56.24

Our Ed. as handicapper was feeling quite pleased with his efforts until young Andrew Slater ducked under 50 minutes. He had hoped to keep most of the field within three minutes of the winner, but then those are the rides that win handicaps, and well done Andrew.

The following rode private trials, but why didn't they enter in the first place, and just look at some of the times. Chris McNamara would have finished fourth and only one minute down on Colin Toppin!

Chris McNamara	47.34
Simon McNamara	48.39
Alan Edwards	49.43
Andrew Martello	53.33
Alan Long	54.59
Hing Wung To	55.59
David Funnell	59.37

SHEDDING YOUR RESPONSIBILITIES ?

Dave Funnell blew out of Boundstone School in something of a hurry a few weeks back during one of the many winter gales. He was doing some job inside a shed when it left the ground and bowled over and over. The scene was observed by Marvin Lucas who thought the whole thing to be quite exciting. Not nearly as exciting as it was for Dave who, inside, was performing astronaut manoeuvres. Dave

who doesn't ride a bike now, certainly remembered the days when he was 'flying'. Three stitches in his lip and a generous helping of bruises all over, but the shed! Well in cycling parlance, 'smashed'.

ALSO GOING OVERBOARD ?

Two lifeboats and a helicopter from Lee-on-Solent were out in the Channel off Worthing looking for six crazy firemen. Rumour has it that they were using pumps to clear some extensive flooding!... but that has been denied. In fact the six included our own Colin Miller and they were in....or out.... of canoes training for some sponsored Lands End to Dover relay marathon. Goodness knows who they were hoping to benefit in due course, but it is understood that the R.N.L.I have offered to make a direct donation to the charity concerned - probably think it will be cheaper in the long run!

THE A.G.M.

Over eighty members attended this meeting which speaks volumes for the strength of the club and must be something of a record. This was one of the 'plusses' and others must be the manner in which the future and extensive club programme was confirmed, and the enthusiasm and willingness of people, in nearly all instances, to take on the official jobs. New to the committee will be Mick Miller in charge of road racing, and Jeremy Wootten to represent the A.T.B or mountain bike enthusiasts, also Andrew Slater, coming on as junior representative. The minus though, is a worrying one; no one has come forward to act as our Social Secretary. The job is a very important one, but perhaps the burden of it was rather overstated. What is really needed is an organiser, not necessarily does the person have to spend her, or his, life, making urns of tea. Already several people have come forward volunteering to do some catering and it seems likely that Keith Harmer will be able to sort out a

roster for the evening tens. But please, we do need more help, and if you could manage to do a couple of turns during the season please let Keith, or Tony Palmer as the events Secretaries know.

Election of Officers

President: Roger Smallman

Life Vice Presidents: Jim Hughes, Connie Hughes, Brian Weir, Maurice Reeve-Black, Ray Douglass, John Mansell, Don Lock.

Vice Presidents: Ron Mills, Tony Palmer, Dave Hudson, Mike Gibbs, Phil Walters, John Grant, Freddie Clayton, Joe Simpson, Richard Shipton.

Chairman: Mike Gibbs

Secretary: Mike Slater

Treasurer Ian Reader

Assistant Treasurer: Carole West

Social Secretary: Position not filled

Runs/Touring Secretary: Dave Hudson

Road Racing Secretary: Mick Miller

Track Secretary: John Lucas

Club Events Secretary: Tony Palmer

Press Secretary: Colin Toppin

Magazine Editor: Don

Evening Tens Secretary: Keith Harmer

Race Writer: Carole West

Club Coach: Paul West

Mountain Bikers Rep: Jeremy Wootten

Juniors Rep: Andrew Slater

Runs Committee: Keith Harmer, Tony Palmer and Paul West.

Timekeepers: Martin Ford-Dunn, Ray Douglass, John Mansell, Don Lock, Ivan Morris, Alan Matthews, Roger Smallman, Brian Weir, Ian Reader, Tony Palmer, John Grant, Mike Gibbs

Assistant Timekeepers: Dennis Jukes, Pete Reeves, Mike Stanbridge, Mike Slater, Keith Harmer, Peter Kibbles, Dave Funnell, David Davies, Colin Miller

Handicappers: Brian Weir, Ray Douglass, Tony Palmer,
Dave Funnell, Don Lock, Colin Miller,
Keith Dodman, Paul West.

Auditor: Reg Searle.

THE JOE SIMPSON AWARDS : During the interval Joe's annual awards to the fastest Schoolboy and the fastest lady in the previous season's evening ten mile series were presented. In Joe's absence it fell to President Roger Smallman to make these awards to Roger Smith and to Jane Avery.

INCREASED SUBSCRIPTIONS: The General Committee were proposing an increase to £8 (senior) £4 (junior) and £2 for (Associate and Second Claim). An amendment to this proposition from the floor was seconded and passed by a large majority and the result is that from 1st March 1990 the senior subscription will be £10 and the junior subscription will be £5. For Associates and second claim members it will be £3.

FUTURE PROGRAMME: 1991: An Open 25, An Open tandem 25, An Open Hardriders, the Open Spring Road Race, the Criterium Race series, Open 10, Kermesse, and a Randonnee. Also - new to the calendar - a Cyclo Cross.

LADIES BEST ALL ROUNDER: Under any other business Christine Elson enquired why had this trophy not been awarded for the 1989 season. Surely Jane Avery had won it ? Oh. Dear! much grovel and apology from the events secretary..... this would be attended to. (See later in this magazine).

FORGOTTEN : Yes it was the intention of the outgoing committee to have the club rules redefine 'Associate' members. There have been instances where a person has joined as an 'Associate' and then proceeded to enjoy all club facilities including organised club runs simply to avoid payment of the full membership subscription. The General Committee feel that 'Social Member' is a more appropriate title, implying that they do not participate in the club's cycling activities. This will have to be introduced next year.

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Some Don'ts for Speedmen.

Don't forget to visit the weighing machine occasionally.

Don't do too much work when once in the pink of condition.

Don't write to secretaries for expenses, it's much wiser to telephone.

Don't indulge in three or four long sprints the day before a race.

Don't sell your prizes. Give them away if you have no use for them.

Don't leave the overhauling of the machine until ten minutes before a race.

Don't go home with the idea that the attendant rubs for the love of the sport.

Don't take spirits, and don't drink during meals. After the meal is preferable.

Don't eat more than three meals a day, and allow plenty of time for mastication.

Don't depart from a healthy ordinary mode of living and make training a misery.

Don't look round when leading in the finishing straight. It may cost you the race or bring someone over.

Don't neglect the teeth, as the digestive functions are those upon which the racer has to rely for his stamina.

Don't smoke in any form whatsoever. It causes palpitation of the heart, it creates thirst, affects digestion, and is bad for the wind.

Don't trouble about turnips or carrots, leave pork and salt meat alone, and always take supper two or three hours before retiring.

Don't forget that lean beef is the best thing to bring the muscles into good condition, and enables one to withstand fatigue. Underdone, juicy, tender steaks make champions.

- training advice from a cycling magazine of 1906..... wish I could afford to obey that last bit!

John Grant.

SUSSEX 2-UP 21. This hardriders event covering a rough and tough circuit from Handcross had three teams entered from Worthing. There were four of the club's top juniors and a couple of the old timers. The route was fast down through Lower Beeding to Cowfold and along to Bolney, but from that point became much harder. The long drag up to Anstey was to sort the fit from the not so fit. Up through Cuckfield and then on past Balcombe Station was to see several pairs in disarray, but the Excelsiors remained together, and all seemed to be going well. The final three miles back to Handcross were purgatory and not because of any hills or even the headwind. The surface through here is diabolical and the highway authority must be in breach of its obligations. There is just no surface left and quite apart from trying to ride fast, it is clearly unsafe for even ordinary domestic cycling. One can only wonder what priorities make them resurface the whole of the Washington By-pass at the cost of many thousands when there was no need, while this stretch is left unattended.

However, our three teams all enjoyed good rides and some good competition between them. The olduns were numbers 27/28, that was Mel Robertson and Don Lock. The top juniors Colin Toppin and Marvin Lucas were numbers 29/30 and the other rapid junior duo, Roger Smith and Andrew Tarry were 31/32. What devilish character set this field ? At Bolney Paul West observed them past and noted Robertson /Lock still well clear but perhaps 20 seconds down of Toppin/Lucas, while between them and Smith/Tarry there was very little in it.

At the finish they were still apart and may be the person who set the field knew more than appeared. The veterans were home in 56 minutes 51 seconds. Toppin/Lucas had increased their lead to finish in 55.58 and the other two held on brilliantly to come in with 56.17. They finished the event in 6th, 7th, and 9th places out of a field of 22 teams.

Event winners were Steve Dennis and Steve

Blackmore of the East Grinstead with 50 minutes 49 seconds.

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MERIT AWARDS

At the February meeting of the Committee it was decided to acknowledge with merit awards the rides of young Brian Sutherland and James Cory in the 61 mile reliability trial. Their stamina was really tested, but so was determination as they became detached from other riders and had to fight alone against strong winds over the final miles. Both did well to qualify.

VETERAN RECORDS

They knew what the club records were, but it was a nice surprise for Dave Dallimore and Mike Gibbs to find that they managed two Surrey/Sussex veteran's age group records on board the tandem last season. On 31st May in the Leo Road Club 10 they recorded 20.27, ages then 52/53. The club record stood at 20.26.

When both were 53 they improved group records for 25 miles with a time of 59.12 in the Colchester Rovers event on 25th June.

They were unlucky not to have gathered in the club record for the 10 when they managed an actual 20.01 but it goes down as a 60.01 because they had a 40 minutes late start caused by a traffic accident delay on route to the event.

GARAGE

We have purchased a garage in Southdownview Road in Broadwater. It is dry and secure and is available for letting. If you know of anyone wanting a garage in the area please give the Editor a call.

CLUB RUN - a pleasant, enjoyable, moderately paced, nose on the front wheel, eyeballs out bash from cafe to cafe, with the sole intention of dropping everyone else in sight ?

CORRESPONDENCE

114 New Road
Stoke Gifford
Bristol

Dear Mike,

I am writing to you to ask if I may relinquish my first claim membership with the Excelsior. I now wish to race with the Severn Road Club here in North Bristol.

I hope these windy and tempestuous days find all in the committee and club well, and in good shape for the coming season.

I have numerous, very pleasant memories of my time with you all at the Excelsior. The fellowship I found with everybody concerned with the club was of the finest anybody could wish for. The racing was pretty good too!

My congratulations to all 1989 winners, particularly Don on his senior BBAR achievement - something to aim for and inspiration to us lesser mortals for the coming season. I hope to race some mutual courses this year and look forward to seeing any Worthing members there.

Please extend my regards to all at the club and to you all - treasure the Worthing Excelsior - there are very few like it.

Yours sincerely,

R. Withers.

HANDLEBARS - bike part at one time used to steer bike. Now designed to rest on, lie on, go to sleep on, detach and wave in the air, or as a facility to which can be attached computers, pop-up toasters and

other advanced technological aids.

COURSES: The local (G938) course from Angmering to Westhampnett may well have problems soon. This A.27 course is constantly being treated to the attention of the Department of Transport and local Highway Authority at West Sussex.

We have already seen the Fontwell by-pass and must be thankful how little disturbance this caused us while under construction. It has probably made a marginal improvement although great care needs to be taken at the roundabout by the Fontwell Race Course and on the approach to it.

It looks, at the time of 'typing' that the lay-by at the Hammerpot which we normally use is being closed up, and a new one a quarter of a mile farther west is under construction. This will probably cause only minor aggravation until finished, but we shall have to watch very carefully that no problems are caused by riders crossing the carriageway ways, while warming up and after finishing.

There are two other by-passes planned in the near future along this 12 mile stretch. One is the south by pass to Crossbush just this side of Arundel, and the other is the Westhampnett by-pass, which again is due to go to the south cutting straight out to the Chichester by-pass.

It can not be expected that the authorities will even remember that bicycles use the roads in question but we can nevertheless hope that the new stretches will be better from a racing view, i.e. safety and surface, and from a touring point of view, by better access to quieter traffic reduced lanes. We must hope also that while the works are in progress there will not be too much obstruction to the existing roads, for if there is there will be traffic chaos on this very busy route and the continuance of time trials during such period would be doubtful.

Prejudice.

A Victorian gentleman (?) wrote the following letter to the Worthing Gazette in 1895.

Was it the "New Woman".

Sir, -

Passing down the Steyne this morning I saw a woman dressed in loose breeches, gathered in under the knee, and endeavouring to ride a bicycle of similar build to those used by men. I venture to hope that if this person only knew how unwomanly she appeared in knickerbockers, and in her attempts to straddle the machine, she would in future wear the undivided skirt and seek a suitable mount.

It will not be forgotten that such dress is strictly forbidden in Holy Scripture. In Deuteronomy, Chapter 22, Verse 5, we have the following prohibitive words: "The woman shall not wear that which pertaineth unto the man, neither shall a man don a woman's garment; for all that do are an abomination unto the Lord thy God."

Far be it from me to taboo the bicycle as a machine for ladies. When properly constructed (as many of them are), and ridden in a becoming dress, it is, in my judgement, a graceful and admirable means of locomotion.

I am sir, yours faithfully,

AN ADMIRER OF TRUE WOMANLINESS."

Aug 6th 1895.

I wonder what he'd make of modern cycling and athletic clothing!

John Grant.

UNDER SIXTEEN ON 30TH JUNE ?

Then make sure that you enter the London South District Heat of the National Juveniles Ten Mile Championship. This year it is being promoted by Don Lock and is on the Wiston/Steyping (G917) course on the afternoon of Saturday 30th June. The entrance fee is £1. and Don has plenty of the Special entry forms that will be required. Entries will close on Tuesday 19th June. Let us have the biggest possible entry and continue the club's fine record in this championship. Club coach Paul West will be chasing you all nearer the time.

MERIT AWARDS At their meeting in March the new Committee were unanimous in awarding a medal to Roger Smith for his excellent riding at the Eastway Circuit, It was his first junior circuit racing experience and, despite being the youngest in the field (his sixteenth birthday had been celebrated only the previous day) he showed no apprehension or nerves and his performance was quite outstanding. He was never far from the head of the action showing a confidence and deal of aggression which belied his lack of experience. Only in the final burst did he succumb at all but he was at all times in the action and clearly enjoyed his first outing. It speaks well for the future. Congratulations Roger.

PUMP : A cause of inflation marginally better than the present government.

MARSHALL : a brightly coloured creature, often luminous orange in colour, frequently nests behind bollards or on roundabouts. Their sole purpose in life is to point out the direction of cycle races and be completely ignored by the oncoming cyclist.

SUSSEX C.A. 16 mile CIRCUIT EVENT

This was on the Ashurst circuit on the afternoon of Saturday 17th March in conditions which winner Steve Dennis of the East Grinstead club found to be warmer than Majorca from whose sunny climes he had recently returned. It was so warm some reckoned they should have carried a bottle! Undoubtedly the warmth made the event faster than ever before and although most still found the southwards stretch on the A24, from Knepp Castle and along the Dial Post by-pass to be very hard, Dennis went round like a train to smash the course record. His time for the 16.4 miles being a quite amazing 36 minutes 58 seconds.

The Excelsior were represented with eight riders in the fifty strong field and the best, and most encouraging rides came from the juniors and juveniles. In the juvenile section Chris McNamara recorded a very fine time of 42 minutes 29 seconds to win that award and to finish equal 12th overall. Also in this section we had Brian Sutherland and Alan Edwards. Alan was second to Chris with 43.05 and Brian was home in 46.20 still too good for 15 of the senior entry. We were just pipped in the junior section where Marvin Lucas was our best with 41.47 going down by 22 seconds to M.Funnell of Central Sussex. Andrew Tarry our other junior recorded 43 minutes exactly. Veterans Don Lock and Ken Retallick hurled friendly abuse at each other and Don, who claimed it was down to the flashy glasses, came out best with 43.37 to Ken's 43.50. Vern McClelland was our sole senior rider and finished in 44.03. There should be some great competition in the evening tens this year; in this one just 2 minutes 6 seconds separated our eight riders.

HERITAGE : A label for anything which either leans or is black and white, such as very old buildings, pedestrian crossings, fresian cows, and Guinness.

Southern Cycling Club

.. OPEN ..

100 Miles Handicap,

JULY 19th, 1908.

Handicapper and Timekeeper - W. L. WOOLVERIDGE, S.R.R.A.

Mr. *V. Cowan* No. *59*

Your time for starting is *5.56* a.m.

REGULATIONS.

- 1.—The race is run strictly under S.R.R.A. Rules.
- 2.—The rider must be quite unpaced all through.
- 3.—No "followers" allowed.
- 4.—Clothing must cover rider from neck to feet, and jackets must be worn.
- 5.—Men feeding competitors must be unmounted.
- 6.—When overtaking or being passed by another competitor, opposite sides of the road must be maintained till quite clear of one another.
- 7.—Any competitor arriving late at the start shall only start at such time as the timekeeper shall decide. If he be more than 15 minutes late he may, at the timekeeper's discretion, be debarred from starting.

The Handicap is framed from R. Shirley at scratch (100 miles S.R.R.A. record: 5 hrs. 18 mins. 50 secs.)

No.	Name and Club.	Mins.	No.	Name and Club.	Mins.	No.	Name and Club.	Mins.
1	W. Dufty, Northampton Inst.	3	25	A. G. Norman, Spencer..	15	49	M. E. H. Laborde, Kalcigh ..	25
2	F. H. Grubb, Croydon Paragon	11	26	W. A. Greatbatch, Oak	18	50	W. Sleet, Northampton Inst.	26
3	J. Howard, Boro. Poly.	13	27	W. Searle, Enterfrise ..	20	51	A. H. Allin, Croydon Paragon	35
4	T. Julius, Unity ..	15	28	J. A. Fryer (unattached)	21	52	I. Bowie, Unity ..	10
5	A. W. Baker, Havdock ..	19	29	W. J. Chapman, Beaumont ..	25	53	F. G. Fuller, Southern ..	18
6	J. Allen, Kensal Rise ..	21	30	J. Corcoran, Spencer & Oval	26	54	S. C. Dodson, Essex Wheelers	25
7	F. C. Reed, Rodney ..	23	31	C. Austin, Havdock ..	29	55	T. Rothery, Enterfrise ..	7
8	J. A. Croll, Southern ..	25	32	E. Sawkins, Worthing Excelsior	25	56	H. H. Mitchell, Imperial Wheelers	25
9	H. Payne, Catford ..	30	33	P. D. Walker, Essex Wheelers	18	57	G. D. Barry, Shaftesbury ..	21
10	A. C. Clements (unattached)	40	34	W. Wickes, Grove ..	20	58	H. E. V. Brooks, Brockley ..	25
11	A. W. Ashton, Highgate ..	Scr.	35	S. C. Gill, G. E. Rly. ..	25	59	V. Cowan, Worthing Excelsior	30
12	H. D. Hanks, Pegasus ..	11	36	I. E. Killingback, Kentish Whlrs.	19	60	G. F. Jackson, De Laune ..	20
13	F. Bates, Elite ..	16	37	F. Speight, Spencer ..	22	61	K. W. Oliver, Highgate..	25
14	E. Freeman, Oak ..	18	38	C. O. Wilson, Highgate ..	23	62	H. C. Smith, Southern ..	21
15	H. A. Kay, Brighton Stanley	20	39	F. Flint, Worthing Excelsior	25	63	E. H. Low, Unity ..	25
16	E. Roberts, Grove ..	21	40	H. J. Housdon, Catford ..	26	64	A. Webb, Oak..	20
17	H. Woodington, Spencer ..	24	41	W. Surtees, Spencer ..	35	65	S. Bateman, Grove ..	25
18	G. M. Fletcher, Catford ..	26	42	J. Booker, Gainsford ..	16	66	W. T. Beckingham, Gainsford	21
19	H. J. James, Southern ..	29	43	S. L. Jones, Highgate ..	18	67	T. A. Palmer, Havdock ..	25
20	G. A. Rextrew, Imperial Wheelers	30	44	E. H. Dovey, Inverleith ..	20	68	F. Brown, Oak ..	20
21	R. J. Tuck, Spencer ..	31	45	T. H. Smith, Northampton Inst.	24	69	H. Goodhugh, Brockley ..	25
22	W. H. Andrews, Southern ..	35	46	C. E. Condy, De Laune..	25	70	A. Smith, Putney ..	23
23	D. A. Robertson ..	37	47	A. J. Hugo, Southern ..	45	71	W. D. Bowie, Southern ..	24
	Westminster & St. George's.		48	H. M. Cooper, Beaumont ..	17	72	W. F. Robinson, Brockley ..	25
24	R. W. Keates, Essex Wheelers	40						

The first competitor will be started at 4 a.m. and the others in order at 2 minutes intervals.

MAP No.	ROUTE.	MILES ON.
<u>5:56</u> 1	Start: top of Handcross Hill.	—
2	Crawley: turn sharp left at gates and sharp left again at next gates.	4½
3		
4	Roffey Street: turn right.	6
<u>6:38</u> 5	Horsham: turn right at bandstand, through narrow lane and sharp left at end.	1½
6		
7	Southwater: bear left at top of rise.	3½
8	West Grinstead: "Burrell Arms," bear right.	2¾
9	Washington.	6½
22	Bear right in Findon.	
<u>4:38</u> F. P.	Poultry Corner: (<i>see special map</i>).	5½
10	Wick: turn right at "Globe Inn."	7½
11	Arundel: turn left opposite "Norfolk Arms."	3½
<u>8:44</u> F. P.	West Hampnett: "White Swan."	9¾
	TURN	
12	Bear right at fork 1 mile on.	
11	Arundel: bear left at foot of hill on entering town (<i>see special map</i>)	9¾
10	Wick: turn left at "Globe Inn."	3½

MAP No.	ROUTE.	MILES ON.
F. P. <u>9:50</u>	<u>Poultry Corner</u> : turn sharp left.	7 $\frac{1}{8}$
9	<u>Washington</u> : bear right $\frac{1}{4}$ -mile on.	5 $\frac{5}{8}$
13 21	<u>Ashington</u> : bear right at top of Ashington Common and right at Dial Post.	2 $\frac{1}{8}$
<u>10:328</u>	<u>West Grinstead</u> : turn sharp right at "Burrell Arms."	4
14 15 19	<u>Partridge Green</u> : turn sharp left. Turn right 1 mile on, bear right another mile on.	2 $\frac{1}{2}$
F. P. 16	<u>Henfield</u> : turn sharp left. Bear right at fork 3 miles on.	3 $\frac{1}{8}$
<u>11:817</u>	<u>Newtimber Cross.</u>	4 $\frac{1}{8}$
	TURN	
16	Bear left 1 mile from turn.	
18 19 15	<u>Henfield</u> : bear sharp right. Bear left 1 mile on at top of hill, bear right another mile on.	4 $\frac{1}{8}$
20	<u>Cowfold</u> : turn right.	4 $\frac{1}{4}$
<u>11:38</u>	<u>FINISH.</u>	3
	<u>5 hours 42 mins</u>	

The start sheet set out on the previous four pages was with a scrapbook given to the club about 20 years ago by rider No.59 Vic Cowan who was at the time one of our Vice Presidents. There was a further right hand column giving the aggregated mileage, and the following note, "Name and Number must be called out at underlined turns and feeding points." and "The fractions shown are the nearest approximate values". Unfortunately it is not known whether the schedule appended by Vic was beaten or not but he was clearly a rider of some stature to consider that route in that time on the roads and machines of 1908.

Being decades before the Road Time Trials Council, the event was run under the rules of the Southern Roads Records Association a body still in existence but catering now just for place to place and standard distance records in Southern England. The rule about overtaking makes the mind boggle, just imagine catching someone now on the A27 and moving over to the "opposite side of the road" ! As for the clothing with cover to be provided from neck to feet plus a jacket, and this in mid-summer! Clearly no greenhouse effect in those days, either it was generally expected to be cold or they must have baked.

It would take some doing to follow that route nowadays as well. How about getting across the A23 getting out of Crawley. The narrow lane in Horsham is now a pedestrian precinct, and when you get down to Washington there's no bypass remember so it's up the Bostal. Poultry Corner in Worthing would we think have been at the end of 'Poulters' Lane so it would be what we now know as the Becket cross-roads. From Wick turn right to Arundel - no railway level crossing then ? Or was there? Back the same way as far as West Grinstead where turn right, an unthinkable thing these days. By the way the old-uns will remember the Burrell Arms on the southern side of this junction until somewhen in the sixties when it was demolished supposedly to improve the junction.

Can you follow the route from here ? They had to go down to Partridge Green, east to Shermanbury, south to Henfield and then out to Newtimber Cross which may have been at the point where there is now a roundabout and we think of as Poynings, or it may have been a little farther on and nearer to Pyecombe. Finally it's back to Cowfold and then finish just 7/8ths of a mile north which is a long way from the start at the top of Handcross Hill. Where did they leave their clothes we wonder.

Bearing in mind that the sheet is nearly 82 years old it is interesting to look at the clubs and think of how many still exist. Some may still survive but with different names, but Worthing Excelsior, Catford, Kentish Wheelers, Rodney and De Laune are still going and unchanged.

Thanks Vic for that glimpse of the past.

SUSSEX C.A. 25 18TH MARCH

The art of pedalling is not dead. That perhaps is the biggest message to come from the result of this time trial on the Chichester Road course. Another, hopefully, is that the real Nick Lelliott is back. Riding a track bike with 86" fixed wheel he covered the course in 57 minutes 19 seconds maintaining with a marvellous modesty, that he thought he tired a bit on the way back! He was 18 seconds too good for Crawley's superb junior Stuart Elms and a minute and more ahead of three others who beat 60 minutes. It was a truly class performance and it would be a shame if his business did not allow him to continue a full season.

Given a great start by Nick's winning ride our eyes turned towards the team prize and although many of our faster riders were not entered, we were encouraged by a good effort from Steve Gumbrill, home in 1.2.23 but as other times went up Alan Stepney on 1.6.45 did not look to be good enough. But way down the

starting order we had Peter Burgess and he was doing a flyer. In his first outing of the 1990 season he was going so well his own personal best was in danger. He finished in a superb 1.1.37 only just outside his best but good enough to complete a team win for Worthing Excelsior.

Worthing times: Nick Lelliott 57.19
Peter Burgess 1.1.37
Steve Gumbrill 1.2.23
Alan Stepney 1.6.45
John Poland 1.8.30
Ken Retallick 1.8.46
Colin Miller 1.11.15
Pepe Martello 1.11.24
Reg Searle 1.18.59
Mike Poland 1.19.16

THE MOVE

Get your football boots on, we're joining the Worthing Football Club. Well, as social members any way. In an arrangement being put together as this goes to print we will be moving our club room to Woodside Road Worthing on 14th May. Yes, that's right it is a Monday and that in future will be our club night.

The Club has, on very favourable terms, joined the football club on a block membership basis and every member of Worthing Excelsior Cycling Club will receive a membership card. The principal gain for all to see is the splendid room which will in future be our home. It must be nearly half as big again as our present accomodation. The floor is carpeted and there are comfortable chairs and tables plus two pool tables and dartboard. We will also have plenty of storage space for table tennis tables and other equipment and there will be a canteen.

The canteen though will be run by paid staff of the football club and they will take the profits. We have let them know our requirements. This income will be

lost but we shall still be financially very much better off and this course has been adopted by the committee in view of the difficulties of staffing the canteen ourselves over the past year.

The club night, Monday, will be from 7.30 till 10.00 although there would be no problem if we overran, perhaps when we had something special on, as the people we will return the keys to will be there until 11 anyway. In addition the Club will have the free use, subject to booking, of the boardroom for committee meetings. A further advantage is that the club room itself can be booked at other times and would be very suitable for barn dances, lectures - there's a video we can borrow - and other functions and again without cost.

There is a bar to the clubroom but this will not be open on clubnights but would be nice for the barn dance or similar type of function. A separate bar along the southern side of the ground will however be available for the use of members (take the card with you) at any time of the week.

Bikes will not be taken into the clubroom but at the back, off the road, and through gates, there is an area where they will be safe and in sight, and if it is wet they can be under cover of the east end grandstand.

The Football Club want us to use and regard Woodside Road as our home, and while a few may feel some nostalgia at leaving the Broadwater Parish Rooms after more than forty years, the committee are confident that the move will be beneficial and the new home far more in keeping with a club of our stature and tradition. We are invited to put our name board on the wall, fix up notice boards, honours boards and even a trophy cabinet if we want to.

The area of floor not carpeted is a dance floor area and must be protected and we shall have to make arrangements to obtain some suitable matting to cover this so that it is not damaged by shoe plates.

There will be so much more room that table tennis will be playable without interfering with everyone else and it will be so much nicer if you wish on some occasions to bring wives or girlfriends.

A formal notice of change of headquarters will be sent to every member.

CORRESPONDENCE Dave Hudson has heard from Norman Macmillan and his wife Jessie. Norman was club coach some years ago and they now live in Cumbria. They have just returned from a holiday in South Africa where they met up with ex-club racing ace George Matthews. A photograph enclosed shows a fit and young looking George and it is difficult to accept that George has now reached veteran status. A newspaper cutting however confirms George is indeed a veteran and still demonstrating a bike riding talent that we never really saw the best of. He had just returned fastest time in a 54 kilometre 'paced' event of 1.29.54 to carry off "The Morning Glory" trophy.

We're still thinking about him being a veteran. Perhaps you qualify at 35 over there.

WHO'S IN THE COMIC ?

We pick up from the last Mag with January 4th's edition which included the National Veteran's Best All Rounder list. Two Worthing riders were included in the 202 qualifiers over 50 mile 100 mile and 12 hour events. Don Lock (age 52/53) was in 93rd place with a plus of 2.793 mp.h. above his age standard. Reg Searle (age 59/60) was 201st minus just 0.419 m.p.h. on standard. Also in this edition we spot a very early, or was it late, time trial, from Richard Shipton in in the Southborough Ten held presumably just before Christmas. He was 7th in 26.25 - that'll teach him! January 11th included the fastest tens of 1989 and in 108th place was Nick Lelliott and he only rode half a dozen races all season. The list

with a time of 19.45 and went down to 21.30. Nick squeezed in with 21.29. We didn't miss out on January 18th, saved by Andrew Slater's second place in the junior race of the Brighton Excelsior's Cyclo Cross meeting. It was also in the Cyclo Cross results that we got another mention on 1st February when Mick Miller's name appeared in the Sussex Cyclo Cross League's Final Table. Mick was top of the veterans, well done Mick. John Spooner makes the letters page on 8th March voicing the hope that the Brighton World Cup Race in July will be well publicised and well supported. We go along with those thoughts are already trying to get publicity material. We move on then to 22nd March and then do quite well. There's Nick Lelliott's win in the Sussex C.A.25 with a superb 57.19, Pete Burgess shows as 9th in 1.1.37, and with Steve Gumbrill's 10th place in 1.2.23 we get confirmation of the team win. The Sussex C.A. 2-Up 21 mile event result shows the three Worthing teams, Marvin Lucas and Colin Toppin 6th, Andrew Tarry and Roger Smith 7th and Mel Robertson and Don Lock as fastest veterans.

SUMMER Rumour is that we might get another long hot and dry one, if so hope you get some good biking. The following definitions of 'Summer' were found recently:-

Summer is when you don't feel like doing all those things you've been waiting to do all winter.

Summer is when you try to keep the house as cold as it was in the winter and complained about it.

Summer is when there's not much on the television or the radio or the girls on the beach.

Summer is when they close all the roads and open all the detours.

Summer is when little brats, sorry children, slam the doors they used to leave wide open in the winter.

JUNIOR AND SCHOOLBOY REPORT

By the end of March there has been much activity and the results of a good winter's training are already beginning to show. Lots of good placings and performances and even a couple of wins:-

It was a time trial start for most with the weekend of the club medium gear ten and the 17 mile circuit. These were both tough but Alan Edwards was the winner on handicap on the Saturday and Andrew Slater repeated the performance on the Sunday.

The next weekend the riders faced with enthusiasm the first of many trips to the Eastway Cycling Circuit in North London. The racing here on both days was to produce some quite outstanding rides and all of the schoolboys did well. It must be remembered that they were having their first outing in bunch racing apart from the evening outings at Goodwood last summer. The best result came from Simon McNamara who finished sixth on the Sunday, while Andy Slater and Chris McNamara finished in the top ten on both days. Alan Edwards was a little farther back but still with the main field on each occasion. Half size and a couple of years younger are, at present something of a disadvantage to Andrew Martello, but he makes up with a lot of determination; he was off the back, but there was no way he wasn't going to finish.

Meanwhile in the junior racing Shane Brown and Roger Smith were really stirring things up in the bunch and under their efforts many riders were seen to disappear out the back door. As you will have read in this issue of the Worthing Wheel Roger was awarded a club merit medal for his riding. Andrew Tarry was also riding but seemed to be still suffering a bit from the bad chest problems which had so affected the end of his 1989 season.

Saturday, 10th March saw the riders back at Eastway again and the mood was aggressive with Andy Slater and Simon and Chris McNamara all in the top ten. In the juniors Roger Smith was tenth, Shane Brown 12th and Andrew Tarry a little down on the

on the bunch but looking better than the previous week and hopefully recovered from the chest problem.

The following day we had two junior teams entered in the Sussex Cyclists Association 21 mile hilly 2-Up (full report see page 14). The experienced combination of Colin Toppin and Marvin Lucas finishing 6th and only ten seconds down on 4th spot, and the less smooth but almost as effective pairing of Roger Smith and Andrew Tarry, seventh overall and just 20 seconds down on their more experienced club mates. It was interesting to note that Roger and Andrew were almost a minute down on Colin and Marvin at the halfway point, but pulled back 40 seconds by the finish, and this over the harder part of the course and while Andrew's chain made constant efforts to part company from the rest of the transmission. It was a pity that there was no junior award.

Saturday 17th March and again at Eastway and again Excelsior colours well to the front in both the junior and the schoolboy races. In the thick of the action, Andrew Tarry, Shane Brown, Roger Smith, Andrew Slater and Simon McNamara, and Andrew Martello at last finishing in with the bunch. Andrew Tarry secured the best final placing with tenth in his race.

Meanwhile, and nearer home we were to have our first success of the season in the S.C.A. 16 mile circuit event where Chris McNamara won the schoolboy section with Alan Edwards 2nd and Brian Sutherland fourth. Marvin Lucas picked up second prize in the juniors section.

Salisbury was the venue for the road race on Sunday 18th March which attracted Andrew Tarry. He was riding strongly and aggressively and many riders were going out the back and making an early return to the headquarters. It was particularly unfortunate then for Andrew to suffer cramp in the next to last lap. Retirement with just one lap to go and with no more than about 15 of the original 60 starters still in was a disappointment.

Out to Essex they travelled the schoolboys knowing no limits to their enthusiasm or their Dad's petrol consumption! But, they rewarded them well. On 24th March they were to collect 3rd, 4th, and 10th and the riders responsible were Chris McNamara, Alan Edwards and Brian Sutherland respectively.

The Sunday of this weekend were though to produce the best results so far for Worthing Excelsior. In an English Schools Cycling Association promotion at Birchwood Park in Wareham. Riding in age related races and having two rides each, Andrew Martello was our most successful with a win and a second in the under 14's. In the Under 15's Chris McNamara was third just beaten by his brother Simon who got home second, but nevertheless just ahead of team colleague Alan Edwards, fourth. These results put them in the final race for all schoolboys where Chris was second, Simon fourth and Alan ninth. Andy Slater was fourth in his under 16's event and third in the final, while Brian Sutherland was just outside the top ten in the under 16's and fourth in the secondary final.

These results, are successes, and success breeds success. With the enthusiasm and talent that is being shown by this growing number of schoolboy and junior members the future looks good. Club Coach Paul West has been working overtime to assist and encourage and deserves the club's congratulations and thanks for what has been achieved so far. He reckons that with present trends continuing and with planning, several rides at National level is realistic.

MERIT AWARD FOR MARCH Well you have just read above of the early season rides of our young blood and there were several efforts which were worthy of award. The effort, however, which stood out most was that which first saw him off the back and struggling. Then it was on the back and fighting. From here it was in the bunch, and finally it was out front. The pure determination gains the March award for Andy Martello.

ENGLISH SCHOOLS CYCLING ASSOCIATION

We are now affiliated to this Association which does an enormous amount of work to promote cycling through the schools. It deserves our support and as you will have read we have already been involved as participants in their promotion down at Wareham. It will give us more opportunities for the school age members to really get involved and to gain very valuable experience. Their events, on closed circuits allow riding without B.C.F. licences and provide age related competition. If any one wants to know more please talk to Paul West, in the clubroom most Tuesday evenings or telephone him on Worthing 830207.

NEW MEMBERS We welcome Mark Turner, aged 20 from Warner Road in East Worthing and Andrew Roland from Bramley Road at Broadwater. Also welcome back to cycling Peter Hawes ex Clarence Wheeler now 43 and living in Tarring. We hope you will all get involved in the Club's activities and have a long and enjoyable membership.

NEW DATE FOR THE HUNDRED MILE RIDE This was planned for 29th July but as it clashes with the World Cup Race at Brighton clearly it had to be moved. Dave Hudson thought he would probably want to ride both! So would you please note your diaries that this year's One Hundred mile ride will be on Sunday 12th August. Full details in the next issue.

CLUB TEN - 31ST MARCH 1990

It was lovely and warm with a breeze from an easterly direction. Trees were in bud and everything was beginning to take on that lovely fresh green look which is the hallmark of a beautiful early spring day. Oh yes! and there was this ten mile time trial. I forgot to say, but we were up at the

top of Washington Bostal and the Downs were really lovely, but I digress again.

Twenty four of the Club's velocipedists were entered but three had not arrived; one was to break his chain early on and so there were twenty. They prowled up and down, flexing their muscles and glowering at each other. Some were flashing new age machines in dazzling colours, while others removed less modern and colourful pullovers and one was even seen removing a spare sprint from sprint carriers at the side of his front wheel. I think it was in 195.. I last saw one of those. Some legs were shaved while others were very hairy and the selection of hats continues to widen from the aerodynamic stretching half way down the back to the triathlete preferred 'specialised' and one traditional leather, while others wore just a cotton racing type cap. Some covered themselves with oils and creams like they were just off across the channel by breast stroke, and others disdained the use of such as unnecessary.

When the time came it was ex-President Ray Douglass who brought them back to one level and one concentration of thought as he intoned "5, 4,3,2, 1, GO".

I now had to take my observations to the finish and could only guess at how well they came back up from Findon. I did watch however, the rapid descent to Washington and was a little apprehensive at the manner in which some positioned themselves to take the right turn at the roundabout. It seems to me wise to get an early look back at the traffic which is following, but I would have thought that riders would do best to stay at the left until they were past the finish point. Also to the youngsters who are not so big and therefore not so obvious, look back, make sure you are giving the vehicle behind good warning, and then give that hand signal firmly and keep it out there for a few seconds, don't just

give a little 45' wave and hope the driver knows what you are doing.

Tony Palmer arrived and set up as finish time-keeper and we watch for the first to return. Now the difference was very marked there were the smooth, the steady and the slow and to continue the S's there were those who struggled. There were also the fit the fast and the furious and there were those not so fit, but still fighting.

The remainder of the story was soon related by the result board. Marvin Lucas had thoroughly enjoyed his first outing on his new low profile and was clearly very happy with 23.34 for fastest of the day while Peter Burgess, placed on scratch by handicapper Ray Douglass, seemed satisfied to beat 25 m.p.h. in recording 23.53. Colin Toppin was back in third but had been unwell during the week, but a ride to cause a stir was that of mountain biker Jeremy Wootton who promises much faster times if he can record 24.47 on his first time trial. The shortest name ever to be engraved on a club medal will be H.W.To with Hing picking up second handicap spot. This section though was an easy win for Brian Sutherland who somehow hoodwinked the handicapper into giving him an 8 minute allowance and then recorded an actual time of 27.21.

1st.	Marvin Lucas	23.34.	0.10.	23.24
2nd..	Peter Burgess	23.53.	scr.	23.53
3rd.	Colin Toppin	24.15.	0.20.	23.55
4th.	Jeremy Wootton	24.47.	2.00	22.47
5th.	Pepe Martello	25.14	3.20	21.54
6th.	Ken Retallick	25.26	2.40	22.46
	Alan Stepney	25.26	1.20	24.06
8th.	Peter Hawes	25.27	3.00	22.27
	John Lucas	25.27	1.20	24.07
10th.	James Walmsley	25.40	3.00	22.40
11th.	Chris Collier	26.35	4.40	21.55
12th.	Hing Wung To	27.20	6.00	21.20
13th.	Brian Sutherland	27.21	8.00	19.21
14th.	Alan Matthews	27.59	4.30	23.29

15th.	Jane Avery	28.35.	3.50.	24.45
16th.	Andrew Roland	28.47.	7.00.	21.47
17th.	Karl Robertson	28.57	4.50	24.07
18th.	Mike Poland	29.50.	6.30.	23.20
19th.	Sheila Lucas	30.07.	6.00.	24.07
20th.	Reg Searle	30.22.	8.00	22.22

An interesting private time trial was that of Paul Toppin who seemed quite comfortable in recording a middling 25. A new bike is on order so we look forward to a fast comeback.

After the event there was a rather nice, if impromptu, presentation to Jane Avery of the ladies Best All Rounder trophy for 1989.

Don.

A 'TARRY' BEHIND THE SCENES

Andrew Tarry's Dad is a copper - an Inspector Copper and I had a most interesting chat with him a few evenings back. You see, John Tarry is a Traffic Management Officer with the Sussex Police Force and as such he has necessarily been involved with any of the events, be they cycling, running, carnivals or anything else that have required special attention by way of road closures, diversions, or just plain traffic control, to try and avoid too much inconvenience to Mr. Joe Public.

It was from this base that John became involved with the annual massive pilgrimage of thousands of bikes in the London to Brighton ride. In that he met John Potter, the organiser, and was introduced by him to Alan Rushton of Sport for Television.

Alan was kind enough to give John and Andrew a fabulous day in the lead car of the Kelloggs stage from Birmingham to Cardiff. A day that Andrew is unlikely to forget with all those top pro's around him and being able to observe their riding at such close quarters.

It was during conversation with Alan that thoughts were expressed on the possibility of the Wincanton

wheels World Cup Classic coming to Sussex. In 1989 it was in Newcastle but the south coast with its Channel ports was going to make travel for all the continental teams that much easier. It was John who had to work out the course; four big laps of around 30 miles and then four short ones of 4 or 5 miles were needed. Good testing climbs were to be included and the final circuit needed to be tight and demanding. The whole course must have regard to television. It needed to be spectacular. John got busy.

His proposals were put forward. Alan Rushton came to Brighton and they went round the course, they even looked at it from the air. What he saw he liked and briefly that's how the World Cup is in Brighton on 29th July.

John's task had of course only just begun, he had to sell this now to the Brighton Council and to all other local authorities through which the route would pass, and that means all the different departments as well as the full councils. He had also to persuade the police force itself, and deal with other services like fire brigade and ambulance and bus companies and, again, Mr. Joe Public.

He referred to his counterpart at Newcastle and received a book of detailed plans to which reference would be valueable. He then started on an endless round of meetings which still continues. What has been to John so surprising and indeed so pleasing is that at all levels he has received enthusiasm and co-operation. While we can appreciate that a request from a Police Inspector on Constabulary notepaper tends to prompt a helpful reply anyway, nevertheless this is something on which we also will feel very pleased. Perhaps the 'cycling lobby' in these 'green' days is improving!

The encouraging reception which all authorities have given to the plans has assisted also with the bringing of the Kelloggs Pro-Tour start to Brighton just two days later on 31st July. Just another little

problem for John until the caravan moves out of his area on its way to Bath.

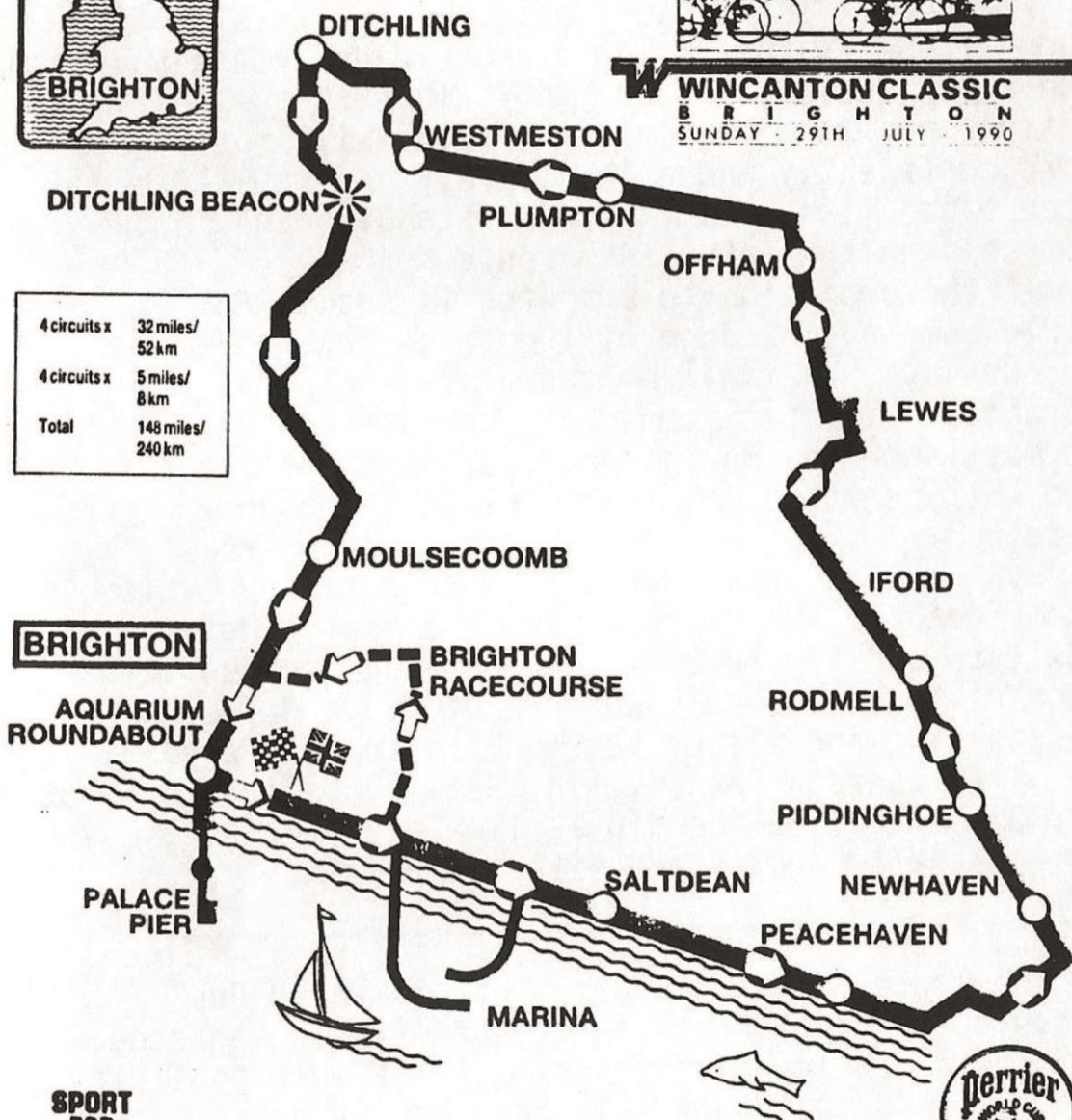
We know it is his job, but when you talk to him about it he is full of quiet confidence and enthusiasm, and an enthusiasm for our sport in places where it matters has long been missing. John will spread his word confidently and authoritatively and it will breed acceptance first and then understanding and in due course even the enthusiasm could spread.

If the promotion in Brighton is successful it could come again. John will do his part, so we must do ours. We shall all be there of course, but many marshalls will be required and we must be ready to help. We must show the world, because, remember, that's who will be watching, that cycling has a home right here.

By the way I asked John if he'd done any cycling. "No, football was my game" was the reply. He did admit to cycling to work and on being pressed this appears to be a long country route to and fro home in Steyning and his office in Brighton - everyday. He only missed a few days in '89 - probably did about 12,000 miles! Bet he did it like everything else - quietly, efficiently and with enthusiasm.

Don

The route of the Wincanton Wheels World Cup Classic is shown on the last page of this magazine. Efforts are being made to get hold of more publicity material and this hopefully can then be distributed through members. The same applies to the Kelloggs Tour. As a matter of early information we can say that it starts in Madeira Drive Brighton on Tuesday 31st July and comes along the A259 coast road into Worthing, through Steyne Gardens, along the front and up George V Avenue. Then its west out to Goring and up over Goring railway bridge and straight over the Littlehampton Road and up Titnore Lane. Then its Arundel, Whiteways, Pulborough and Petworth.....



4 circuits x	32 miles/ 52 km
4 circuits x	5 miles/ 8 km
Total	148 miles/ 240 km

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