

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

WINTER 1993/94

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WINTER 1993/4=====THE WORTHING WHEEL=====
WORTHING EXCELSIOR CYCLING CLUB'S=====
QUARTERLY MAGAZINE=====

Clubroom: Broadwater Parish Rooms: Meetings every Tuesday evening, 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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Audax events ridden by club members during 1993.

JANUARY

10th Watership Down

100k Dave Hudson

60k Ray Douglass

This event from Winchester had plenty of water. Along with the rain we had a gale force wind. Ray peered over his glasses (giving that look that only the ex President can give) at these conditions wondering just what sort of event he had entered. I assured him this was not the norm but despite completing the course with little more than a chocolate biscuit (or two!) he could not be persuaded to ride another event all year!

FEBRUARY

21st Newbury

100k Dave Hudson.

The wind still blew, but it was dry. An excellent event.

27th The Malvern Hills/Elgar Route Brevet 200k.

Richard Klemperer rode this one from Chepstow and went via the Forest of Dean into the Malvern hills. He reports it was very cold.

MARCH

26th Marlow

140k Dave.

A pleasant circular from the Chilterns into Oxfordshire and back. Two garden centres with their welcome restaurants provided not only the stamp on the brevet card but the food with which to continue.

APRIL

25th Weald and Downland Randonnee.

The club's own promotion which had 14 of our riders taking part.

200k A hilly one this 6,600 feet of climbing.

Alan Matthews Richard Shipton Paul Toppin

125k Keith Dodman, Mike Feesey, Brian and Sue Howe, Allan Langham, Dennis Lednor, Graham Parsons, Mel and Karl Robertson, Alan Stepney, George Wall, Brian Weir.

MAY

9th East Sussex C.T.C. 200k Ringmer. Dave Hudson
16th 3 Counties 200K Coulsdon.

Brian and Sue Howe, Dave Hudson.

They're getting hillier - this one has 8,600 feet of climbing

30th W.E.C.C. South Coast 300k.

Full report of the club's events two issues ago.

David Mills, George Wall, Jeremy Wootton

JUNE

13th Dieppe 140k Brian and Sue Howe and Dave.

Not the best of week-ends, we rode in capes almost all the time except when eating, but then we did a lot of that as well.

JULY

4th Ashford 200k.

Brian's first ride at this distance so we must take it easy. It was here that just a week before that Obree had done 10 and 50 records. Very hot all day, eggs could have been fried on the pavement, but in Audax events self cooking is not a requirement.

18th Brevet de Randonneurs des Alpes Brian and Dave.

Not actually an Audax event but one very worthy of note. A field of 2,800 riders including Sheila Simpson a keen 24hr rider and editor of Arrivée, the magazine of Audax U.K. (I know the editor of the Worthing Wheel would enjoy this event). Many Audax members were riding including some on tandem trikes. ESCALAND was represented by Mick Burgess and Horry Hemsley.

AUGUST

1st C.T.C. Birthday Rides, 200k. Dave and Brian.
A great 9 hour ride from Thame in Oxfordshire on quiet roads and quite leisurely.

28th Mildenhall 200k Vern and Dave.

Always a favourite this one is held during the well-supported Rally weekend, usually flat(ish) and very quiet roads.

SEPTEMBER

5th Dave and Chris Beckingham.

Another non-Audax event but worthy of note. Each year riders from the C.C.D. (Cycle Club Dieppe) come over for a friendship ride, Alfriston Hostel provides the accommodation. The Gatwick Cycling Team provided the route and much better weather than we had (not) enjoyed in June when we went to Dieppe.

12th Tour of Gatwick

150k Dave

113k Tony Palmer

The weather forecasters were spot on, dry in the morning, rain in the afternoon.

19th Five Counties 200k Dave and Richard.

Excellent weather for this event from Havant, Richard said it was warmer than his last event in February! Although we did not climb the high Andes the event did attract a 2 point for the Audax altitude award scheme.

26th Reading Up the Downs 200K Dave.

This event, only in its 3rd year, is a classic already and always has a celebrity. In 1991 Reading's mayor sent us off. In '92 Andy Sutcliff officiated at the start and then enjoyed his first 200k. Last year the star was John Woodburn. He was riding his Stan Pike machine on which he beat the Land's End to John o'Groats record, a distance of 847 miles in just 1 day 21 hours 3 minutes and 16 seconds way back in 1982. John observed Audax regulations and ensured that Stan (Pike) was dressed in mudguards. Some of these Randonnees certainly attract a good field and on this ride 149 were on the road.

OCTOBER

10th Charlbury 100k

Sue Dray, Brian and Sue Howe, Alan Matthews and Dave.

Alan's new handlebar bag, only purchased two days before, was rubbing on the wheel. The handlebars needed raising, the Chairman declared, but the height required to alleviate the problem was not possible so Sue (on her first Audax) with more traditional bag became the Sherpa for Alan's kit. This was a great end of season event around some of the Cotswolds' quietest roads and the Autumn tints were very evident.

This event was definitely the cream of the year's events and does remind one if needed that Audax rides are not only about Paris-Brest-Paris and Super Randonneurs but about giving all cyclists the opportunity of a day on the bike with a challenge thrown in.

And to the year ahead:-

1994 Audax Dates

The club once more promotes the 125 and 200k Weald and Downland Randonnées events: Sunday 24th April. Another enjoyable day is in store for you with both distances under the rules of Audax U.K.

The 125km (9 a.m. start, finish between 3.00 and 8.15 p.m.) route will take you via Wisborough Green and over Blackdown to Hindhead. Returning via Lurgashall to Wisborough Green, Fittlworth, Bury Hill and before you know it you're back at Worthing.

The 200km (7.30 a.m. start, finish between 2.30 and 9 p.m.) route will take you on the same route as the 125k with the addition of a visit to New Arlesford for a control at the Watercress line. A good selection of lanes with ample opportunity

for free-wheeling. However, the small ring will be used several times!

If you are new Audax, an information sheet is available to help you enjoy your first event. Then if the bug bites, on Sunday 29th May 300 kilometres of enjoyment await you. From the excellent Event Headquarters in Shoreham-by-Sea overlooking the River Adur this Randonnee will start and finish. Pedalling away at 3 a.m. will allow those who wish to finish just after lunch but for those wishing to savour every minute available have until 11 p.m.

The route will take you via Newhaven, Eastbourne, Hastings, Rye and across (hopefully not in) the Romney Marshes to Folkestone. From up on the hill overlooking the harbour you should have a fine view of the well advanced Channel Tunnel development at Cheriton. The return route is via Tenterden Flimwell Frant East Grinstead Copthorne and Cuckfield to Shoreham. The roads used for the outward leg although main ones will be quiet when we use them. Last year's riders saw hardly a vehicle until Folkestone. The return leg will be a mixture of quiet main roads B roads and lanes. Although it will be dark for the start the route for the first hour will be virtually on lit roads to Newhaven and then the dawn will be breaking.

Any members interested in the above who do not attend clubnights, give me a ring (B'ton 591840) and I will send you the full info and entry form.

In 1993, Worthing Excelsior members rode a total of 7,700 kilometres (nearly 5,000 miles) in Audax events.

The Audax calendar for 1994 contains over 200

events. As well as our own events the following local ones may appeal to you during this year.

Watership Down	Sun 9th Jan.	600/100k
Newbury	Sun 13th Feb.	100k
Marlow	Sun 20th March	50/140/200k
Hellingly	Sun 27th March	100/200k
Ringmer	Sun 8th May	100/200k
Marlow	Sat 4th June	WCW 600k

PHOTOGRAPHER WANTED.

For our Audax event this year on 24th April. John Grant has already compiled an article portraying the Audax scene which he will be submitting to the Worthing Review magazine, but needs photographs to accompany it. It would involve capturing the atmosphere of the event at several locations during the day hence the photographer would need to be mobile. **Can you help? Speak to Dave Hudson now.** Both John and Dave have cameras but find it impossible trying to take photos while stamping brevet cards and pouring tea.

Dave Hudson

Springhead '93.

The Club hill-climb championship on Sunday 19th September was great! It was warm and sunny and on the top of the Downs behind Storrington was a lovely place to be. There was an urn full of tea and plates full of delicious bread pudding. Oh yes! - and there was the hill climb - I nearly forgot.

I would have thought that the mountain men would have been full of aggression, growling at each other and scraping their Sidi's on the grit, but not a bit of it. It was all very laid back and

sociable. One rider calmly sat at the side mending a puncture while others chatted amiably. The conversation was so good that Jeremy Wootton was still talking 50 yards into his start.

Mike Muzio was indicating a slightly more serious note by talking about pulse meters and gearing, but no-one took much notice. Don using an old alarm clock saw them away and Ray with a battery of digitals and chronometers saw them in. There were no problems with traffic, indeed one horse-box on its way up actually stopped and asked if anyone was on the hill, what a nice considerate fellow!

Thanks Alan and Barbara Stepney for the refreshments, thanks Mel for organising, oh yes, and the result I nearly forgot:-

1st	Mike Muzio	4.10
2nd	Jeremy Wootton	4.53
3rd	Chris Bacon	4.58
4th	Alan Stepney	5.17
5th	Andy Parkinson	5.26
6th	Karl Robertson	5.31
7th	Gerry Neller	5.36

So once more the Hill Climb Trophy goes to Mike, although just a few seconds slower than last year. Andy Parkinson was the one with the puncture before the start. A member of only a few days, he is certainly jumping in at the deep end. He seemed to take it all very nonchalantly, and we look forward to seeing more from him during the winter months. Welcome aboard Andy!!

Don.

Sussex Matters.

The Sussex Cyclists' Association A.G.M. was held on the 4th November and your representatives received reports from the Secretary, George Taylor of Eastbourne Rovers, from the Treasurer Ray Douglass (W.E.C.C.), and from Kevin Bramham of the Central Sussex as Time Trials Secretary.

Congratulations were recorded to Steve Blackmore of East Grinstead for his tremendous 12-hour win with 268 miles and to both Steve and Mark Jones of G.S. Stella for their high placings in the National Best All Rounder competition.

The Association's main individual championships were lucky with weather and won with superb times and distances. Apart from the 12-hour, the 50 went to P. Panagi of Hastings in 1.55.05, the 100 to Mark Jones in 4.11.51, and the 25 to Peter Roberts of Lewes in 56.16.

The full S.C.A. Best All Rounder tables for 1993 are;

Sussex Cyclists' Association. 1993 B.A.R. Results. Senior B.A.R.

<u>Pos'n</u>	<u>Name</u>	<u>Club</u>
1st	Mark Jones	G.S. Stella
50	2.00.38	
100	4.11.51	= Ave. Speed 23.248mph
12hr	252.613	
2nd	Adrian Talley	G.S. Stella
50	2.00.28	
100	4.11.51	= Ave. Speed 22.688mph
12hr	232.179	

3rd Jeremy Wootton Worthing Excelsior
 50 2.04.41
 100 4.18.24 = Ave. Speed 22.510mph
 12hr 243.001

4th Andy Payne Brighton Excelsior
 50 2.04.45
 100 4.24.21 = Ave. Speed 22.289mph
 12hr 241.447

5th Don Lock Worthing Excelsior
 50 2.06.43
 100 4.25.29 = Ave. Speed 22.069mph
 12hr 239.210

6th A. Keevil G.S. Stella
 50 2.06.05
 100 4.19.53 = Ave. Speed 21.525mph
 12HR 214.493

7th Horry Hemsley Lewes Wanderers
 50 2.30.55
 100 4.50.43 = Ave. Speed 19.501mph
 12hr 215.821

8th Jack Harris Crawley Wheelers
 50 2.42.42
 100 5.26.31 = Ave. Speed 17.666mph
 12hr 194.225

TEAM - G.S. Stella 22.507 mph

Veterans' B.A.R.

1st Don Lock + 4.100mph
 2nd Horry Hemsley + 1.799mph
 3rd Jack Harris + 0.267mph

Ray keeps the Association's books in order and a balance of income over expenditure (about 10%) in the current financial year means that club subscriptions remain fixed at £ 10.00 p.a. - the Association doing its bit to beat inflation!

The 1994 programme is;

<u>Date</u>	<u>Course, H.Q., and start time.</u>
12th March	Circuit Event 16 miles Ashurst 2 p.m.
13th March	25 miles. Copsale 2pm Brighton Mitre course.
20th March	Two-up 24.5 miles Clapham 9 a.m. Washington/Storrington/ Slindon/Hammerpot.
8th May	Team Championship 25. Cowfold 6 a.m. Shoreham & back.
5th June	50 mile Championship. 6 a.m. Arundel Cricket Ground. New Course - Bognor/Langston/ Arundel.
3rd July	100 miles Championship. Yapton 6 a.m. Usual course.
14th August	12-hr Championship Washington 6 a.m. West Sussex roads.
4th September	25 mile Championship Clapham 7 a.m. Tour des Roundabouts!
6th November	Hill Climb Springhead (Storrington) 11 a.m.

The new President of the Association is nominated by member clubs in alphabetical rotation, and for 1994 G.S. Stella put forward the name of the '93 B.A.R. champion, Mark Jones. So there's no old-timer figurehead of the Association, more of an all-round young spearhead to keep up with the times.

The Top Tens of 1993.

To make a list would be boring, for Paul Toppin managed 14 tens under 22 minutes and the only others to record 21's were Richard Shipton with a 21.48 and Mike Muzio with 21.33. Paul's fastest was 21.16 in the Barnet event, but he also produced 21.25 on our evening ten course on the same evening as Mike Muzio achieved a personal of 21.33.

We asked for all rides under 23 minutes, and those who managed it were; Paul Toppin (22 "tens" - slowest 22.53), Richard Shipton, Jeremy Wootton (his only "ten" of the year), Mike Muzio, Colin Toppin (lots of 22's), and John Poland.

The Top Twenty "25's" of 1993.

Seven riders went under the hour during the season, and altogether we had forty-two rides beating the sixty-minute mark - no longer can it be called a "barrier". Mike Muzio (2) and Andrew Lock (1), didn't make the list, but also achieved "Fifty-something" status.

The Top Twenty.

1	Richard Shipton	55.22	Finsbury Park.
2	Paul Toppin	55.37	Essex Roads.
3	Richard Shipton	55.40	Redbridge.
4	Richard Shipton	55.48	Luton Arrow.
5	Paul Toppin	55.49	Maidenhead.
6	Paul Toppin	55.51	Bedfordshire Roads.
7	Paul Toppin	55.58	Bournemouth Jubilee
8	Colin Toppin	56.04	Hillingdon.
9	Paul Toppin	56.21	Westerly.
10	Richard Shipton	56.25	Essex Roads.
11	Richard Shipton	56.30	Bedfordshire Roads.
12	Colin Toppin	56.43	Finsbury Park.

13	Paul Toppin	57.06	Weybridge Wheelers.
14	Colin Toppin	57.10	Bedfordshire Roads.
15	Richard Shipton	57.36	Edgware.
16	Richard Shipton	57.38	Westerly.
17	Jeremy Wootton	57.52	Weybridge Wheelers.
18	Richard Shipton	57.55	London Saint Christophers.
19	Don Lock	57.57	Bedfordshire Roads.
20	Paul Toppin	58.04	Inter-club.

The Top Twenty "50's" of 1993.

1	Richard Shipton	1.52.27	Southend and County.
2	Richard Shipton	1.53.17	Essex C.R.A.
3	Richard Shipton	1.54.25	North London
4	Paul Toppin	1.54.26	Southampton Wh.
5	Paul Toppin	1.54.46	Bournemouth Arrow
6	Richard Shipton	1.55.07	Oxford City
7	Richard Shipton	1.56.15	Essex Roads
8	Jeremy Wootton	1.57.24	Bournemouth Arrow
9	Richard Shipton	1.57.59	Icknield R.C.
10	Paul Toppin	1.58.20	Sussex C.A.
11	Paul Toppin	1.59.34	Bognor Regis C.C.
12	Paul Toppin	2.00.47	East Sussex C.A.
13	Don Lock	2.01.20	Southampton Wh.
14	Jeremy Wootton	2.03.22	Bognor Regis C.C.
15	Don Lock	2.04.03	Bournemouth Arrow
16	Don Lock	2.04.09	Reading
17	Jeremy Wootton	2.04.41	Sussex C.A.
18	Don Lock	2.06.43	Sussex C.A.
19	Andrew Lock	2.09.10	Bournemouth Jubilee.
20	Chris Bacon	2.10.41	Sussex C.A.

The 12 hour Rides of 1993.

1	Jeremy Wootton	243.001}	All in the
2	Don Lock	239.210}	Sussex Cyclists'
3	Peter Baird	237.276}	Association
4	Chris Bacon	236.080}	Event

The 100 mile Rides of 1993.

1	Paul Toppin	4.12.52	Wessex R.C.
2	Jeremy Wootton	4.18.24	Sussex C.A.
3	Don Lock	4.25.29	Sussex C.A.
4	Peter Baird	4.37.40	Sussex C.A.
5	Peter Baird	4.41.27	East Sussex C.A.
6	Allan Matthews	4.42.55	Wessex R.C.
7	Allan Matthews	4.45.02	Sussex C.A.
8	Peter Baird	4.54.23	Speedwell B.C.

Joe Simpson.

Joe Simpson, an older club member died suddenly and peacefully at his home on the 11th November, the day before his 83rd birthday.

Joe began cycling in the late 1920's, those halcyon days of little traffic, and when most towns and districts had their cycling club. He joined the Old Portlians' C.C. and remained a member of that club all his life. He was also a member of the 40-plus C.C., V.T.T.A., C.T.C. and the Tri-cycle Association.

Some years ago, trouble with his hips resulted in a double hip replacement operation. An infection in the left hip led to its removal. From then on Joe found it difficult to ride a cycle. Determined to carry on riding he bought a tricycle, gradually learning to master the waywardness of that machine. A few months ago, I decided to buy a trike, and found it so awkward that I thought of re-selling it, but Joe encouraged me to persevere, telling me that it would "come to me and I would get the hang of it", and it did. Joe did a 12-hour ride on his trike, backed up by Charlie Lednor, to raise money for the St. John's Ambulance Brigade, raising £ 1,000.

For the past few years, Cliff Hawkins, Freddie

Clayton, Ray Douglass, Jim Hughes, Jean and Roger Smallman and myself have visited Joe at home. He looked forward to having visitors who were always made most welcome, with tea and biscuits always on the table.

Because 240 miles had not been ridden by a club member in a 12-hour T.T. for a number of years, Joe had been generously donating £ 10 per year to be given to the first rider to repeat this feat. This year Jeremy Wootton managed it, and Joe was very pleased when I eventually told him, and was delighted when Jeremy wrote to thank him.

Lately he turned to the Church and I believe he obtained much spiritual comfort from his visits. All who knew him found him a likeable and generous man. All his friends will miss him, especially those of us who jokingly looked upon his home as the Church Walk C.C.

The day after his death I met his son Bob. His words to me were "You know Charles, my dad was a good pal to me".

What better epitaph could a father want.

Charles Brazier.

National Best All Rounder.

It was good to see two club names in the +22mph tables recently published by Cycling Weekly.

Jeremy Wootton with a somewhat intermittent season did well to finish in 95th place. I surprised myself with 145th in what I suppose must have been my best season ever. Peter Baird qualified with an average speed of 21.113mph and the average speeds gave us a team average of 22.13mph, which

I believe gave us 20th place in the team result, rather than Birkenhead North End C.C. as published.

Both Peter and myself suffered in the tables because our fastest 50's - both three minutes quicker, were in events which for one reason or another did not qualify.

Next year I believe we are going to have five complete the three distances. There's every chance they will be stronger and faster and perhaps we might then head the other S.C.A. clubs, who were G.S. Stella (11th) and East Grinstead (14th), in the 1993 table.

Don.

Lands End to John o'Groats....

Another Worthing Excelsior member has pedalled his way the length of Great Britain. Tom Bacon and three fellow student friends did their ride over a period of 13 days during the summer, raising over £ 500 for the Lancing Scout Group.

The route was not the shortest, in fact in excess of one thousand miles, due largely to accommodation at Youth Hostels.

Well done Tom. Now you've demonstrated your distance stamina, how about moving on from the evening tens to 25's and longer events?

Don.

Frightening ordeal for Mike Poland - he's now had speed wobble, and no one will believe him - did it have anything to do, we wonder, with a broken top tube?

1993 Veterans' All Rounder Championship.

1st Don Lock. Age 57

10 mile	23.04	
25 mile	57.57	+ 5.564mph
50 mile	2.01.20	

2nd Richard Shipton Age 47

10 mile	21.48	
25 mile	55.22	+ 5.548mph
50 mile	1.52.27	

3rd Mike Gibbs Age 58

10 mile	23.26	
25 mile	1.01.27	+ 4.419mph
50 mile	2.12.08	

4th Allan Orman Age 47

10 mile	23.51	
25 mile	1.00.49	+ 2.60mph
50 mile	2.12.34	

5th Peter Baird Age 48

10 mile	25.09	
25 mile	1.02.28	+ 2.065mph
50 mile	2.13.26	

6th Allan Matthews Age 42

10 mile	24.32	
25 mile	1.05.32	+ 0.502mph
50 mile	2.20.57	

7th Reg Searle Age 63

10 mile	28.58	
25 mile	1.20.45	+ 0.18mph
50 mile	2.54.57	(Trike)

1993 Senior Best All Rounder Championship.

1st Jeremy Wootton

	<u>Actual</u>	<u>M.P.H.</u>
50 mile	1.57.24	25.554
100 mile	4.18.24	23.220
12 hours	243.001 miles	20.250
		69.024

$$\div 3 = 23.008 \text{ mph}$$

2nd Don Lock

	<u>Actual</u>	<u>M.P.H.</u>
50 mile	2. 1.20	24.725
100 mile	4.25.29	22.600
12 hours	239.210 miles	19.934
		67.259

$$\div 3 = 22.419 \text{ mph}$$

3rd Peter Baird

	<u>Actual</u>	<u>M.P.H.</u>
50 mile	2.13.26	22.483
100 mile	4.37.40	21.609
12 hours	237.276 miles	19.773
		63.865

$$\div 3 = 21.288 \text{ mph}$$

1993 Junior Best All Rounder Championship.

Karl Robertson

	<u>Actual</u>	<u>M.P.H.</u>
10 mile	25.39	23.392
10 mile	26.13	22.886
25 mile	1.10.18	21.337
25 mile	1.10.24	<u>21.307</u>
		88.922

$$\div 4 = 22.231 \text{ MPH}$$

Most Improved Rider.

Don Lock

100 miles - Improvement 4.40.24
to 4.25.29

$$= + 1.20 \text{ mph}$$

It just shows how slow he used to be, doesn't it.

(Ed).

Veterans' Time Trials Association
National Best All Rounder Competition 1993.

Don and I were having one of our editorial sessions, which usually involve him dissecting what I've put into the Mighty Wurlitzer so far, and reproving me for my aberrant spellings of names like Allan and Douglass. During a lull in the blood-letting, he paused, and staring down at his size tens, coyly mentioned his placing in the Vets' national B.A.R.

I recall that Don entered the S.C.A. "12" this year because he'd been pleased with his rides at the other counting distances, and a good "12" would put him near the top in the S.C.A. vets' B.A.R. What he hadn't expected was that this series of rides would give him arguably the best Worthing Excelsior place ever in the National Vets' B.A.R.

He was a bit shy about our putting any sort of eulogy in the mag. ("modesty forbids" sort of tripe), but after he'd gone I found some stuff he'd "accidentally" left buried on my desk. I can take a hint, so here goes.....

Don made 25th place, with a plus of 4.84 mph, from rides of; 25 mile - 57.57, 50 mile - 2.1.20, 100 mile - 4.25.29 and 12 hour - 239.21. The 25, 50, and 100 mile efforts were life-time personals, not bad for an old bloke of 57, whose telephone directory's "O" page now has only two entries - Osteopath..... and Organ repairer. Delicacy denies me further comment!!

Peter Baird, a stripling of but 48 summers (but ah! what summers), finished 118th with a plus of 2.082 mph, showing the promise which more grey hairs should bring!!!

But back to Don (he's gonna love this!!) - another bit of paper "accidentally" left buried under the JG desk detritus showed he came third in the Surrey/Sussex Group B.A.R. behind Harry Featherstone (Norwood Paragon) and Shay Giles (Leo R.C.). These, with John Yates (Norwood again) Steve Avely (Tooting B.C.) and Charles Robson (Eastbourne Rovers) (he beat all of these, so there!!) won the National Group Team Prize (The Raleigh Shield),

beating Manchester and North-West (2nd) and North Lancashire (3rd).

Surrey/Sussex got the shield back after a lapse when they let East Anglia have it last year: otherwise they've "owned" it since 1989.

Some of these veteran performances are indecent. The winner, Pete Crofts from Southborough Wheelers, did 53.20, 1.46.36, 3.53.57 and 263.37, and the fastest times of any qualifiers were; 25 - 53.08, 50 - 1.46.36, 100 - 3.53.57, and 285.57 for the "12". Phew!!!

Don - can you come back and tidy my desk now... please?

John Grant.

Beware the Small Print.

"The policy excluded liability for the insured's "Wilful exposure to needless peril".

I suppose someone will say that to race on the highway could be just that. Our defence will be to maintain as clean a record as possible.

Accidents in time trials have occurred but fortunately not in great numbers, although one is too many.

What has to be proved, is not simply that there have been no accidents, which can be achieved by banning racing, but that with "X" thousands of rides and "Y" hundred thousands of miles covered the bike even when raced is safe.

Have a good season and a safe one and keep your

eyes peeled for the idiot - there's a lot of them about.

Don.

Cycling with the Blind.

You may have noticed early in the year a notice in *Cycling (the Beano)* a request for persons and a tandem for a cycling fortnight with the blind and this was being organised jointly with METRO (a London charity for blind sports people) and Ken Craven - one of the U.K.'s top short distance time-triallists in the late 50's and 60's and still pretty useful. Having not arranged an away holiday for '93, due to an aged pooch and encouraged by my wife (get me out of the way for two weeks) I volunteered my services. The reply from Ken informed me that this was not just a ride for blind stokers but was to be an international event and should be an interesting two weeks. Accommodation was arranged in the clubrooms of 5 clubs located in Ugley Essex.

So came September 6th with tandem in car I set off for Essex leaving the builders working on the outside of the house and supervised by Linda!

On arrival I was greeted by Ken Craven and the coordinator of the blind group Janice who was also blind for the introductions. Suffice to say the steers-persons included Margaret Allen, the ladies' best all-rounder in 1991, Bob Maitland, forties professional and Tour-de-France rider - Eric Beauchamp another prolific rider of the 60's and Steve Bamber of the Ely and District well known in East Anglia and several younger riders including two from B.C.F. centres of excellence, great to see younger people giving and not taking.

Next - the introduction to the blind stokers and it was truly an international event - riders from 11 different countries - America - Canada - Australia - New Zealand - Latvia - Sweden - Belgium - Holland, Hong-Kong, South Africa and the U.K. This was also an event entitled the "Peace Ride" and was the third time to be held - previous events being in the U.S.A. and Australia at two-yearly intervals. The idea being to bring together people with like disabilities from different parts of the world interested in common activities.

The next stage was to pair up the stoker and steersman/woman and I was paired up with an American from Brooklyn - Marti. Marti was 63 years old and was a poet amongst other things. He also did cross-country ski-ing and was the inventor of the collapsible walking stick and had received a commendation from the President of the U.S.A. for work in rehabilitation of disabled people in the states. In speaking to others you quickly forget who was the most disabled, them or us. Nearly all did more than one activity and all were in full time employment ranging from M.D. - solicitors - physio - personnel manager - system analyst, etc. Many of the Brits represented the U.K. in various sports - canoeing, ski-ing and cricket and one had beaten 3hrs in the London Marathon. Janice had achieved 1.38 for the half Marathon - suddenly and I think it was common to the steerspeople you feel quite humble.

So to the riding - we chose routes through the Essex countryside of 40 to 70 miles each day with always a stop for lunch in a country pub. In total there were 28 tandems in groups of 3 and quite often these were quite competitive especially the last miles to lunch.

The lanes around Essex are relatively traffic-free so it proved an ideal location and the rides selected by Eric Beauchamp did not cover the same route any day, apart from start and finish. The weather also was extremely kind to us with only 1 days rain. After the first day you soon forgot that the stoker was blind - the balance was there and apart from explaining the countryside and shouting when a hill appeared there were no problems. The lunch stops were fantastic and the overseas people really got to like them, and the beers - particularly the Aussies.

On arrival back at the club rooms late afternoon we were greeted by Rose and Ken from the Crest with tea, soup and rolls. A shower then change of clothes and by coach to the local Saffron Walden grammar school for the evening meal provided by the school domestic science group and the Round Table - (there was even enough to satisfy Dave Hudson). Following the meal there was a presentation every evening for the best story of the day - most punctures etc. and then back to the club-room or a pub for a sing-song, two of the stokers being very accomplished folk singers with guitars. In between this we had a reception at the Bishops Stortford rugby club and a DARTS match in a local. Sighted people were blind-folded and directions taken from holding a piece of cord pinned to the Bull which acts as a guide.

At the end of the first week we were going to Sherringham in Norfolk for a few days. This was some 106 miles away and since the visitors were going into Cambridge on the way one of the other sighted lads suggested riding the whole way rather than putting the tandem in a lorry.

Rowan Horner - who is in the Fareham Wheelers, was to be my partner and is with the Southern Centre of Excellence so I was in for a good ride. Two other pairs also decided to ride up, including Bob Maitland with one of the blind lads stoking - a competitive Kiwi - Paul. The ride itself was only marred by Bob getting a puncture and was otherwise notable for two things, the cream cakes en route and the average riding speed of 22½ m.p.h. In Sherringham we stayed in the Y.H.A., which was more like an hotel than I can remember from my youth. Again the rides were selected and we discovered that not all of East Anglia is flat, but the scenery was terrific and quite one of the highlights was a stop at a pub in Cromer frequented by a motor cycle club, mostly punks. However they turned out to be real fun and involved us in their lunch-time game of Bungie Pulling. This involves walking with a with a series of inner tubes (motorbike) tied together and tied to a tree - the object being to see how far you can go without being pulled back. Margaret Allen set the target and only one man, a rather large blind Dutchman, beat it.

A formal dinner in one of the hotels turned out to be like a club dinner, with cross-toasting, which was new to most of the overseas visitors. Sitting as I was with the Aussies they soon caught on and it turned out to be a real fun evening. However I made the mistake of introducing them to Pass the Port - boy did I sleep well and have a heavy head the next day.

After our few days at Sherringham we returned to the club houses at Ugley for the final four days. For the second stay at these I had a fresh stoker - John, who was a Canadian - Physio by profession and very fit, not unusual for him to go out for an

hour's run prior to a 70-80mile (a blind Wooters) ride. his lunch-time tipple was black tea with a large brandy which caused some of the local pubs a problem. On some of the rides - well most of them - all the villages seemed to have ponds with ducks. The South Africans and Aussies could not understand how they, the ducks, survived. In both their countries they reckon the ducks would not have survived the cook pot for too long.

The evenings were taken up with serious things like a Karioke evening - a fashion show of thermal underwear - courtesy of Margaret Allen. AAAAAh!! The final day was to be a morning ride - lunch in a pub and a cricket match on the village green, blind versus blindfolded sighted. As Mike Bryce stated, blind cricket is played with musical balls - the game ended in an honourable draw - courtesy of the blind. It was not quite time to say our goodbyes - we had to pack our gear and then down to Hornchurch for a farewell dinner and presentation. Again it was just like a club dinner and the visitors had already learned the art of cross-toasting and the evening really went with a swing. The final part was each stoker making a small speech and presenting all the steerspersons with a special shirt and a goblet which was a super gesture and a much appreciated memento. Then the farewells and you really felt as though you were parting from friends of long standing.

I have to say it was a holiday I approached with some trepidation and it took a whole day to get over that and realise it was going to be great fun. There are many incidents I could have mentioned which I'll not forget - oh I forgot - Anglia T.,V. descended on us and did a feature as did Radio 4 - they even sent a reporter on a bike to get first-hand experience.

It's something I would certainly do again. The next ride is in 1995 - possible South Africa, so who knows? One thing is for sure - the lobby to allow tandems with blind stokers to be part of all open events has my support.

Mike Gibbs.

Surrey League 1993.

The club belongs to this road-racing league, which must be about one of the most successful organisations in cycling. There were thirty clubs affiliated last year and 467 full-season registrations. Clubs pay £30 p.a. and individuals £12.00 p.a. Add to this entry fees for all the events and there was, with other minor items, a total income of £ 33,700.

After hiring halls and circuits, paying of levies, insurance and general administration costs the excess of income over expenditure amounted to £ 18,800. Apart from a small carry-forward of about £ 80, the whole of this was then distributed to the riders on a points basis. Points are awarded in all events and are given a value, i.e. most for road races, next for Goodwood circuit events and least for juveniles. It is a fair system - over six hundred riders each won something.

The highest received £360. Colin Toppin picked up £28, Vern McLelland £12.60, Paul Toppin £5.40, young Sean McLelland £4.00, and Matthew Lelliott £2.75.

Don.

S.C.A. Awards, 1993.

After East Grinstead C.C. and G.S. Stella had grabbed the lion's share of the awards there was not a lot left for anyone else. We probably just about tied for third most successful club along with the Lewes Wanderers.

In the association's Senior B.A.R., decided over the nationally recognised distances of 50 miles, 100 miles and 12 hours, Jeremy Wootton was an excellent third and Don Lock finished fifth. The winner, Mark Jones of G.S. Stella, had an average of 23.248 mph. Jeremy was on 22.510 and Don on 22.069.

These two collected a couple of Association trophies; Jeremy the season-long Points Cup, and Don the Veterans' B.A.R. Charlie Lednor, our great servant of former years, would have been pleased to see this. The points trophy was put up in his memory, to remind us of his work for the Association over many years.

In the 100 mile Championship Jeremy finished third. In the 50 mile championship, Paul Toppin finished in the silver medal place, and Don was first veteran. Paul, brother Colin, Mike Muzio and Jeremy Wootton, finished second in the team championship 25. Jan Scotchford was first lady in the March 25 and veteran Ken Retallick collected the veteran's medal in the early-season circuit event.

Final comment on that would be a bit like my school reports - "a reasonably good year but could do better".

Medway Meander.

The motorised run to North Kent and the Medway Valley took place on November 27th, Departing from Lingfield, Surrey, at 9.00a.m.

The gathered ensemble comprised Ken Retallick, a newcomer to the club's motorised runs, Don Lock racing vet. and rubbing mudguard, Mike Gibbs suitably prepared for the run on a diet of Mexican food and vin rouge, Nick Lelliott taking time off from the rigours of training for six hours at a time on the South Downs, Eric Bonner our guest from the Central Sussex and your scribe.

In the week prior to the ride the weather had provided an extended period of sub-zero temperatures and thick fog, and the prospects of fair weather for the ride seemed grim, but it was surprisingly pleasant, cold, bright but dry.

Departing from the car park we passed by Haxted Mill, a restored working watermill, before crossing the Redhill to Ashford railway line at Marlpit Hill. Our route continued Eastwards to pass the Northern extremities of Bough Beech reservoir, many "twitchers" were in evidence awaiting the wildfowl to arrive from Eastern Europe. Continuing through the lanes we climbed up to Sevenoaks Weald a nasty little hill just prior to elevenses at Morley's Café near the Q10/19 turn. Not a bad café although the service could be improved and the T.V. set turned down - we had covered 17 miles in 1 hour 15 minutes.

At elevenses we were joined by Dennis Lednor an old member of the club who now lives in Maidstone and rides with the San Fairy Ann C.C. His club-mate Bernard also joined us for the ride to lunch.

Dennis guided us through the lanes after being advised of the intended route previously. We were to go via Shipbourne and East Peckham to Yalding. The previous week-end this area had seen 3-6" of snow and in some gardens there was still evidence of melting snowmen.

Our arrival at Yalding meant getting to the lunch venue too early so Dennis took us on some detours through the lanes, which were in places very muddy due to major pipe laying works. This area of Kent has many hop fields in evidence which were to produce the major part of our lunchtime liquid refreshment at the Woolpack pub at Benover - 36 miles.

A good pub catering for the hungry cyclist with an extensive menu. Nick enjoyed his "Dustbin" omellette, it's got everything in it!! and this week he did not have to stand up and make a speech. Ken went for the exotic, Hungarian Goulash whilst the remainder went for the sandwiches and ham omellettes, a good meal reasonably priced.

From the pub we went South, leaving Dennis at the Queen Street junction, to continue our ride South of Paddock Wood, the new Tonbridge by-pass, to pass the H.Q. of the Q10/19, go under the A21 and then onto a very up and down road to Penshurst.

Mike suffered on this section. The combination of his pre-ride meal and lunch were in danger of becoming an explosive cocktail. He made the afternoon café alright but declined the excellent wedges of coffee or lemon cake.

Penshurst a village dominated by Penshurst Place standing in magnificent parklands, our café The Old Bakery stood in the original Leicester Square

named after the original Elizabethan Earl of Leicester. A pot of tea for five and cakes all round (except for Mike, on the milk-shakes by now) were enjoyed in the oven room.

With the light beginning to fade now our route took us to the Chiddingstone Causeway and then left past Hever Castle, well-known haunt of Henry VIII when he was in pursuit of Ann Boleyn. The only pursuit we were involved in was keeping up with Nick Lelliott and Eric Bonner who kept the pace a little higher than previously through Edenbridge as it was darkening quite quickly now. Nick suffered the only mechanical breakdown of the day, a front wheel puncture. Lights on then as we retraced the final miles past Haxted Mill to return to the Lingfield car park at 4.30 p.m.

We all had enjoyed a good day in the saddle and had covered 69 miles. The weather had been kind to those of us who completed the ride. Mud-flaps are available free of charge - see Tony Palmer.

It is intended to have another motorised run in January or February, dependent on other events and reliability trials - watch notice board for details.

Tony Palmer.

Pound (£!) per Mile.

That is the first prize in next year's Sussex C.A. 12-hour. The second man will collect 50 pence per mile, the third 25 pence and so on. This is the generous offer from Andy Attwood and Martin White of the Bike Store at Broadwater.

They are prepared to back the event to the tune of

ONE THOUSAND POUNDS in an effort to get top riders and to build on the prestige already gained for the promotion largely by the hard work of our own Ray Douglass.

There will be a full page advertisement in the 1994 R.T.T.C. handbook. The date is the 14th August. All you distance men had better get a good winter behind you. It could pay dividends!

Someone suggested that it would be a good idea for 25's - £ 1 a minute.... but the fast men rejected the idea.

Don.

East Sussex Cycling Association.
Time Trial Calendar - 1994.

<u>Day</u>	<u>Date</u>	<u>Event, H.Q., start.</u>
Sun.	6th March	Hardriders 17 miles Fairwarp, 10.a.m.
Sun.	10th April	Two-up T.T.T. 29 miles Uckfield, 9 a.m.
Sat.	23rd April	10 mile T.T. Laughton, 2.30 p.m.
Sun.	24th April	25 mile T.T. Laughton, 8 a.m.
Sun.	19th June	50 mile T.T. Fairwarp, 6 a.m.
Sun.	17th July	100 mile T.T. Upper Dicker, 6 a.m.
Sat.	17th Sept.	10 mile East Hoathly, 2.30 p.m.
Sun.	18th Sept.	25 mile T.T. Fairwarp, 8 a.m.

So Who Rides the Men's Events?

Time triallists, at least those who still think of road-racing as "massed start" and dismiss many of its participants as "posers", should stop and think. Consider just one aspect. How far do you race and how far do they race?

Any run of the mill 2nd and 3rd category road race will be at least 60 miles, and include some hills. O.K., so it's easy tucked in a bunch, but you will do well to stay tucked away for all the race and it still doesn't compare even with a "25", let alone these ten mile things, why, they can surely only be of any use as a bit of speed training.

Twenty-six of our riders completed the time-trial questionnaire. Paul Toppin, our most prolific rider with 50 events in his 1993 season, averaged just 21 miles per race - less than an hour's ride. Peter Baird covered the greatest total distance in his 50 time trials, and although he rode several long-distance races his average race distance was still only 36 miles. The highest race average was recorded by Jeremy Wootton, who from only 19 events amassed 888 miles, or just over 46 miles per race.

From all the completed questionnaires, and we think only a number who rode just a few of the evening tens failed to respond, we had a total of 517 time trials ridden, and a total of 10,038 miles raced, again, like Paul Toppin's, an average of 21 miles per race - not much.

Clearly it is the tens that pull down the average and there are so many especially in mid-week evenings where admittedly time hardly allows for anything much longer. It is significant that Jeremy's 19 rides included only one of these.

Mike Gibbs led the way in the "boys'" events with 24 tens, with Paul Toppin on 22 and Chris Bacon on 15. Mike hits the top again at 25 miles where he rode 19, just one more than Peter Baird and three more than Paul Toppin. Richard doesn't go any further, but at 50 miles, he is tops with 6 while Peter Baird and Paul Toppin both had 5. Peter completed 3 hundreds as well as a 12 hour and is really well clear of the rest with no-one else managing more than 2 hundreds or 1 hundred and one "12".

So find out a bit more before you dismiss any road-racing man as a poser - he may invite you out for a hilly 90 mile training run next Sunday morning!!

Don.

The West Tarring Cycling Club.

Digging around in old newspapers a while back, I turned up the news that the Excelsior wasn't the first cycling club in Worthing. Despite a buzz of enthusiasm, the Worthing Velocipede Club, mooted in 1869 (the year Worthing saw its first Michaux - style "boneshaker" machines) never got off the ground.

Pity that, because "Velo Club Worthing, formed 1869" could put a few noses out of joint: no, the honour of "first in Worthing" goes to the Worthing Cyclists' club, formed in 1882. An aristocratic bunch, they had some lovely nicknames- "Scissors", (probably hairdresser Duffield), "Fat Boy from Pickwick" and "Rover" (Walter Patching, who rode a "Rover" safety).

Sadly, by the end of the 1880's they were not giving their members what they wanted, and as that

busy upstart, the Worthing Working Men's Excelsior Cycling Club, grew, the Cyclists' Club fell into despairing decline, and finally sank from sight. They left us one lasting legacy though: their colours too were light and dark blue.

Coo, I don't half waffle when I get going - this is supposed to be about the West Tarring C.C. Back on track - some sixty in number, (not bad for a tiny village), they were a jolly band, and first appeared in the 1890's, probably in 1897. One cornerstone of Tarring history is the connection with Thomas a'Beckett, and the fig trees he is said to have planted in the village. Because of that, and the club badge, they soon were known throughout Sussex as "The Figleaves".

Victorian cycling was a social activity, leavened by a bit of very tough road and track racing (Preston Park track opened in May 1887, believe it or not), and the West Tarring C.C. was typical, although an unpopular rule that members could not compete in a club race unless they had attended 50% of club-runs to date was soon thrown out!

Gentleman members wore the knickerbocker suit, badge of the serious clubman, while the ladies, oh so elegant and impractical, wore long dresses and dainty little straw boaters! (And we have pictures in the club album to prove it). Even so, this happy band left tyre-marks all over Sussex - Steyning, Littlehampton, Bognor, Horsham - think of it, in such impractical dress, the ladies often on high and heavy safety bicycles, on narrow dusty roads that had changed little since the death of coaching some fifty years before.

Hard, but so idyllic - dusty and bumpy their roads might be, but they had yet to see a motor-car, so the greatest risks were of running into the back

of a slow-trundling hay-wain or a flock of sheep while "flying" feet-up down the Bostal!

Like the Excelsior, their annual social highspot was the "strawberry feast" in the large field (now built on) behind the Franklands Arms at Washington. The Excelsior's runs captain, Alf Chilton, had pioneered this in 1897, to combat the harm the "scorchers" were doing to the club-runs, and the Figleaves borrowed the idea with success. You ate your fill of "King Strawberry", of bread, butter and tea, danced and sang yourself to exhaustion, all for ninepence! Local newspapers tell of long lines of twinkling rear lights as four or five impromptu choirs rode (biliously?) home.

At home, you'd find the West Tarring C.C. at the Victoria tea gardens, or if it was a big function, in Tarring parish school. One in January 1899 was typical - no alcohol, just tea, coffee, squash and fruit syrups, but that day these sufficed to fuel the dancing and singing until two in the morning.

This was typical - no radio, no television, so they made their own entertainment: saddler Sam Clark was expert on the flute, his mates haulage contractor Edgar Henson and gent's outfitter Bert Peto both had glorious tenor voices, and there were others to entertain with accordian, violin, mandolin and piano. The Excelsior joined in too, Bert Paine could sing a bit, Mills played the piano, and Mr. Chamberlain's five-piece banjo band never escaped without at least one encore. How many of us to-day could do a "party piece"? It was a must then, be it instrumental, a song or just a recitation, ("The Green Eye of the Little Yellow Idol" was a safe bet), but however awful, good-natured applause accompanied you back to your seat.

Sponsored walks and bike rides a recent invention? Forget it! On the 19th July 1899 the Worthing Gazette reported a "cyclists' church parade", run by the Figleaves and the Excelsior on the previous Sunday, to raise funds for the Infirmary (now much expanded as Worthing Hospital). Some hundred and sixty riders from clubs all over West Sussex, from Horsham, Steyning, Chichester, Littlehampton and Petworth, to name just a few, met at the pier. On safety machines, tricycles and high-wheelers, they paraded West on Marine Parade to Heene Road, then Shelley Road, Chapel Road, Teville Road and Tarring Road, collecting as they went. They filled West Tarring church for a shortened evensong, followed by refreshments in the field to the West of the church. (That too has been built on).

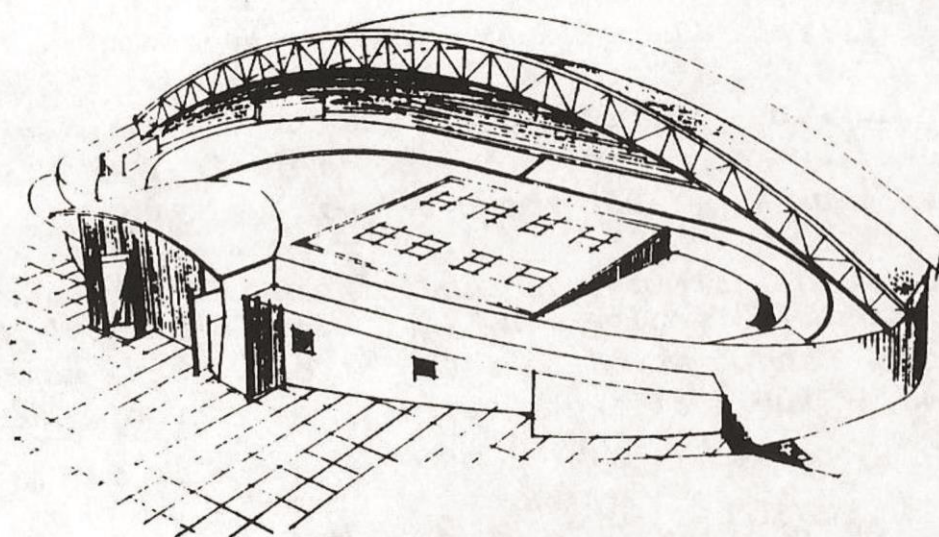
But it wasn't all dancing and singing - there were some powerful racing men, like Sam Clark, whose saddlery shop stood in South Street, and Edgar Henson, the village haulier, of whom more anon.

Like the Worthing Y.M.C.A. cycling section, the West Sussex Road Club, the Worthing Cyclists' Club (1882-91) the Worthing Mitre, and the Worthing Star C.C. (1895 - ?), the West Tarring Cycling Club are no more. All that remains is a handful of fading photographs, and just one example of their club badge, property of a local collector. The fig flower and its leaves lie on a white enamel ground, the gold letters "West Tarring C.C." around its rim call to mind a delightful bunch who loved life, loved music, and above all, loved cycling.

John Grant.

A helmet? A good protector for head-on hazards?

Not another comment on the headgear debate, it's just that every time I see the design of the new Manchester Velodrome I am reminded of a helmet. Let us hope that it will protect against the kind of problems that have hit other stadia specially built for Olympic or other major games.



So often after the euphoria financial problems set in. Manchester did not even get the Olympics and now have only a chance of a Commonwealth meeting.

Certainly the facilities will be superb and well fit to host international meetings, but is there enough track support in this country? But then the other question is, will there ever be that support unless and until we get the indoor tracks - a chicken and egg situation?

It is a challenge for the young - hopefully they

will be inspired by the likes of Boardman and Obree.

The stadium will seat 4,000 which can be increased to 5,500 and it is going to take the likes of Chris and Graeme at their best to put bottoms on all those seats.

Significantly, perhaps even anxiously, the design incorporates flexibility, allowing easy adaptation for other indoor events.

We hope that it will restore track racing in this country to its heyday of the 50's.

Don.

This magazine, its editor, keyboard operator, and spelling checker, disclaim all responsibility for the mis-spelling of Nick's name in the Annual Dinner menu - "Nick Lettiott" indeed!

It should have read "Nick Lelliott", who as you all know is our Club Couch.

John Grant.

New Members.

Please welcome;

- Andrew Parkinson, who commenced his competitive riding with us at the '93 hill climb. Andrew lives at Warningcamp, works at Beechams, and uses the ride to and fro as part of his training. He says he knows Mel Robertson (sorry, Andrew, but name-dropping will get you no-where in this club!!).

- and Mark Swindall - as yet Mark is a closed book to us, but at least we can promise to spell his name right.

Coachy's Dinner 1993.

Back at the Dawn of Time, Prehistoric Man, given a skin to wear, a bowl of boiled grass to eat, and a big fire to watch, was very happy. Tell him the one about the woolly mammoth and he brought the cave roof down.

Nowadays, bombarded by Haute Couture, Nouvelle

Cuisine and Bruce Forsyth, today's cave man is not so easily satisfied - or is he?

The Worthing Wheel sent News Lout down to the Club Dinner to find out.

The dinner was again held at the Windsor House and was attended by some seventy or so diners - members, their wives and guests.

The principal speaker was Editor of Cycling Weekly, Andy Sutcliffe.

A tasty meal of chicken followed by French Apple Dessert, was accompanied by some lively cross-toasting, where amongst the hilarity, stalwart timekeeper Ray Douglass was presented with a large cardboard clock - fully re-cycleable of course.

Coffee followed.

Mike Poland, ever politically correct and playing his part to relieve racial tensions - worldwide - refused to have his coffee either black or white, "Just make it coffee-coloured", he said.

Andy Sutcliffe proposed a toast to the Worthing Excelsior, to which Nick Lelliott (who does for

public speaking what curb-crawling does to family values) replied on behalf of the club.

I had thought that all editors smoked cigars and kept shouting at people. In this respect Mr. Sutcliffe tended to disappoint. Like something strange had appeared in his word processor, and it said *Worthing Excelsior*.

In contrast this editor delivered his address in the mode of a sixth-former reading a long-overdue essay, but with a good deal of tousle-headed charm which endeared him to many of our ladies.

Those of us who are unaffected by such things will judge him by the standard of his magazine - *Progressive, Innovative and Excellent*.

The prize presentation, always a highlight of the evening, was stewarded by Don Lock.

The various individual awards, including a charismatic Best-all-Rounder to Jeremy Wootton, were presented by Colette Dunn, Andy Sutcliffe's partner.

Michael Muzio looked pleased to be carrying off a good proportion of the silverware this year, while an "I'll try anything once" approach seemed to have paid off for Chris Bacon.

Paul Toppin wrapped up the ten series. The longer distance efforts of Peter Baird were formally recognised, and Don Lock collected a superb vets' B.A.R.

A build-up, involving much suspense and sealed envelopes, worthy of any Miss World contest, revealed that Ray Douglass was Clubman of the Century - sorry, Year. Gamefully playing along,

Ray just could not believe it, or perhaps he did not want to.

Ooops! steady with that crown.

After dinner, entertainment was provided by two disco operators who spent 30 minutes erecting what looked like a chipboard replica of the runway at Gatwick airport. Then they played records, which a few people love to hate, but which many seemed to enjoy.

After a disappointing racing season, "Coachy" was seen dancing with Fast Lady - Lesley Barratt.... hoping some of it might rub off?

The ice rink conditions on the floor may cause a few, like poor Maureen Lock, to adapt their dance wear. A pair of Doc Martins and a square of sandpaper?

Some additional fun was provided by a light-hearted "Editors' Challenge", between Cycling's Andy Sutcliffe and our own magazine editor, Don.

After several bizarre contests involving those things which editors are supposed to do best, the spoils were eventually carried off by Don - tongue in cheek.

While, to his evident shame, Mr. Sutcliffe was left, probably to apply for Voluntary Service Overseas.

We all needed bringing to our senses and some extravagant raffle draw prizes skillfully drawn by Andrew Lock did that - well nearly.

I must tell all Hot Ribena fans that Connie Hughes was at the dinner. Nobody can quite make it the

way Connie and Jim used to, can they? In my boyhood priorities Connie's Ribena ranked alongside Mil-Remo tubulars and the Lone Ranger.

With the serious business of the E.S.C.A. Hardriders on the following morning the sensible bade farewell and left the partially inebriated to complete the job - and why not? Some of us need to control our chest hair with garden shears and would not drown in a small dry sherry.

Thanks must go to Angela Toppin for again organising the impossible - a club dinner which attempted to please everyone and hopefully offended no-one.

News Lout.

It is rumoured that.....

Mike Poland's recent visit to the doctor's was satisfactory. Asked if he had ridden Bury Hill, and having replied "No, you told me not to," the doctor indicated that it was all right for him to do so, and he could ride Duncton as well.

All this on the NHS!!

Two comments overheard on Autumn club-run -

Mike Gibbs grumbles that he'll have to train harder in the summer for the club run season,

- and our Ed. says that he longs for the racing season, when once again he will be able to go at his own pace.

REMINDER

SUPERB VALUE FOR MONEY

**MEMBERSHIP OF THE
WORTHING EXCELSIOR C.C.**

SENIOR MEMBERS

£ 16.00

**JUNIORS, SCHOOLCHILDREN,
SECOND-CLAIM**

£ 11.00

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SUBSCRIPTIONS ARE NOW DUE

PLEASE PAY PROMPTLY

AND HELP TO KEEP COSTS DOWN

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BRING YOUR CHEQUE BOOK OR WEDGE

TO THE A.G.M.

**TUESDAY FEBRUARY 22ND
IN THE CLUB-ROOM**

(FORMAL A.G.M. NOTICE WILL FOLLOW)