

THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

SPRING 1991

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**SPRING 1991=====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 individual
contributor and not necessarily of the Club or of
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NEW ZEALAND

At the end of 1989 I was fortunate enough to spend nearly a full month on holiday in this country the other side of the world. It was not a cycling holiday but Oh! what a country for biking; it would be superb.

There are principally the two islands, North and South. North Island, with Auckland towards the north and Wellington at the southern tip, has by far the bulk of the population, but having said that, outside of these two areas, you will wonder where all the people are, and as for traffic, well I can only compare it with the bliss of that petrol strike some years ago - otherwise I would suggest it must be like it was in this country in the late forties or early fifties.

South Island has Canterbury, Christchurch and Dunedin but the population is very small. I think over the whole country it's something like seven to one - that might even be - seventy to one, with the population outnumbered by the sheep. I found every New Zealand person I met to be so friendly and helpful. I didn't talk much to the sheep! The New Zealander seemed to me to be so proud of their country and especially its environment, and they were also eager to relate to England and the U.K. It was nice to go somewhere and find that your nation is still well thought of.

New Zealand must be to cycling what Hawaii is to surfers - a place to do ones sport amid such spectacular scenery and in such near perfect conditions. I just can't imagine any other place quite measuring up. In a couple of weeks on a bike touring on New Zealand's wild and empty South Island it is possible to encounter rain forests, glaciers, fiords, waterfalls, mountains up to 3600m and a brooding wind racked virgin west coast. And, it is possible to do it without the constant danger and hazard of the motor vehicle. You could ride for

hours seeing perhaps no more than a couple of vehicles

Very roughly both islands are about 600 miles north to south. To me the South Island had more to offer the bikie but it would be a close run thing. The north with more people has more traffic - still not much, but with more people there's more business and more commercialism. Auckland is very cosmopolitan with just about every race colour and religion well represented. In New Zealand you are never very far from the sea and New Zealanders love their boats so in holiday times that's where the majority go - even more room on the roads. The coastal scenery is fantastic, especially that wild west coast of South Island and the Bay of Islands area in the far north of North Island.

I was in a coach, but in a trip of little more than fifty miles we passed from a beach up a river gorge, through an alpine pass, down through a pine clad hill area and then out into sheep flecked meadowlands. The riding will be challenging but every climb will be rewarding and every descent exhilarating. There is a mixture in New Zealand of the exotic and the familiar. It has some extraordinary scenery and unique plant life yet you can go half way round the world to find Liverpool and Arsenal on match of the day and the news is about unemployment and interest rates. This phenomenon has advantages because you can ride through a rain forest yet in short time call into a village shop or cafe to replenish bike spares or sustenance requirements. There's no problem with food either - lots of lamb and fish and they know how to cook it. Dairy products are of course world renown, and as for home grown fruit - there's a stall every few kilometres on the principal routes and it's always available from the farms and orchards or the village store. By the way the village store is worth investigating. From outside it may not look much but almost invariably inside it is spacious - stocks everything and, frequently, has its own self-

service cafeteria offering everything from a coffee to a full blown meal.

New Zealand is a country that respects its environment and embraces activities such as cycling hiking and mountaineering that show similar respect. South Island is a vast network of National Parks, scenic reserves and tracks. Some roadways have stretches which are gravel. It is regularly graded but would I guess be hard work on the bike, although probably not such a problem on an ATB. These stretches were usually flat and not overlong, perhaps a mile at the most. The reason is I gather one of economy, where roads hard surfaced would be constantly breaking up under the conditions - no not the weather- but of geological movement, something which is an ever present. These islands pushed up into the ocean comparatively recently, by the geological calendar, are still on the move, as witness the rumbles we heard while in Wellington. No, it was not my over indulgence getting its own back! In the North Island there are spectacular geysers and boiling mud pools where sulphur bubbles unpleasantly to the surface.

There are magnificent lakes full of trout, beautiful rivers, snow capped mountains, dense hushed forests, the sheep plains of Canterbury. The glaciers, and the glacial rivers and lakes with the aqua cream colour that has you insisting that your colour slides really are true colours, and there are the towns and larger cities which are so clean friendly and welcoming, save perhaps Wellington, but it was wet and windy on our two visits there and I may judge unfairly. Also my first visit coincided with the arrival of something called "The Who" which seemed to turn a lot of young Wellingtonians into a state of temporary derangement. Some imports really are questionable.

In the South Island, Queenstown is a holiday resort with white water rafting, jet boating, fishing,

biking, hiking, mountaineering, and, in the winter skiing. It is a beautiful place. We took a look at it from a helicopter and tried the jetboat - hair raising. I remember the driver stopping to drink the water from Lake Wakatipu and proudly telling us that it is so pure that it can be taken directly into use for human consumption.

Milford Sound where miles inland the Q E 2 has lowered anchor and been dwarfed into insignificance by the mountains that reach straight out of the water, must be visited. When I was there the top of Mitre Peak was shrouded in low cloud and it rained, but there was compensation in the hundreds of waterfalls that cascaded into the Sound drenching our little steamer as we tramped around the edges. The road to Milford Sound is long and on a bike would be very arduous. In many places it is rough; constantly being pushed back into place as the land slips and slides, but if you ever get within a thousand miles you must make the effort, and be prepared for the same route out. I promise you it's worth it.

Oh! and do try the Kiwi fruit (chinese gooseberry) Forget those things you've seen in Tesco's. The N.Z. producer wouldn't even put those in the rejects buckets. I'm talking of fruit nearer the size of a good lemon but really very sweet and juicy and with more vitamin C than half a dozen oranges I gather.

If you ever get the chance, do go. Christine and Dave Elson have been there and enjoyed the country closer at hand than I have and they agree. What does puzzle me though is why Jane Avery came to leave it..

Don

CHARITY SHAKE

Dave Nightingale rode a boneshaker around this course - Steyning - Ashurst - Partridge Green - Shermanbury - Henfield - Small Dole - Beeding - Steyning. It is not recorded how long it took but the nine pubs visited doubtless provided the right kind of encouragement. The newspaper report described

the effort as an unorthodox crawl but Dave swears he was never quite on his knees, although any position away from the saddle was a relief for some days afterwards. Accompanied by another, on a penny farthing, or more correctly, an ordinary, they raised over £500 for Rumanian orphans, so good on you Dave.

What are you riding in the evening tens this year?

ANNUAL DINNER 1991

After the loss suffered at last year's function the Chairman, Mike Gibbs, tried his best at the Annual General Meeting to gather the views of the meeting. Should we go for a Sunday luncheon with speakers and prize presentation or shall we stick with an evening Dinner? Should we have music and dancing? Very few participated in the dancing last time. The menu cost might save £1.50 per head for luncheon as against a dinner. No music might save another £1.50 per ticket. Last year the cost was £16 and in '91 for a Dinner after the same style it is probably going to be about £18.

The Chairman and the Secretary counted the votes and to carry on with the traditional format for one more year at least was the verdict. So please give it your support. If when you're feeling flush you care to pay in a fiver on account Ken Retallick will take your name and your money.

THE NEW FOREST RUN

Dave Hudson only needed a hint of a suggestion for a motorised run to the New Forest and before you knew what was happening, dust was blown from maps, cafe lists consulted, calendars checked and then a notice appeared on the club notice board.

A pleasant 65 mile run in the New Forest was

advertised for 26 January 1991, this attracted ten participants travelling in three cars and one van complete with a trailer.

Starting point for the journey was the Happy Eater Worthing on the A27. Dave's trailer accomodated some bikes while others were fitted to roof racks for the 90 minute road journey to the Forest. The motorway route was uneventful and soon we were all awheel from the Lyndhurst car park.

The weather was very overcast and cold but with very little wind as we headed north west to cross the A31 at Stoney Cross, although we had covered only four miles we had encountered four cattle grids but by the end of the day we had crossed 15 to 20, you should have been there Ray!

Turning south west, those with knowledge of the area informed others that we were riding down an old wartime runway now converted into a road. Don was in this area doing his bit with the R.A.F. many years ago. Glen Longland, former BBAR and 12 hour record holder was espied shortly after while on a training run, he gave us a wave and he was off into the distance. Through Linwood and left at Moyles Court, through a dry ford north to South Gorley and Hungerford where the steepest hill on the ride was encountered only to meet a speeding motorist on the sharp corner at the top. Continuing on a small circuit at the east of Fordingbridge through another dry ford we returned to Moyles Court and then over the A31 to Ringwood for elevenses.

Cafe Rehe was the venue and everyone tucked into the superb travellers or campers breakfasts. Dave Hudson and Don Lock enthused so much after the meal that they threatened to have another. I claimed the largest bill for breakfast of £1042.00. a bit steep you might think, but the waitress said that the till machine had been badly misbehaved this morning and that I had no cause to worry, we came to an amicable arrangement.

Lyminster was the next watering hole that

required our presence and to reach it we departed from Ringwood in a south easterly direction, to visit en route the villages of Crow, North Kingston, Sandford, Thorney Hill and Burley. The forest in this area is more open than previously with mainly scrub and heather and it left it open if a strong head wind prevailed. We were on course for the village of Sway where Dave was about to add to his collection of appropriate action photos to suit name places. All will be revealed at the next club photo screening. Our entrance to the town of Lymington was straight through the length of the Saturday street market, a number of hazards here with traders and punters stepping out into the club run. The Kings Head was the venue for lunch. Colin Toppin attempted to knit himself a new vest with his spaghetti bolognese. John Maxim and Dave Hudson said nothing, only the steady chomping of two sets of jaws could be heard. Everybody enjoyed the meals, hospitality and drinks - some more than others, which became obvious when John Lucas had trouble standing on the steeply sloping cobbled street with his plated shoes. This led to bouts of laughter of a type that only John can produce and it is very infectious. Sheila and Marvin looked the other way.

Suitably replenished we continued eastwards over the Lymington river towards Bucklers Hard. The only mechanical trouble occurred at this point when Colin Toppin punctured on an exposed section of road. We continued on to Bucklers Hard, the old port and ship-building centre of a bygone age. It would have been nice to have spent more time here, but the overcast sky meant we needed to press on. Dave had promised a ford to cycle through guaranteed to have water in, "Always contained water, even in the summer drought," he said. Brockenhurst was the place for afternoon tea and the ford. The tea was rather better than the ford, at least the tea was wet. Needless to say the ford was dry. "Splashes" tea rooms provided an

excellent range of homemade cakes, but was a bit short on room. Alan Stepney just claiming the last available seat. Darkness was falling now mainly due to the low cloud and fine rain that had just started. Colin Miller rushed to a nearby hardware store to purchase a torch to use as a front lamp for our final leg north on the A337 to finish our ride at Lyndhurst.

After ensuring that everybody had their bikes secured in Dave's trailer or on roof racks we made our journey back to West Sussex.

Dave's routing and organization needless to say was excellent - in spite of the absence of any filled fords. The talk in the clubroom on the following Tuesday was when can we go again on another of these motor assisted runs, even Don was heard to say "We don't have to race every weekend".

Thanks again Dave for a super day out.

Tony Palmer

ANNUAL GENERAL MEETING ** TUESDAY 19TH FEB 1991

The Club's general committee were a bit apprehensive about this one, what with the proposals for substantial increases in subscriptions and race fees down on the Agenda, and also there was the annual problem of finding officers to fill important positions. The meeting though, went off reasonably well, with our Ed. standing in for Mike Gibbs as Chairman, during the early part of the evening.

The Secretary, Paul Toppin, presented a report which was non-controversial and raised no eyebrows, or indeed, questions. Ian Reader's Treasurer's notes explained some of the matters in the balance sheet and paved the way for the later financial agenda items. There was even a vote of thanks for all his hard work during the past year which was most deserved. So far then all calm and we progressed to the Election of officers. There was, as always, a good deal of

"propose reelection" and in the absence of any very quick "sorry I wish to stand down" there was a sdeconder in a flash. Acting Chairman insisted on a show of hands for "all in favour", to ensure some exercise and to stop people falling asleep, and in this way the major positions were soon dealt with. Roger Smallman who had opened the meeting with a few words of "welcome and warning" agreed to continue as our President. Two stalwarts of the club Dave Hudson and Tony Palmer were added to the List of Life Vice Presidents (full list at end of report) and Ray Douglass, while being, of course, a Life Vice President was also confirmed as holding the title of Past President. This should have been recorded in 1990. It is fitting for someone who served us so well for five years in that high office, and continues as ever to put in for others far more than he takes out. An application for life membership from Pete Reeves was also received and duly approved.

Officers as elected are shown with addresses and telephone numbers on page one. In addition Karl Robertson was elected to the committee as junior representative and Colin Miller agreed to assist Tony Palmer as and when necessary in the running of the club time trials. No one could be found for Social Secretary although Ken Retallick has agreed to organise the Annual Dinner. With Dave Hudson taking a rest from the job of Runs/Touring Secretary, it was disappointing to find no volunteers. With C.T.C. riders and confirmed touring men present it is not easy to understand this reluctance. It is surely not a very onerous task to organise runs lists. Perhaps someone will still come along.

The position of Club Coach remains unfilled and an idea was floated that perhaps a Coaching team could be organised. Nick Lelliott indicated a willingness to try and assist in this way and the committee will have to look at this futher.

Ken Retallick was a valueable addition to the

list of timekeepers, otherwise, timekeepers, assistant timekeepers and handicappers were all re-elected en-block.(full list at end of report).

Last, but by no means last, Reg Searle agreed to continue as our Honorary Auditor.

We then came to the new subscription proposition and the calm turned out not to precede the storm but more to invoke quite serious discussion. No one ranted and raved. Questions were asked, answers were given, ideas were aired. It was all very rational and with a large majority the motions were carried. There was an attempt to discuss further the date from which the increase would operate but it had been in the order paper and it clearly stated from 1st January 1991. Anyone who had paid at the old rate before the A.G.M is now requested to pay the balance. Full membership fees - and there can not be even now many sports clubs where the subs are so cheap- are:
Senior £15.00. Junior £10.00. Second Claim members £10.00. and Social Members £2.00.

Entry fees for club events were upped to £1 for seniors, 50p for juniors and £1 for private time trials. For the evening ten series, the fee for the series will be £8 for seniors and £4 for juniors. If entering separate races in the series it will be £1. or 50p as in the normal club events. Again any private time trials will be charged £1. So there it was, quite painless really.

The following events were given A.G.M. approval for 1992, subject to General Committee arrangement: Open 25 with Open Tandem 25, Open Hardriders, Spring Road Race, Open 10, Criterium Series, Kermesse and Randonnee.

The Chairman reported on the present state of negotiations regarding the football club premises for a new club room, and at a reasonable hour, before ten, the fifty/sixty members who had managed to attend were able to conduct other business- bury their heads in the new RTTC handbooks - and start thinking

of Spring and summer and early mornings and the season that lay ahead.

Life Vice Presidents

Jim Hughes	Connie Hughes	Ray Douglass
Brian Weir	Maurice Reeve-Black	John Mansell
Don Lock	Dave Hudson	Tony Palmer

Vice Presidents

Roger Smallman	Mike Gibbs	Phil Walters
Ron Mills	John Grant	Freddie Clayton
Joe Simpson	Richard Shipton	

Timekeepers

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

Assistant Timekeepers

Dave Funnell	Peter Kibbles	Pete Reeves
Keith Harmer	Colin Miller	David Davies
Dennis Jukes	Mike Stanbridge	

Handicappers

Brian Weir	Don Lock	Ray Douglass
Colin Miller	Keith Dodman	Tony Palmer
Dave Funnell		

THE HALF WHEELER

this person always has the longest bike in the club - even when you are alongside their front wheel is still two or three feet up the road. It has been considered that they may all be afflicted by a similar eyesight deficiency or disability, for when you make an effort to catch up, they noticeably increase the pace, so as to remain that infuriating two or three feet ahead. Frequently also they are great talkers so the whole business of trying to ride with them becomes even more impossible. You sprint - get alongside for a moment and say "pardon" or "what" which takes less breath - and then you struggle to stay in contact long enough to hear the

words repeated. The hope then is that an answer is not required, because this is usually quite impossible

Another problem caused by the halfwheeler is that every pair of riders in the group is now staggered by that same two or three feet. Everyone is having the same problem. Only variation is for the person immediately behind the halfwheeler, who has eyes glued to the offender's back wheel, and is fighting to keep in touch - different problem - just as hard!

Every club it appears has one of these and it follows that they are always so damned fit. Paul West was undoubtedly the man of Worthing Excelsior who fitted the title so well, and while much was lost to the club when he moved to Northants, there was, temporarily, a small perk. The halfwheeler had gone. His position with the club, as our coach, has not yet been filled, but there have been a number of candidates for the 'office' of 'the halfwheeler'. After a painful selection process where committee members endured a number of club runs, there has been a unanimous selection.

Sheila Lucas is now officially - "Worthing Excelsior C.C. Halfwheeler". There have however already been many complaints. The first two, very formal and in writing were received from husband John and son Marvin. The committee did not feel that they had power to deal with domestic disputes of this nature so they have not been entertained. Verbally, Tony Palmer considers her conduct in this halfwheeling business to be totally unladylike showing at the same time a distinct lack of respect for ones elders. Being a lady you cant even swear at her, and its decidedly dodgy to consider grabbing the backside and pulling the culprit back. The last one who tried this got a well directed "I'm turning right" signal across the face, plus a reprimand from John who finds himself with a double problem.

If anyone can suitably draft a rule proposal for the next AGM to constrain these persons we would

welcome them for committee consideration, but for 1991 it looks like club runs are going to be hard.

1990 SECRETARY'S REPORT

1990 has once again been a successful year for the club. On the racing scene we have been well represented in both time trialling and road racing fields, as well as having members competing in the National Track Championships. Our club events have been well supported and we continue to promote several open events, both road race and time trial. It is somewhat surprising to note that we have had no riders in this year's SCA 100 or 12hour and therefore we do not have a Club Best All Rounder.

We are sorry to see the departure of Paul and Carole West to Northamptonshire, where Paul is taking up employment with the British Cycling Federation. Both have been enthusiastic and hardworking committee members handling a variety of jobs over the years and will be greatly missed. This year we have also seen the departure of a number of our junior members to other clubs, wishing to concentrate on road racing. On a lighter note, the All Terrain Bike section of the club is growing rapidly and weekly ATB runs are held under the leadership of Jeremy Wootton. We are pleased to record that our own James Sutton is the 1990 juvenile National Mountain Bike Champion, this title having been won through a series of events across the country. In 1990 the club promoted it's first cyclo cross at Lancing Manor in October, with events for all levels of riders. Thanks must go to Mick Miller for his enthusiasm and hard work in making this event such a success.

The club was pleased this year to welcome Sarah Springman as guest speaker at our annual dinner. A very entertaining speech on her triathlete exploits was enjoyed by all those who attended. Sadly the

number of members present at the dinner was well down on previous years, despite wide publicity and excellent organisation by Ken Retallick. It has been suggested that a luncheon might prove more popular with members.

On the financial side, the club has used part of the building fund to purchase a garage, the rental incomewhich is received being returned to the building fund. We are also actively seeking new clubroom premises, in order to provide improved facilities for the members.

Ever increasing costs have forced the committee to consider the current level of subscriptions and you will see from your Agenda that an increase has been proposed. It is an inevitable fact that we must cover our costs and we feel that the proposed increase is necessary to ensure the future wellbeing and continued growth of the club. Thanks must go to our Treasurer Ian Reader, who has had a difficult year juggling the finances.

There are a number of vacancies on the committee at the present time, notably the Club Coach and Evening Tens Secretary** The Committee would welcome any applicants for these positions, as without willing helpers the club will be unable to continue offering the present level of events to its members.

The Annual General Meeting is your opportunity to air your views on the running of the club. Please do your best to attend and cast your votes.

** (position now filled)

Paul Toppin

HARD HELMET FABRIC COVERS

These are now available in club colours and with the club name on both sides. The designer is our own Tony Palmer who plans to move into sports fashion design. Watch for the label Antonio Palmeri, it should hit the High Dstreet shortly - it might even get into

the shops. Dave Hudson is the man to contact having exclusive distribution rights for the Palmeri label. The covers are priced at £6.15 which compares very favourably with the trade ones where the cost is £8 to £9. They should fit all hard helmets but, you can, of course, try before you buy.

They will go on the head alone but fashionwise you look like that old woman from Coronation Street, and they would have little safety advantage. Pulled down over the face is useful for robbing banks or bike shops although visibility is not improved.

Anyway contact Dave and he will be pleased to model one for you.

THE 1991 RELIABILITY TRIAL

The Reliability Trial saw Worthing Excelsior's 1991 season open on the bright crisp morning of Sunday 3rd February. At 8.30 at Washington the thick hoar frost greeted an orange ball of sunshine as it eased its way over the South Downs at Chanctonbury. There was only the slightest of winds, a mere drift from the east.

As organiser I was there with timekeeper Dave Funnell and while not having the impact of the sun or the frost, we were, nevertheless, also there to greet the usual 30 or so who have previously participated over the 61 mile course. Whether it was the cold start - they couldn't get up - or they're all getting soft, is uncertain, but only a handful pushed off for the 'decent distance' ride with a full 4½ hours available, I have heard some of those riders incidentally described as 'posers' in the past, and wonder how then, if that is right, we should describe those who arrived later for the 31 mile saunter. Only a very few of them could really claim to be unable to ride the longer distance

The course had been considered a good one in the past so it was unaltered, using mainly secondary

type roads. The often used term 'sporting' probably describes the terrain quite well. There is plenty of ups and downs but nothing mountainous. The route wound its way north to Capel via Adversane, Loxwood, Cranleigh and Ewhurst and then returned south, passing through Rusper, Faygate, Colegate, Slaugham, Warninglid, Blackstone Village and Upper Beeding. There seemed little traffic - too cold for them as well perhaps - and it was an enjoyable and challenging morning's riding as far as I was concerned. I thank Andy Smith and Nick Lelliott for the use of their back wheels. With Adrian Cooper, Central Sussex, unfortunately lost somewhere in the Horsham area, we were the only four to ride the 3hrs. 50min. standard.

The short route was tight country lanes moving anti-clockwise from Washington through Ashurst, Partridge Green and Maplehurst to Southwater and back via Dragons Green, Coneyhurst, West Chiltington, Storrington and Thakeham.

Not one rider felt able or willing to tackle the faster of the two standards offered over this short ride. The time standards were 1 hour 55 minutes and 2 hours 20 minutes. Twenty four rode the slower standard and all it seems were comfortably inside the time. The attractive club certificates are I feel too easily gained, but then that's just my opinion. I'll gladly write yours.

My grateful thanks to Tony Butler and his wife for manning the check and looking after refreshments at Capel, John Grant for checking at Oreham Common, Roger and Jean Smallman for manning the check at Southwater and I believe providing sustenance. Also thanks to Dave Hudson for catering at the finish, to Dave Funnell for holding the watch and Mike Gibbs for taking the entry fees. I'm just sorry you all turned out for so long for so little.

Certificate to:-

61 miles inside 3hrs.50 mins.

Nick Lelliott	W. E.C.C.
Don Lock	W.E.C.C.
Andy Smith	Brighton Ex.C.C.

61miles inside 4hours 30 minutes.

James Walmsley	V.C.Etoile
Mike Bloom	Crawley Wheelers
Mark Branchett	V.C.Etoile
Mike Branchett	V.C.Etoile
Darren Stepney	V.C.Etoile
Mike Miller	V.C.Etoile

31miles inside 2 hours 20 minutes

Bob Gray	Crawley Wheelers
S.Sharp	" "
Bill Procter	W.E.C.C.
Charlie Brazier	"
Peter Kibbles	"
Mel Roberton	"
Karl Roberton	"
Paul Toppin	"
John Lucas	"
Sheila Lucas	"
Marvin Lucas	"
Colin Miller	"
Tony Palmer	"
Colin Toppin	"
James Freese	"
David Morris	"
Alan Scarratt	"
Chris Pallis	"
P.Cook	(unattached)
G.Parsons	"
A.Payne	Brighton Ex.C.C.
P.Wilson	Regent R.C.
M.Walker	"
G.Cleverly	"

Don Lock

ROAD SCHEMES

Major new road schemes in West Sussex are going to include cycleways.

Some eight per cent of each project cost will be specifically to encourage more people to cycle and to be able to do it in safety.

The A259 road between Bognor and Chichester will be one of the first roads to have a cycleway . This road is due to be turned into a dual carriageway in 1992.

It will add £200,000 to the £9.3 million cost of the roadworks.

Keith Williams the West Sussex County Surveyor is hoping to eventually establish a network of cycle ways on many rural roads.

National statistics show that the number of cyclists has fallen since 1981 but Mr Williams thinks this could be because increased road congestion and traffic danger is deterring those who might otherwise be attracted to cycle whether that be for domestic or recreational purposes. He also points out that more people on bicycles means less cars and distinct environmental advantages follow.

Good idea Mr.Williams but they must not be compulsory for that could be the thin edge of the wedge that drives us off the roads and, don't forget to budget for their future maintenance will you.

FREDDY CLAYTON

Joined the Worthing Excelsior according to my notes taken for the article "Our longest serving member" in the Centenary edition of the Worthing Wheel in early 1987, on the 7th of June 1933. Now recently he contacted me to say that soon he would have been a member of the Excelsior for 60 years and he would like to do something for the club to commemorate and indeed celebrate the event. After much thought and discussion he liked the idea of

providing for the club and, jopefully, for display in new clubroom premises, an honours board.

This has now been made and is nicely signwritten on mahogany . It is about two feet high and three feet wide with a curved rise along the top. In that area it reads "Worthing Excelsior Cycling Club Honours Board" Along the bottom edge it reads simply "Presented by Fred Clayton 12.3.91".

How the club will use it is to be decided by the Committee but one thought is to record the names of the clubmen or women "Of the Year" This is a most prestigious award and is for any kind of outstanding service to the club.

Freddy is presently off globetrotting again, this time to see his son and grandchildren in Santiago or was it San Diego ? Yes, I think the latter, but when he gets back I must tackle him to find out just when he did first join us. Still if it was 1933, whats wrong with celebrating 58 years, it's still one heck of a long membership, why in five years he would have earned himself three life memberships!

Very many thanks Freddy for the generous gift which will have good use we promise you.

Don Lock

THE BIG PUSH

No, not a story from the Gulf War, just a simple story of club folk. A club run to Cowfold doesn't sound like an epic does it. Well, perhaps the journey to Cowfold was unremarkable, although we do have to remember that this was the first club run to be under the control of new club runs committee man Marvin Lucas. It is in fact reported, by no less a person than Tony Palmer several times winner of the Club Tourist Trial, that Marvin selected an interesting route and brought them all safely to the elevenses venue with hardly a glance at the 'Esso' map.

Marvin's big test though was to come, for

unknown to him Alan Matthews had plans! On the outward journey Alan contrived to produce a strange noise from his bottom bracket. Either that or he was cracking walnuts somewhere! Nevertheless he managed to reach Cowfold , where others arrived to produce a good attendance. These others were to prove a useful addition to the party on the way home, as will be seen.

It was to be no direct main road route home either and we headed east towards Bolney before turning south into a pleasant winding lane. It was mild and spring like but we were all aware that the early March wind was from the south west and increasing fresh to strong. We had covered perhaps three miles when Alan's fixed wheel switched to being a fixed bottom bracket. It was most definitely solid; not even Shaun Yates could have turned that round.

Dave Hudson, he of the bottomless tool kit, had left us at Cowfold - Did he know something the rest were not party to we wonder? Without him we did not have a link extractor, so the chain was detached at front and rear and lashed to the frame - out of the way. We now had a machine which was capable of freewheeling. This whole challenge was however, to prove too much for Marvin who despite a further perusal of his map was unable to come up with a route home which was totally downhill.

And so the big push began. Marvin, quite rightly, shouldered the principal responsibility. Regular relief being provided by Vern McClelland, John Lucas, Colin Miller, Alan Stepney and our Ed., reasonable progress was maintained. Mike Poland shouted encouragement from the rear and Sheila Lucas expressed some jealousy seeing all these men with their arms around Alan! She did however refrain from assisting, saying instead, that she would use the photographs to good effect at a later date!

Alan, as you can guess, took it all very well. Apart from "Mind the mud", "Watch that pothole", "Come on push" and "Mind where you're putting your... ..hand!" there was little complaint.

Alan has always seemed a pleasant, even popular chap, but on this Sunday morning, when we reached Upper Beeding and he and his "infernal machine" were loaded into Vern's estate car for the last few miles the club run were pleased to see the back, or should that be the front, of him.

The names of the pushers are recorded for the purpose of pints all round. Oh! and by the way Marvin, make sure that you carry a comprehensive tool kit with you in future.

CORRESPONDENCE

4 Balfour Drive
Rothwell
Northants

Dear Committee and Club members,

I would like to thank you all very much for the lovely bouquet of flowers which I received at the Club Dinner. It was a total surprise and very much appreciated.

I enjoyed very much my time as Membership Secretary and thank you for allowing a "non-cyclist" to serve as a committee member. I have learnt a lot during the past two years about the sport.

I would like to take this opportunity to wish Worthing Excelsior Cycling Club and its members a successful and rewarding year.

My thanks again.

Carole West.

JOHN AND DAPHNE GRANT (CYCLING'S C.B.)

John and Daphne have for a number of years now provided C.B.links between timekeepers and event headquarters for cycling events throughout the county and for many different cycling clubs and associations. When this is done for a W.E.C.C.

promotion, no charge is made, but when they are called upon by other organisations a small charge is requested. At the end of the 1991 season after deducting their expenses, John and Daphne then donated to Worthing Excelsior the sum of £52.

We are very grateful to you both; for the donation, of course, for the regular assistance with our events also, but it is great that Worthing Excelsior members are able to assist other clubs in this way.

More power to your aerial John, and Daphne.....
What do you look like without the cans ?

AGE LIMIT CORRECTION

The London South District Council of the Road Time Trials Council had decided that from this season onward no rider under the age of fourteen years would be eligible to compete in time trials. This was announced at the end of last season and was quite independent of the National body. It seemed harsh and gave no thought to those who had probably already enjoyed a full season.

It also turns out to have been unconstitutional and has been rescinded by order of the National body. The position is therefore back to square one. R.T.T.C. Regulation number 18 applies and the lower age limit is twelve years.

NEW MEMBERS

We welcome 14 year old Simon Clarke of 31 Gerald Road, Worthing and Shane Jones aged 33 years and of 35 West Avenue Worthing. We trust that you will have a full and involved and enjoyable membership.

STOREAGE

We have now lost the storeage accomodation which has been available to us for a number of years. We

were also very fortunate that sharing it with another club it cost us only £30 p.a. A new store had to be found quickly - all the equipment has to go somewhere - and another garage has been found. Again we are sharing the cost, but that has now risen to £130 p.a.

If any member has a garage that is not being used or has perhaps a friend or relative who does not use their garage and would be able to let us have use of it for these purposes at a more nominal rate we should like very much to hear from you. They would not be bothered with constant coming and going. Visits would not be late in the day and probably not more than once a week.

THE MEDIUM GEAR TEN

Unless next year there is a considerable increase in interest this event must be knocked on the head. There were more officials than riders. Most it seems are at this time still more interested in getting the miles in, and few can be bothered with screwing down gears to the 72" limit. Even fewer have fixed wheel bikes.

Colin Toppin won with a time of 26.26 from the scratch mark and he won that prize as well. Jeremy Wootton recorded 27.28 and with 1 minute allowance was a close second in the handicap. Colin Miller made it "an event" - there has to be three - and came in third with 29.26 - net time 27.06.

Twenty third February is perhaps too early for a Saturday afternoon ten.....

THE CIRCUIT EVENT + 24TH FEBRUARY 1991

With the addition of a number of private time trials, this was certainly better supported than the previous afternoon's ten. The riders were rewarded with a mild morning and a wind from the south west which, for the Long Furlong circuit is

probably the best - at least it's mainly downhill when tackling the head wind.

Steve Gumbill's effort was excellent and it is to be hoped that he will have a full season where his full potential can at last be unleashed. When it is realised that he won this one by nearly a minute in just 16 and a bit miles, while losing time with an unshipped chain and a puncture and wheel change, the full worth of the ride is clearly demonstrated.

Jeremy Wootton, hunched over his tribars always looked like he was going well and gained a notable scalp in pushing Colin Toppin back into third place.

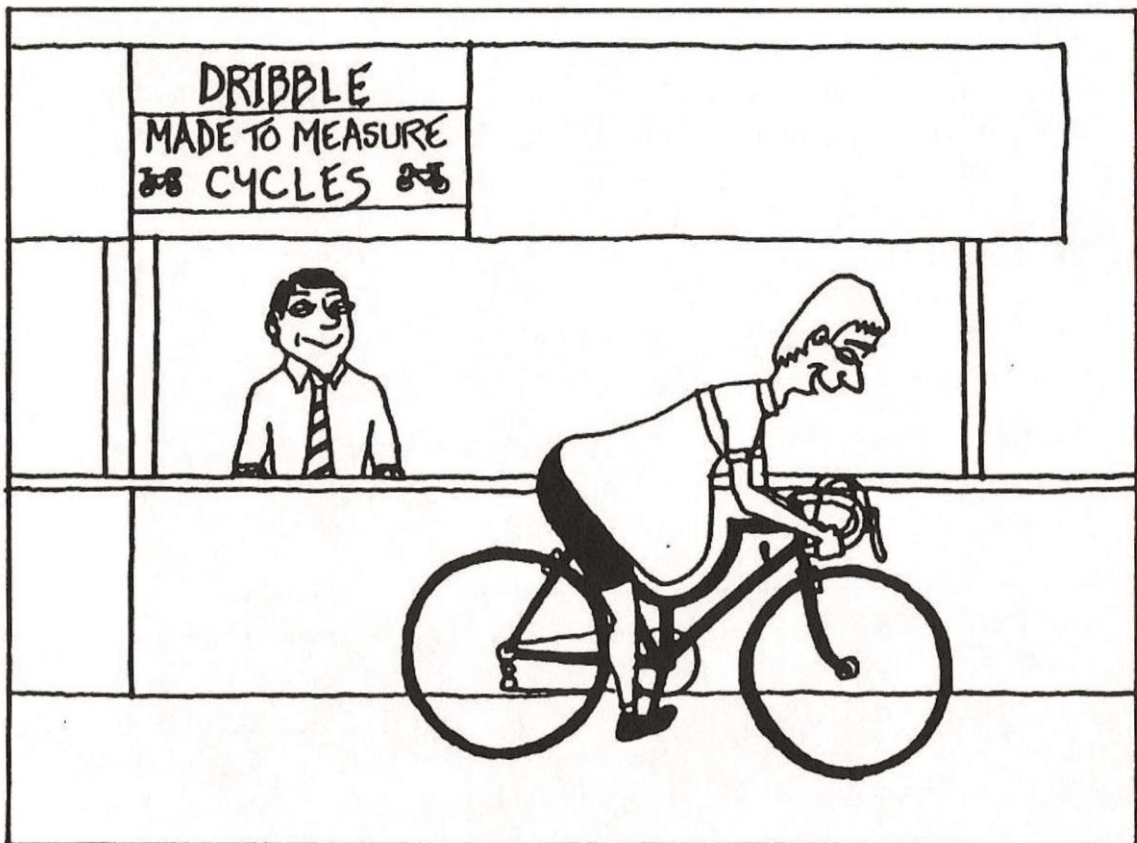
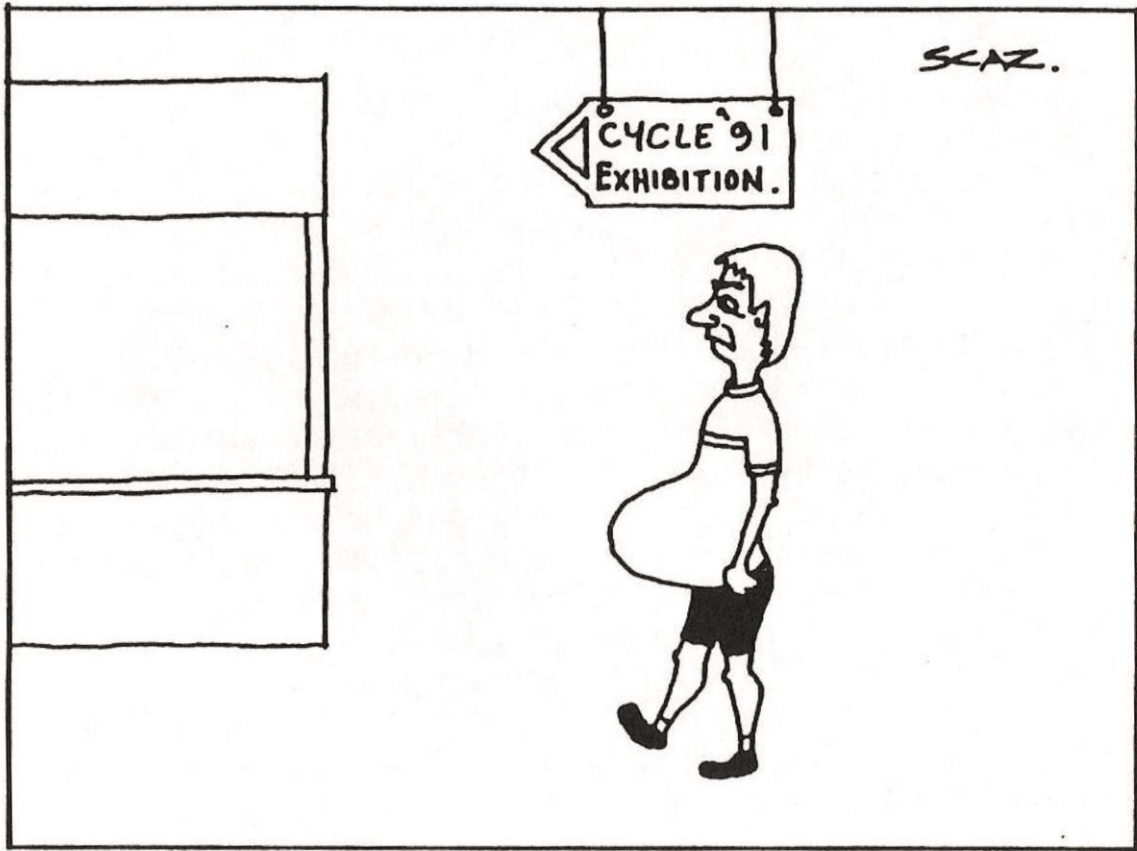
Paul Toppin let the handicapper down but he clearly wasn't taking it seriously - give him another week or two and then watch out.

Fastest lap was Steve's second! The time 23.14 to a first circuit in 23.15. Very even, but somewhere he changed a wheel etc.

<u>Full Result</u>	<u>Actual</u>	<u>H'cap.</u>	<u>Net time</u>	<u>1st lap</u>
1st. Steve Gumbill	46.29	1.15	45.14	23.15
2nd. Jeremy Wootton	47.21	2.15	45.06	23.25
3rd. Colin Toppin	47.37	0.30	47.07	23.27
4th. Mel Robertson	47.57	3.30	44.27	23.40
5th. Pepe Martello	49.10	4.15	44.55	24.12
6th. Ken Retallick	50.21	3.30	47.51	26.46
7th. Colin Miller	50.23	5.50	44.33	24.54
8th. Alan Stepney	50.48	5.00	45.48	25.03
9th. Paul Toppin	52.09	SCR	52.09	25.42

Have just noticed that Ken's second lap was more than three minutes faster than his first. Now that needs some explanation 'Grandad'.

TRAINING "My husband does 40 miles three times a week and eighty miles on Sunday plus weights and circuit training. Does your husband take any exercise at all ?" "Well," countered the other, "Last week he was out seven nights running."



WHY NOT THE CHALLENGE OF A LONG DISTANCE RIDE

The following will appear shortly in 'Randonnee' the Audax magazine, but it was thought to be worthwhile to draw the specific attention of members of Worthing Excelsior. Could you manage 150 miles plus in 12 hours ? Talk to our own Ray Douglass. It is a challenge, but there are dozens of W.E.C.C. riders who could do it, and comfortably. By the way it deliberately avoids any big hills so it is not as hard as an Audax event.

"The Sussex Cyclists Association would welcome entries from Audax riders for its 12 hour time trial promotion on 11th August. The event is open to all whose club is affiliated to the Road Time Trials Council. A line to the organiser, Ray Douglass at 25 Guildford Road, Worthing, West Sussex. will ensure that you are sent an official entry form. All finishers will receive an Association certificate recording the actual mileage covered, that is in addition to any of the other prizes which are on offer. While a few will 'race' for maximum mileage, most will ride the course with modest aims, be they 150 or 200 miles, or whatever be their challenge, and the Association wishes to encourage that rider. Your course in West Sussex will be provided in exact detail to cover about 200 miles and then you will be on a circuit of around fifteen miles. You would be detoured, if necessary, from some known distance sections of the course, to ensure that you reach the circuit. The start is at Washington just north of Worthing and the finishing circuit and event headquarters is at Ashurst only a few miles away. Normal drinks and some food available but it is advisable to make your own personal arrangements. If digs are required the organiser will be pleased to help. Early contact - entries close 31st July- Why not join us for the day ."

NEW TIME TRIAL COURSES

The London South District of the Road Time Trials Council probably has the most difficult task of any of the Country's R.T.T.C. Districts, when it comes to finding and maintaining courses within its area. This is almost certainly the most traffic congested area and to find courses that are safe, free of traffic lights and avoid built up areas is anything but easy.

One or two road schemes, completed and others definitely planned, may just be easing the problem however. That is of course once they are finished and the roadworks, delays and diversions, have been removed.

It is understood that the Brighton Mitre, end of season twenty five, will return to West Sussex in October and will be using a new R.T.T.C. approved course in the northern part of West Sussex. The headquarters are likely to be at Copsale Village Hall just off to the east of the A24 north of the West Grinstead traffic lights. The start point will be on the A24 south of the southern end of the Southwater bypass, and the route will go north along the Southwater and Horsham bypasses and turn east around the northern Horsham bypass and head towards Crawley. The turn, which is expected to be almost exactly half way, will be at the Bewbush roundabout. The return is over the same route and the finish not far from the start point. Riders will then carry straight on to the headquarters. An undulating road and possibly exposed but seems safe enough. It is ridiculous however, that riders will have to climb up to the Broadbridge Heath roundabout and then after negotiating the roundabout and all the hazards of junctions garage and cafe entrances then drop back down to the main road. No one can surely believe that the one hazard of the incoming slip road on the straight through and obvious route, is in any way as dangerous as the multitude of problems to be encountered by the deviation.

The two bypasses in the Rustington /Littlehampton area are nearing completion and these may also give the course measurers opportunity either to slip in a short distance course, or to provide safer stretches for the longer distances. The A259 is a very busy road at peak times but early mornings should safely allow for a course between Worthing and Bognor.

The construction of short bypasses like those to come at Crossbush and at Westhampnett may also assist by providing more roundabouts. Who said "Haven't we got enough?" The point is they do provide acceptable turn points and courses could involve loops instead of "retrace outward route".

If you fancy yourself as a course designer by all means have a go. If you come up with something good you will be much appreciated by London South. There is however a lot to be born in mind. In addition to all the points mentioned it is essential - certainly for open events anyway - to find an event headquarters nearby. Let Ray Douglass know if you find something. If he doesn't immediately point to some fault in your thinking he will be pleased to measure it.

FINANCE

Always a serious subject but to illustrate quite graphically the problems that we have to face in the running of the Club, we thought you would be interested in the account which was submitted by 'Hudson Catering' for the refreshments provided at the finish of the reliability trial.

From the format he has adopted it looks as though he may have received a Solicitors bill recently. The similarity though would appear to stop with the format!

Hudson Catering
Camp David
Shoreham-by-Sea

Don Lock,
Reliability Trial Organiser

To Professional Charges

In connection with the Worthing Excelsior Cycling Club Reliability Trial on Sunday 4th February 1991.

Arranging and ensuring the presence of a caterer.....	£0.00.
Local search for car park to select correct parking position.....	£0.00.
Supply of tea trailer.....	£0.00.
Supply of suitable vehicle to tow trailer.....	£0.00.

Disbursements:-

To supply of suitable quantity of milk	£1.09.	
To supply of suitable quantity of sugar	£0.16.	
To supply of suitable quantity of best quality tea bags (first time of use)	<u>£0.25.</u>	<u>£1.50.</u>

Money collected on day	£2.58	
Less as per account rendered above.....	<u>£1.50</u>	<u>=====</u>

"Dave"

JUSTICE IS DONE

Colin Miller, it will be recalled, suffered bad injuries after an 'accident' at the beginning of May 1990. At Worthing Magistrates Court a few weeks ago driver Phillip Wattam of Emerald Quay, Shoreham was found guilty, banned from driving for one year and fined £600. Wattam was, in addition, fined £100 for an earlier offence of careless driving and he had admitted speeding. He was ordered to pay £160 costs.

Colin spent two weeks in hospital with a blood clot on the brain. He has been left deaf in one ear

and suffering from epilepsy. He is unable to drive and his career with the West Sussex Fire Brigade has been brought to a premature ending.

After the hearing Colin said " There was anger at first but I don't feel any animosity now. I'm glad to see justice done but it is pretty hard to come to terms with. He was banned for a year, but I have lost my licence and HGV licence for two years, possibly longer."

The Court had heard how Colin had been with a training group of riders from the Worthing Excelsior when the incident occurred. The driver had slammed his brakes on at the Chapel Road roundabout causing Colin to crash into the back of him.

Marvin Lucas and Dave Hudson and independent witnesses all gave evidence at the hearing which lasted for nearly a whole day.

WORTHING EXCELSIOR CYCLING CLUB MEMBERSHIP SURVEY

At long last the eagerly awaited results of the survey of membership of the Club have now been collated and are set out below.

Firstly, I must thank all of you who took the time and trouble to complete and return the questionnaire.

Secondly, I must express my disappointment at the appalling response. I appreciate that some of you may still have the questionnaires but to date I have only received sixteen!

I have prepared the following figures on a percentage basis though I would point out that not every answer was replied to by everyone and therefore whilst the percentages will indicate a general trend they are not in every case exact. The questions and answers were as follows:-

- 1) Do you see the membership fee as value for money? 100% said yes.
- 2) Would you be prepared to pay more subscription fees? 75% said yes. 25% said no.
- 3) Do you know what W.E.C.C. spends its income on? 93.75% said yes. (one person said garages and one person said no!)
- 4) Is the Club's income well spent in your view? 81.25% said yes. 18.75% said no.
- 5) Do you want to know more about what the income is spent on? 56.25% said yes. 43.75% said no.

- 6) Do you want to see the Club spend more/less on:-
- a) Club premises - 68.75% said yes - one person said no.
 - b) Training facilities - 100% said yes.
 - c) Awards, trophies - 12.5% said more - 31.25% said less.
 - d) Coaching facilities - 100% said yes.
 - e) Insurance trophies - 6.25% said more - 25% said less and one person asked if we ever lost any.
 - f) Road racing team - 43.75% said more - 25% said less.
 - g) Time trialling - 43.75% said more - 12.5% said less.
 - h) Touring - 37.5% said more - none said less.
 - i) Mountain bikes/cyclo cross - 31.25% said more - 6.25% said less.
 - j) Social functions - 43.75% said more - 18.75% said less.
 - k) Evening tens - 25% said more - none said less.
 - l) Under others - it was asked if more could be spent on assistance with travelling expenses to National Championships, organised trips providing details of the finances of the Club so that the complete picture was known when answering the questions above and communication.
- 7) Do you want to see the Minutes of Committee Meetings? 75% said yes. 25% said no.
- 8) Do you think the Committee tells you what is going on in the Club? 18.75% said yes - 75% said no.
- 9) Are Club nights on Monday a good thing? 68.75% said yes. 12.5% said no.
- 10) Would another night be a good "Club Night" ie, Tuesday, Wednesday, Thursday, Friday. 31.25% said no.
- 11) There was one supporter for Tuesday as a Club night.
- 12) Does the Club need a new Club room - 75% said yes - one person said we should get a cheaper one and one person asked what was wrong with the existing one.
- 13) What other facilities do you wish to see available on a Club night?
- a) Table tennis - 50% said yes - 18.75% said no.
 - b) Darts - 43.75% said yes - 12.5% said no.
 - c) Videos - 87.5% said yes - no-one said no.
 - d) Catering facilities - 62.5% said yes - 6.25% said no.
 - e) Training lectures - 81.25% said yes - no-one said no.
 - f) Other items mentioned were maintenance instruction, wheel building lectures, social events, film shows, guest speakers, pool and snooker, cycle maintenance, road safety, weight training

circuit track and roller skating.

14) Are you an active racing member? 62.5% said yes - 25% said no.

15) The next question asked people to specify their interests in road racing, time trialling, track racing, cyclo cross, mountain bikes etc...

It is a little bit difficult to be scientific about the results here and I have not applied percentages to them. Of those asked 13 went time trialling, 6 road racing, 5 track racing, 3 cyclo cross and 3 mountain bikes. However, some people said yes to everything.

There were 3 people who said no to cyclo cross and mountain bikes and 2 people said no to road racing and time trialling and track racing.

16) 25% said they were involved in touring and recreational cycling.

17) When asked if the Club caters for the following needs the answers were:-

- a) Men - 87.5% said yes - none said no.
- b) Women - 56.25% said yes - 37.5% said no.
- c) Juniors - 43.75% said yes - 43.75% said no.
- d) Seniors - 81.25% said yes - none said no.
- e) Veterans - 75% said yes - 6.25% said no.

18) When asked if the Club discriminated against categories or types of membership 81.25% said no - 18.75% said yes.

19) When asked to specify if yes comments included a reference to the Club's strong time trialling and touring and lack of support for under sixteens and suggestion that there was not a great deal of encouragement for the young nor people whose faces did not fit. Comment was also made that there will always be members joining and leaving the Club.

20) When asked if the Club should liaise/merge/share facilities with other supporting Clubs 12.5% said no quite emphatically and 81.25% said yes though some qualified there answers.

21) When asked why people said yes to question 20) above it was suggested that this was because the pooling of resources and interaction of members would encourage growth of the membership, better publicity for the Club and better facilities as well as lower costs.

22) When asked if the press officer is provided with sufficient information 93.75% said no though 6.25% said yes. The press officer commented that he only gets details of events he attends and quite often requests for information are unsuccessful.

23) When asked if the membership knew who the Club Committee members were 87.5% said yes - 6.25% said no.

24) When asked if it was known what each Committee member does 75% said yes - 25% said no.

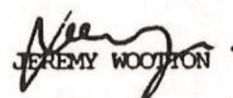
25) When asked if you would support the Club if it was sponsored or had a sponsor/racing division 75% said yes - 18.75% said no. However one response was qualified by saying that if there were sponsored events these would be supported but if the Club was sponsored then it would not.

26) When asked if you would approve of a split membership fee on a basis of a general membership fee and then supplemental racing membership fee 31.25% said no though 56.25% said yes. One comment suggested increasing entry fees further to cover all of the costs of the race.

27) Any other comments. These included a 10% increase in membership fees, an increase in race fees to cover costs and 100% increase in second claim membership. It was also suggested that we do not need weekly meetings and once a fortnight would probably do. A comment was made that the Club was good if your face fitted in and that it needed more personality.

It was noted that the areas of the Club needing improvement all needed expense to improve them.

It was felt that it was sometimes hard to get information about events. Finally, it was commented on that the Club had it right about 70% of the time and it was felt that we could not do better than that.


JEREMY WOOTTON

14/3/91.

Round 1 B.N.B.F. National Point Series

17th March 1991

The National Mountain Bike Point Series kicked off at the "inside park" at Blandford Forum in Dorset on Sunday 17th after several days rain.

Upon arrival at this Leisure Park it became immediately obvious that the one thing there was going to be an awful lot of was mud.

Several days rain had turned the 4½ mile course running mainly through woods into a nightmare.

It was fortunate for the juniors that the course did not start drying out until later on in the day. Consequently they were able to enjoy the liquified mud which did not stick to them and their bikes in quite the same way as the gooey gunge did later on in the afternoon that reduced the lap times of the experts and pro/elite category which consequently resulted in a shortening of the race!

As usual local riders (with one notable exception) made a strong showing.

In the juvenile category last years National Champion, James Sutton, was beaten into second place by Sean (?) a local rider from Lancing.

In the juniors, Simon Humphrey from Shoreham finished a strong second after crashing when well in the lead with the runaway victor of this category, Richard Thackeray.

The sports category saw a field of over 120 riders take off and I have no idea of what happened but it looked like a lot of fun.

Last year I raced in the intermediate category which has been up graded. The intermediate category is now known as the expert category and a considerable number of last years "experts" raced in this category leaving the "pro/elite" category to the professionals.

I have no idea how many people entered the expert category but there seemed to be an awful lot of us heading for the U-bend in the tract 100 metres after the start and the simple truth is that if you are not in the first ten when you get to this bend then you have had it as the track then turned again and rose steeply into the wood where the narrow track meant that most people having to get off and run with their bikes. As a result of this those at the front got away to an exceptional start leaving the rest of us behind.

The course then emerged from the woods and turned briefly downhill, along through a farm track and then back up a long steady climb by the side of a field when it again returned into the woods for the "technical sections" which on a dry (or even reasonably damp) day would have provided considerable fun and entertainment. However, this was not the case for me as I had chosen the wrong tyres for the bike which provided insufficient clearance for the mud and I spent about 5 minutes every lap clearing this from the bike or running downhill(!) with the bike.

The results of the race were that Carl Sturgeon won it with Steve Dennis second (East Grinstead Cycle Club).

I finished 42nd just ahead of Vernon Smith who I think was having even more problems with the mud clogging his bike than me!

In the pro/elite category with the Peugeot Team absent from the days events, David Baker rode to a convincing victory.

There are obviously lessons to be learnt from the days events and I must spend more time checking the bike and making sure I choose the right tyres before the next event as well as getting a good start. However, it is not enough to blame the equipment and I must thank JP Saville from Second Level Sport for loaning me the detanium framed cona which I can say when it does have the right tyres on is better than anything else I have ever tried.

Finally, mention must be made of the other two W.E.C.C riders, Peter Philpott and Matthew Sutton both of whom raced in the juniors. I think Peter suffered with mechanical problems as a result of the mud and Matthew rode to 12th (?) showing a return to fitness after all of last years studying.

Jeremy Wootton

EARLY TEAM WIN

After the disappointment of so many of our talented youngsters leaving us last year, it was good to see our riders turning in such good performances in the March 17th Sussex C.A. 25.

A dry morning with a mainly cross wind, that was more difficult over the second half, saw ten entered from Worthing Excelsior. There were varying degrees of early season fitness or unfitness shown with John Poland suffering more than most, and coming as near to being beaten by his Dad as he will ever be again. It was at the other end of the fitness scale, of course, where the team win took shape.

Colin Toppin was our fastest, finishing in 8th place with 1 hr. 2 m. 45 s. He was pushed very close by Peter Burgess, 9th in 1 hr. 2 m. 51 s. We see very little of Peter, now living in Hunston south of Chichester, but reputedly riding back and fro to work at Brighton every day! That should warrant some good longer distance time trials, if anything does. Our third placed rider was Stevie (Wonder) Gumbrill, with 1 hr. 3 m. 8 s. Good packing to get three within just 23 seconds. It was also nice to get one back on the Central Sussex who have so often pipped us for team awards.

Colin's effort also gained for him the fastest junior prize although only 9 seconds ahead of Chris Kitchenham from Hastings who makes rapid improvement.

Other Worthing rides were: Paul Toppin 1.3.44; Mel Robertson 1.5.40; Pepe Martello 1.6.28; Ken Retallick 1.7.39; Colin Miller 1.8.59; John Poland 1.17.59 and Mike Poland 1.21.01.

The event which was fully open, was won with a super ride from Tim Stevens of 34th Nomads with a time of 56.11 to take exactly 4 minutes out of Mick Marchant second and from the Portsmouth North End club. Kevin Harding, Central Sussex made third in 1.00.38.

DID YOU HEAR ABOUT the youngster, due to ride an important race the following day ? He went to the paper shop for an Argus, to read the weather forecast. "What do they say?" Asked his father. "They haven't decided yet." He said gloomily. "Haven't decided yet?" "No." said the lad. "It says, UNSETTLED."

LOST The Club has lost one of it's committee minute books and while no immediate problem exists because of this, nevertheless, it does constitute part of the club's recorded history. It is a ledger type, weighty volume and white in colour, Would everyone who is or has in the past twenty years been on the committee please have a think and a look to see whether they may have it safely stored away. If you should find it Paul Toppin our present Secretary would be pleased to receive it.

POOR JOHN GILBERT

Went off skiing on the snow,
and down he crashed,
Oh! tale of woe.

With muscles torn and
leg in plaster,
Oh! Gilbert - disaster.

With early plane to bring him back,
leg in cage,
on luggage rack.

Now he tells of nasty cough,
and how he feels,
so - right piste off.

REMEMBER It's best not to race trains to level crossings, because if it's a tie ----- you lose!

THE SPRING ROAD RACE

Colin Miller agreed at the Annual General Meeting to organise this promotion for us. There were some panics a couple of weeks before - something to do with British Cycling Federation licence or approval, and there were some at the start when riders who had not entered arrived just minutes before the start time and raised the temperature a bit with their demands about bike checks etc. There's always some aren't there. Generally though Colin and his team of officials and helpers had everything under control. He has asked us to record his thanks to all who assisted in whatever way. In particular to Mike Miller who kindly acted as Entry co-ordinator, to John Spooner Cycles and The Bike Store for their generous support, and to the St. John Ambulance. We are glad they were not called upon to demonstrate their skills.

The Headquarters was in Ashington Village Hall in Church Lane Ashington. The course was the regular Four and a half miles with the start point at the west end of Hole Street Ashington, at the point where the evening ten course emerges on to the A24. It then tracks south along the A24 to what used to be Rock cross roads - yes all the gaps are disappearing, and then turns left into the Hollow by Rock Farm. This is the narrow lane with the nasty little hill up past the Sand Pit where the finish is located. The hill also provides the spot for the primes. The exit from this lane on to the A283 is the most dangerous point of the course, where marshalls and signs need to exceed the obvious, and riders, however desperate to attack or defend a position must take great care. No troubles this time so it's on along the ten course to the Wiston Cross roads and left through Buncton. Finally into Hole Street and that's all there is to it. Well, except that they have to go round ten times for a 45 mile event. Anything less

would hardly be value for money, would it!

The weather was typical for April, or was it, the showers did not materialise until we were all safely back in the headquarters, and the wind was a month late being of the quite wild, March variety. The direction was south westerly and the force, about six on the Beaufort scale, making the A24 stretch, flat, but exposed, far harder than the hill or any other part of the circuit. It was to have a direct bearing on the race and the tactics employed.

The event was restricted to junior and third category senior riders so all riders had to limit their gears to a maximum 52 x 15. It was Tony Palmer - Machine Examiner of considerable experience - reckons there's not much he can't pull off, or twist-whose job it was to check the gearing and the bikes for safety. An interesting comment was that he found more than half the field to be using high pressure tyres rather than tubulars. In road racing this seems to be the current trend.

There was a full field of forty about evenly split between juniors and seniors. There were strong teams from Velo Club Etoile, Southdown Velo and a representative team, the Wessex B.C.F. Division junior selection which included ex-Excelsior junior Andrew Slater, now riding with the V.C.St.Raphael. The Etoile had four junior entries all juniors and all previously with Worthing. What would these clubs do without the talent introduced to the sport by the club runs the club tens and the club room, all of which then seems to be discarded as of no value. But let us not digress into that again. Worthing's team comprised Colin Toppin, who we hoped could do well, Jeremy Wooton who we thought would strong and well able to stay with it, plus Simon Letts big and strong but without much experience and Mark Turner, something of an unknown quantity.

The race itself from the spectators view was a bit like the previous weeks boat race, once the first gap was opened that was it, and it happened on the

very first lap. Roger Smith and Chris McNamara of the Etoile and Andrew Slater went clear. At first it was around twenty seconds, but looking like it was planned they worked very well and it widened, to a minute, and then to nearly two. A number of efforts were made from the bunch but they were individual, without co-operation or indeed with much determination. It seems the Southdown Velo were blocking for their rider in the Wessex team and, clearly others from Etoile or Wessex were not going to get involved in any chasing. The primes were picked up by the trio in front. Roger Smith grabbed three and the others one each. Perhaps the only surprise came in the final lap. To the spectators, at least, the Etoile youngsters seemed to be going well, but in fact they were both about to blow. Andrew Slater knew for he had been encouraging them to keep working. He went away and won by almost two minutes and the others went right back, like their brakes had jammed. The Wessex were able to put Richard Taylor into second place and Mathew Such of the Southdown grabbed third spot. The Wessex also won the team award. It had been a great effort by Chris and Roger, especially Chris who became eligible for junior status only a few days before. As for Andrew it is understood that he is now a full time cyclist turning out some 400 miles a week. His strength is certainly showing. A powerful ride indeed.

Colin Toppin seemed to get disinterested after about thirty miles and tucked himself in the back of the bunch, where he stayed to finish 15th. Simon Letts went out the back early on but time trialled the full distance and just avoided getting lapped. Jeremy Wootton seemed at first to be labouring, then to look more comfortable, but he pulled out with three laps to go and was soon fast asleep in his car back at the H.Q. Mark Turner is perhaps laking enough miles. He seemed to find the early pace far too rapid and made straight for an early shower.

Ah well ! Never mind, it's Paris-Roubaix next week!