

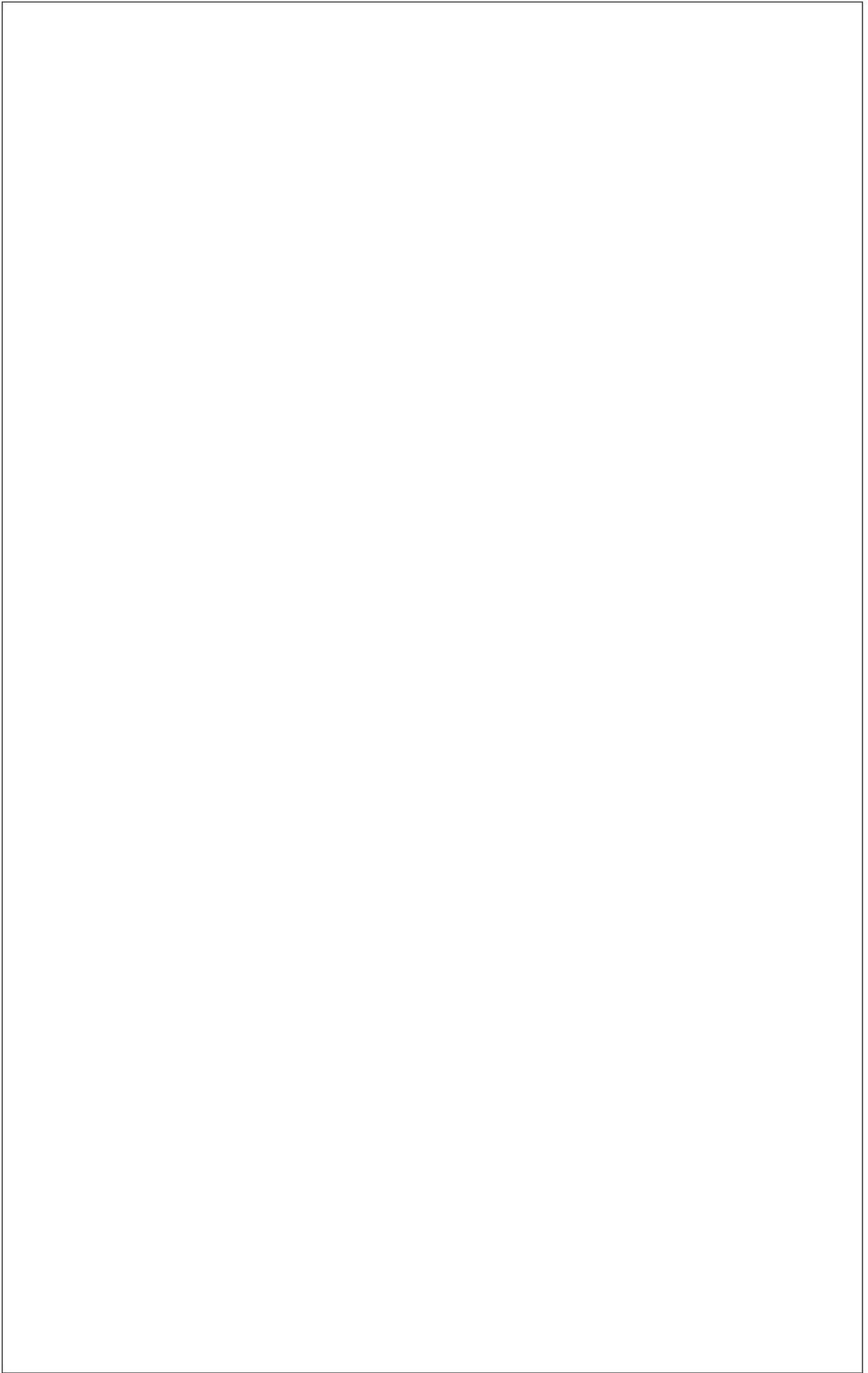
THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

SUMMER 1998

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**THE WORTHING WHEEL
WORTHING EXCELSIOR CYCLING CLUB'S
QUARTERLY MAGAZINE === SUMMER 1998**

Clubroom: Broadwater Parish Rooms
Meetings every Tuesday evening 7.30 to 10.00

Opinions expressed are those of the contributors,
and not necessarily of the club or its committee

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RUNS LEADER'S REPORT

Sunday 22 March

Well Mike Irons certainly gets a point, he went to the Washington start and attended elevenses in the Pulborough Garden Centre. Keith Dodman rode up from Littlehampton and Ron Bardouveau came straight over Bury from East Preston. Don made it via Washington but had to get there early so that he could also do the timekeeping for the Circuit Event. Dave Hudson was another that made his own way - probably checked out the 400k route on the way.

After coffee we tried the lane at the back of Pulborough through Pythingdean - big mistake - met up with a rally for Range Rovers, what a mess, the lane was only wide enough for Matchbox or Corgil Out of that and over the A29 and a long climb and then a descent to Nutbourne where we shed a couple who were joining the CTC for lunch.

Not a long ride this morning depending on your starting point only about 35 miles and home soon after 12.

Sunday 29 March

Departing Ditchling at 9.10 am for this run in East Sussex, the direction taken went immediately into West Sussex albeit the very edge. Going via Keymer, Burgess Hill, World's End and onto Ditchling Common. Proceeding through Wivelsfield and turning into Slugwash Lane (a lovely name!) we encountered the first hill of the day which saw Sheila getting very red faced. After crossing the A272 and going through Walstead the uphill riding continued to Horstead Keynes. The presence of Spring was really noticable in the lanes in this area with numerous wild flowers showing and the leaves becoming much in evidence.

With Horstead Keynes being the high point of the route we could look forward to some rapid descents (37.8mph recorded) to Freshfields Crossways and Sheffield Park. Then it was over the main road, to ride through the picturesque

village of Fletching and on to elevenses at Chailey.

The outside of the cafe was parked full of bikes, just like the club run cafes in the old days. Every table was occupied by cyclists, Dave Hudson and Mike Poland had arrived independantly (he has had new tubs fitted!!) from the run. There were members of Eastbourne Rovers, Lewes Wanderers, Crawley Wheelers, East Sussex CTC and VC Etoile, it seemed like a step back in time to see so many cyclists at an elevenses venue.

After refreshment the remaining five members of the club run, Brian Howe having departed with Dave Hudson earlier to attend a CTC lunch at Barns Green, John and Sheila Lucas, Paul Toppin, Alan Matthews and runs leader Tony Palmer headed further east towards Barcombe Mills, prior to returning to Ditchling. The rain started to spit so a detour was put in to shorten the route to save those who were unprepared for the conditions getting wet.

During this detour a puncture was encountered by the Runs Leader who was able to demonstrate his newly acquired tyre removal device much to the envy of the others. Alan Matthews was so impressed that he had a puncture just to have a go! This provided some entertainment as his pump didn't work, and moments after re-fitting it to his frame and prior to departing, it departed the frame and launched itself skywards. The effect was to start John Lucas into hysterical laughter. The rain ceased (John's laughter will stop anything!) and we carried on past Paul Toppin's old school at Chailey. We had been past his childhood home at Wivelsfield earlier, this was altogether a nostalgic trip for him.

MIKE GIBBS

Mike has found some pubs in Norfolk even better, he reckons, than some of his favourites in Sussex, and let's face it he did know them pretty well! On 17th April Mike and Linda moved to Dereham and we shall miss them. Mike has been a tremendous worker for the club over many years

serving as timekeeper, event organiser, Committee man and Chairman for several years. He also helped enormously with the publication of this magazine and countless event start and finish sheets.

Always with a story to tell he was great company and there will be a noticeable gap through his absence. The Forty Plus group and the London South RTTC for whom he had been doing course measuring will also have been sorry to see his departure.

It is rumoured that his removal contractors asked if his son was coming as well. Never seen so many bikes including racing tandem, low profile and mountain bikes, eight in all! Clearly a separate van would be needed.

Your committee took them out for a meal at the Spotted Cow at Angmering and followed with coffee at 20 Water Lane (Alan Matthews and Sue Dray) it was a very happy occasion. Typical of Mike's generosity he insisted on buying the wine and after the second crate it had probably cost more than the meals.

Mike was at pains to point out that while it may be north of Watford, it is not that far away. In his van 3½ hours, in his car 2½ hours and on his bike Sorry I've lost my notes on that They will be down every now and again and certainly they will be pleased to see any of us at 'Arborfield House, Norwich Road, Dereham'. It is a lovely area for cycling with roads no where near as busy as they are here, a factor in Mike's decision to move to the county. It is understood plans for a motorised run are in hand, but we shall wait until they are settled in, by which we mean, when he's finished the re-decorating!

We wish you both every happiness at the new address.

CHRIS DAVIES

Many of our readers will know Chris, who does an enormous amount of work for cycling sport. He certainly keeps

Hampshire's papers and Radio Solent fully informed of everything happening in his area, roughly speaking Dorchester to Ditchling! and involves himself on various committees, all to try and improve our lot.

It is therefore quite remarkable how much time he is able to spend riding his bike. There follows an article reprinted from the Portsmouth CTC Newsletter.

CCP CERTIFIED AT LAST!

People who don't ride cycles are sometimes known to query the sanity of those who do, but even they must be surprised to know there is one cyclist who covered three quarters of a million miles before being certified!

Chris Davies, better known to riders of his generation as CCP (his Christian initials) of the CTC, since he spent four years working at head office in London during the sixties, pedalled past this figure at about 2.40pm on 21st January this year, on a midweek club ride led by Keith Wileman. To mark this occasion the group stopped for the leader to present Chris with a special certificate (prepared at very short notice) to commemorate this mileage.

This impromptu halt was made in the Master Robert pub at Buriton after Chris had very conveniently completed his 750,000th mile just up the road, and it was drinks all round for those who made up the group that afternoon.

It's taken Chris over 47 years to cover this mileage, and in keeping a record of his cycling since riding from Havant to Hayling for a swim in August 1950, he has also recorded the time he has spent in the saddle. Like his mileage, this figure would be equally at home in a telephone directory: at the end of February it had grown to 50,416 hours, by which time he had added another 1,000 miles to his riding total.

Contrary to popular belief, Chris has not relied on mammoth tours to reach these figures, though he certainly has a record of making the most of his time awheel when away from home.

Daily rides of over one hundred miles have been commonplace on many of his trips away, and his long distance rides include three Paris-Brest-Paris randonnees (750 miles in less than three days), one Bordeaux-Paris (nearly 400 miles in 26 hours) and a 1,000 kilometre randonnee from Dieppe which he managed with a 72 hour return ferry ticket from Newhaven.

These performances came after he spent his earlier cycling life racing in long-distance time-trials of 12 and 24 hours. While only a handful of racing men contemplate spending 24 hours in the saddle, Chris contested over thirty, completing four in one year and winning one with a 438 mile ride in 1967. As a member of Hampshire Road Club he also won a number of team medals, alongside David Culverwell on several occasions, and holds the record of racing round the borders of Hampshire nine times.

Training for all these rides consisted almost entirely of riding his bike, and there are very few days in the last 35 years when Chris has not done that - his last day off was a year ago - and this is the secret of his burgeoning mileage.

"Unless I'm just doing some shopping round the corner I go out on a cycle nearly every time" says Chris, who admits that keeping his car garaged half a mile away from home is a good reason for not using it unless he really needs it.

Daily journeys to and from work in Portsmouth over 40 years ago to his present part-time employment in Chichester (both under nine miles distant by direct routes, which he extends more often than not) have accounted for much of Chris's mileage, and almost all of it has been accomplished on eight cycles, four of which are, like their owner, showing little signs of wearing out just yet.

AT THE BACK OF THE PACK

I had arranged with Alan Matthews to start the 100K AUDAX on 7th February a bit later than the others. The sun was out when I arrived at Ashington just as everybody else was leaving the village. I wondered how many I could catch on

the way round.

I went to the village hall to collect my brevet card. I was told where it was but couldn't find it as my glasses had steamed up. I took off my glasses and being short sighted I still couldn't see it! - I found it in the end. (Which end? Ed)

I 'caught' the first rider in Church Lane. Richard Cooley had unfortunately punctured, so I waited for him. With new inner tube inserted and pumped up, Richard is happy. Then the inner tube suddenly explodes - Richard retires. I rapidly go into a cold sweat as I am carrying the same make of inner tube and no puncture repair kit.

I set off with Sue Dray for the first food stop. 'I hope you're not a fast rider' she said 'because I haven't been on my bike for the last three months'

'No chance' I replied.

On the way to Adversane we pass two cyclists repairing punctures. Past Adversane Sue takes the lead for a few miles whilst I hang on her back wheel, glad that she hadn't been cycling for three months! We carry on towards the big hill and the first food stop. On the way up the hill we pass another cyclist repairing a puncture.

At the first stop Chris Dransfield found he had punctured, so Sean McClelland leant him an inner tube (what a Gent). Mike Gibbs looked at his computer and said 'What is 24161 divided by 775, because that is the number of miles I have done today?'

I was wondering how I could calculate that on my bike computer when Mike announced that it was just over 31 miles (What a brain!)

Five of us set off for the next food stop. A pleasant ride until we reached Faygate, where the puncture gremlins get Sean. At the next food stop Chris finds yet another hole in his tyre. Puncture repaired, fed and watered we set off again.

At Slaugham pond the puncture gremlins finally got Chris

and after trying to fit the wrong sort of inner tube in his wheel he had to retire. I volunteered to go back to the Wheatsheaf pub to phone for help. I walked into the pub and started blinking because it was so dark - I then noticed the barman had taken a pace back and blink at me. It was probably my bright yellow top! When told where the phone was I went to put my hands in my pocket to get some money, then realised that there are no pockets in my skins, and worse still my money was in the saddlebag on my bike. I eventually got hold of Alan Matthews, who said he would send out the RAC (Richard 'Affable' Cooley) to come to our rescue.

Both mine and Sue's legs had gone after standing around for so long, with Sean keeping us company, we plodded on towards Ashington, catching some spots of rain at Shermanbury. We eventually finished just after 3.30.

We gorged ourselves on Andrea McClelland's excellent food which was really appreciated.

Next time I go on an AUDAX I must remember to take a puncture outfit as well as spare inner tubes.

Mike Irons

SUSSEX C.A TEAM CHAMPIONSHIP

25 MILE

3rd May 1998

Last year's winners Lewes Wanderers, set out to retain the Lee Memorial Shield with one of the strongest teams in years; their 'A' team were all seeded riders. Without Eastbourne Rovers or East Grinstead who only had three riders (first four to count) to challenge, it was going to be between Lewes and GS Stella. VC Etoile, Regent RC, Brighton Excelsior, Brighton Mitre and Worthing were the other teams. So our chances of getting in the top three were going to be slim, but we did have a chance with our 'B' team, in that section.

After last years dismal weather it could only get better this year, which it did but only just. With patchy rain and a strong north easterly wind making the outward leg relatively easy but hard on the return leg from Shoreham.

Simon Barnes was quickest with a 59.16 and was one of only two who went under the hour. First back for Worthing was Paul Carruthers with 1.05.39 which was a good ride in the conditions, next was Jeremy Wootton with 1.05.31. Third was Karl Roberton with 1.06.43 (including a 15 sec late start) Chris Bacon completed our 'A' team quartet with 1.07.05, with an aggregate time of 4.24.58. Matt Gould 1.08.26, and Jonathan Ford-Dunn 1.09.10, were times not needed, but it was good to have all six finish.

Our 'B' team finished with Mel Roberton 1.06.59 (not bad for his first 25 in 6 years) Jonathan Boxhall 1.07.58 and John Poland 1.14.17. Mike Feesey punctured and decided to call it a day and considering the weather conditions few could blame him. This resulted in an aggregate time of 3.28.34. Other Worthing entrants not allocated to 'A' or 'B' teams were Alan Cooper who finished with 1.14.16 and Stephen Trott who did not start.

The 'A' team award went to Lewes Wanderers ahead of GS Stella, and third went to Worthing Excelsior which was a welcome surprise. The 'B' team award also went to Lewes Wanderers ahead of Worthing Excelsior and third place Brighton Excelsior - Pity about the puncture.

'A' team	Lewes Wanderers	4.09.50
	GS Stella	4.10.03
	Worthing Excelsior	4.24.58
'B' team	Lewes Wanderers	3.25.16
	Worthing Excelsior	3.28.34
	Brighton Excelsior	3.31.16

EARLY RESULTS (But too late for the last Mag!)

7th March (SCA)

The Ashurst Circuit event (16.5 miles).

In weather that was at times extremely wild with a strong south westerly wind and some heavy rain, East Grinstead's Steve Elms was down on his record but still comfortably clear of the rest. His time of 37 minutes 13 seconds was a demonstration of his power. Our best was Karl Roberton in 44.40. Chris Bacon clocked 45.37. John Boxall 47.06 and Reg Searle 1.05.00.

8th March

SCA 25

You write of the 'power' of Steve Elms on the Saturday, so what adjective do you use to describe the ride of Sean Yates on the Sunday. His blistering 52.24 for the 25 mile event, left Steve with a deficit of 3 minutes in second place, incredible!

Jeremy Wootton who must have felt something of a draught as Elms went by, recorded 1.2.13,

15th March

(SCA)

The 27 mile 'Hilly' 2-Up with a superb list of prizes - over £470 in 'Bike Store' vouchers - £100 to the winning team, still failed to attract the entry it deserves, 36 teams with room for another 24 is disappointing. Mark Jones and John Limpus of GS Stella were fastest in 1.3.17. Jeremy Wootton and Matt Gould got round in 1.12.38. Chris Bacon and Mike Feasey in 1.15.54 and Paul Carruthers riding with Robin Lenharth of Brighton Excelsior in 1.13.30.

BRIGHTON MITRE HILLY 25 MILE

April 13th 1998

The Devil's Dyke circuit only managed to tempt 33 riders to enter, which was described by the promoter as 'not small but select, due probably to the wall of death in the last half mile', which was as good a reason as any. Despite this the

club managed four riders - Jeremy Wootton, Paul Carruthers, Jonathan Ford-Dunn and myself. There were several non starters and whilst I was waiting to start I was beginning to think they had the right idea. It was a freezing cold morning with a strong northerly wind. The course was Devil's Dyke through Fulking (to test our bike handling skills) turning at Shoreham roundabout, up to Henfield, Poynings and then finishing at the top of Devil's Dyke (the wall of death).

Tim Stevens (Team Clean) was looking for his third win in a row and duly got it, with a 1.01.17 which beat Neil Baker (VC Deal) 1.03.59. He managed this despite unshipping his chain twice on the last climb. I was later informed by Jonathan Ford-Dunn, this was due to the fact that he uses the small ring so infrequently that the chain falls off if he uses the front mech.

Jeremy was quickest of the Worthing times with 1.08.42, which was good enough for 6th overall. Next was Paul with 1.12.17 and me with 1.13.11. Jonathan did not finish due to something going numb with the cold! The rest of us were happy just to finish, get into the HQ and defrost.

Karl Roberton

5th April (Redman 25)

Chris Bacon 1.6.10 and Karl Roberton 1.7.20 were firstly disappointed, although they knew it had been a very tough morning with strong winds. Then as times went up on the result board their times became more and more respectable. Unfortunately there always seems to be one . . . today it was the diminutive figure of Keith Reed of 34th Nomads who had somehow devised a method of slipping through the wind to record a remarkable 56.53. All the more remarkable when not one other rider was able to beat the hour!

The Ashurst Circuit Event 19th April

Non standard distance events are almost bound to become the norm. In this part of the country our roads are especially busy and to find courses of exactly a 'standard' distance,

(10,15,25,30,50 or 100 miles) is increasingly difficult.

This circuit is 16.3 miles, it has a nice convenient start and finish point, and a handy area for parking at the Ashurst Village Hall. Road surface is generally good on the A24, and variable up the eastern side of the course.

There was a good entry of 15 riders for the Club event and it turned out to be a fair old scrap with Jeremy Wootton only just maintaining his 1998 season 100% record - fourth club event - fourth win.

Perhaps more than anything else this event has shown the coming of age of Karl Roberton. Last season he showed promise and his early rides this season have indicated that he is getting stronger and faster. On handicap he was considered to be 2½ minutes slower than the scratch man and that was based on a scratch winning forecast of 41 minutes. Jeremy recorded 40.51 so his was a form ride. The fact that Karl was beaten by only 43 seconds speaks volumes, added to which Chris Bacon was relegated to third spot. Knowing what he did in his first ever 100 last season we look forward to seeing further progress over longer distances later this season.

Chris was back another 29 seconds and Mel (Dad) Roberton was another 20 seconds back in 4th. It was close all the way down the list really. Paul Carruthers 5th and back just 20 seconds, and at 16 seconds Matt Gould.

The rider to surprise the handicapper was Mike Feasey who produced a good effort to take full advantage of his five minutes allowance. If only Mike was able to ride more regularly and to tackle a few longer events he would be a considerable asset to our racing strength.

Jeremy Wootton	1	40.51	Scratch	40.51
Karl Roberton	2	41.34	2.30	39.04
Chris Bacon	3	42.03	1.00	41.03
Mel Roberton	4	42.23	3.15	39.07
Paul Carruthers	5	42.49	3.15	39.34

Mathew Gould	6	43.05	3.00	40.05
Mike Feesey	7	43.43	5.00	38.43
Stephen Trott	8	44.24	5.15	39.09
John Poland	9	46.20	4.30	41.10
Alan Cooper	10	46.36	7.00	39.36
Ian Cheesman	11	48.04	7.00	41.05
Sean McClelland	12	49.29	8.00	41.29
Chris Dransfield	13	50.56	10.00	40.56
Jonathan Ford-Dunn	14	51.35	4.30	47.05
Mike Poland	15	57.54	14.00	43.54

PRIVATE ENTRY

Paul Cook	42.34
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AWARDS

1st ... JEREMY WOOTTON 40.51

H'CAP 1st MIKE FEESEY

2nd KARL ROBERTON

3rd MEL ROBERTON

Junior 16.3 Mile Champion .. SEAN McCLELLAND 49.29

TIMEKEEPER Tony Palmer

PUSHER - OFF Vern McClelland

H'CAPPER Don Lock

WORTHING SEAFRONT FESTIVAL - 23rd/24th July

The Festival runs over three days Friday to Sunday 23/25 July and most of you will be familiar with the kind of things that happen. Fun Fair and Amusements, Procession, Fireworks, Bands, Trade Stands, Markets and all kinds of Exhibitions. Well Worthing Excelsior will be taking part this year, at least on the Friday 7 - 9.30pm and on the Saturday 12 noon - 6pm. We will be in the sea front shelter on the

promenade opposite the south end of Steyne Gardens. For those not sure of Worthing's sea front this is about 100 yards east of the Pier.

The shelter will be ideal for our rollers being about 32 feet by 18 feet and with 8 feet of headroom. Other attractions are that it is glass protected on the east, south and west and roofed, should it rain. In addition there is seating around the inside so riders and helpers will have somewhere to sit, put their clothes and even keep their bikes.

We really will need as many of you as possible to help us. All wearing Worthing Excelsior tops if possible. We need all our racing men to be prepared to have a ride especially those with track bikes.

We hope to try and arrange competition with riders of other clubs, which would occupy part of the time on each day, but in addition to have riders demonstrating and to give members of the public a chance to have a go.

It will be a great opportunity to get some publicity and to get some new members.

25 MILE CHAMPIONSHIP and CLAPSHAW TROPHY 10th May

In contrast to last weeks rain and wind in the team championship, we finally had a warm morning with a light northerly breeze, although it was hard going from the Shoreham roundabout to the finish. The Clapshaw Trophy had been incorporated into the event along with the Sherwin Trophy (for juniors) but unfortunately none had entered.

A large field (for a club event) had assembled with a handful of private or guest riders, taking the number to 20.

Jeremy Wootton's run of straight wins in club events came to an end. As expected, scratch man Richard Shipton was fastest with 1.00.05, although Richard has not yet found his usual form. He was though, closely followed by Jeremy with 1.00.14. Chris Bacon has also started to return to form

taking 3rd place with 1.01.21. Mel Robertson finished 4th, beating son Karl by 8 secs and has started to turn the tables from the early season events.

The Clapshaw Trophy for the handicap section was won by Ian Cheesman, with a 1.09.18 and with a 12.00 min allowance finished ahead of Jonathan Boxhall, who recorded a good ride of 1.02.50 and with a 5.20 min handicap took second place.

Don Lock had the unenviable task of handicapping the event, with some riders not quite on their usual form and it was still relatively early in the season, yet he managed to get almost everybody within 2 mins of the winners handicap time and made the competition for the Clapshaw Trophy very close.

FULL RESULT

1.	Richard Shipton	1.00.05	Scratch	1.00.05
2.	Jeremy Wootton	1.00.14	1.30	58.44
3.	Chris Bacon	1.01.21	2.30	58.51
4.	Mel Robertson	1.02.03	4.00	58.03
5.	Karl Robertson	1.02.11	3.30	58.41
6.	Paul Carruthers	1.02.48	3.40	59.08
7.	Jonathan Boxhall	1.02.50	5.20	57.30
8.	John Poland	1.05.02	6.00	59.02
9.	Stephen Trott	1.05.12	5.40	59.32
10.	Matthew Gould	1.05.30	4.40	1.00.50
11.	Colin Miller	1.08.40	9.30	59.10
12.	Alan Cooper	1.09.09	11.00	58.09
13.	Ian Cheesman	1.09.18	12.00	57.18
14.	Ken Retallick	1.09.41	8.00	1.01.41
15.	Peter Weston	1.22.28	19.00	1.03.28
16.	Mike Poland	1.23.02	21.00	1.02.02

AWARDS

(Scratch) 1st Richard Shipton 1.00.05

2nd	Jeremy Wootton	1.00.14
3rd	Chris Bacon	1.01.21

(Handicap) 1st Ian Cheesman (Clapshaw Trophy)

NATIONAL '24 HOURS' CHAMPIONSHIP 1999

26th and 27th June 1999

This event is to be promoted by Mike Hayler for the Brighton Mitre C.C and on behalf of the London South District of the Road Time Trials Council.

Advance information from Mike is worth quoting in full. well I think so, because these events are a fantastic challenge and so different to any other time trial. Even against a 12 hour, as you have to ride through the night, they cannot be compared. Also, save for an infinitely small minority they are less of a race than the half day event.

Mike writes:

"This '24 Hour' event is the very last of its kind on Southern Roads this century - in fact, if future traffic forecasts are anywhere near accurate, it could possibly be the final '24' ever to be held in this part of the Country!

Having organised a special one-off event to mark the Brighton Mitre's Centenary in 1994, and with the approach of the Millenium, it was felt an 'End of Century' 24 Hour would be an appropriate finale.

In suggesting this event the Club wishes to formally acknowledge the tremendous part played in upholding the best in Time Trial activities during the 20th Century, both by the Catford Cycling Club - who regularly promoted their famous '24' for fifty years or so - and also the contribution made by the Wessex Road Club. Without either of these Clubs many of us around today (especially the older generation) would never have witnessed the many epic

struggles that have taken place on the roads of the south.

The Mitre - Brighton's oldest Cycling Club - is proud to have been associated in one way or another with the '24 Hour' scene as a whole, and the Club sincerely hopes that all those who enjoy our forthcoming promotion in June 1999 will look back on the occasion as marking the climax to a wonderful Century of long distance time trial competition in the South of England"

The course is mainly in West and East Sussex and full details will be available later this year. The Event headquarters will be at Washington Village Hall about 4 miles from the start point on the old A24 at Dial Post.

Feeding arrangements are being made to especially help those riding 'unassisted'. PICK UP feeding stations will be sited every 20 miles or so around the course. This will eliminate the need to hand up food which can be difficult on busy roads. The Pick up stations will be located in lay-bys and other off road sites and each manned by two helpers and its location signed to alert the approaching riders. These facilities should encourage the Audax rider.

Mike especially welcomes Audax riders: "It is never too early to think about your 1999 season" He says, "For many the 1200K Paris-Brest-Paris beckons. Your required qualifying distances of 200, 300, 400 and 600K will doubtless be 'under the belt' without too much effort - then comes the lull until the start of the 'PBP' around August. Audax members of RTTC affiliated clubs can ensure they remain at peak fitness by riding the RTTC 24 hours National Championship, ideally placed in the June 1999 calendar"

Worthing Excelsior has over the past 30 or so years established itself as the Sussex club with most experience in these events. The late Ray Douglass rode many, I believe close to 20 and I can recount rides by another eight in Worthing colours and there have, I'm sure been others.

I rode the Catford event twice, once when it was the National Championship. I managed 417 and then 428 finishing 15th in the National. The advent over the past few years of the Audax boom has meant that these and greater distances are now easily within the abilities of so many more current riders.

I would love to see Worthing Excelsior entries in 1999 and I WILL PAY THE ENTRY FEE FOR EVERY WORTHING RIDER THAT RIDES AT LEAST 250 MILES. I shall be available to help and if anyone wants to ask me anything about 24 hour events I will gladly bore them to death! The thing is though, you do need to start preparing now and a winter of good miles is essential.

There I've made the offer, so take me up on it!

Don

PS. It's rumoured from a reliable source that the legendary Supremo Hudson catering may be involved. So get your entry in early there might be a rush!

EVENING TEN SERIES

No 1 - 7th May 1998

1.	Mel Roberton	23.33
2.	Jonathan Boxall	23.41
2.	Paul Carruthers	23.41
4.	Karl Roberton	23.47
5.	Chris Bacon	23.58
6.	Stephen Trott	24.02
7.	Mike Feesey	24.38
8.	Jonathan Ford-Dunn	24.42
9.	Ken Retallick	25.49
10.	Colin Miller	25.53
11.	Alan Cooper	26.04
12.	Diana Trafford	28.55

Weather conditions - Warm with south easterly wind.

No 2 - 14th May

1.	Jonathan Boxhall	22.47
2.	Mel Roberton	22.49
3.	Chris Bacon	22.52
4.	Karl Roberton	22.59
5.	Paul Carruthers	23.15
6.	Stephen Trott	23.18
7.	Jonathan Ford-Dunn	23.39
8.	Mike Feesey	23.40
9.	Mark Woollven	23.44
10.	Adrian Brown	23.59
11.	Ian Cheesman	24.31
12.	Alan Cooper	24.45
13.	Andrew Lock	24.55
14.	Colin Miller	25.05
15.	Sean McClelland	26.16
16.	Mike Irons	26.52
17.	Diana Trafford	26.56
18.	Chris Dransfield	27.17
19.	Mike Poland	30.44

Weather conditions - Hot with a very light north east wind

No 3 - 21st May

1.	Chris Bacon	22.48
2.	Mel Roberton	23.01
3.	Jonathan Boxhall	23.02
4.	Karl Roberton	23.08
5.	Paul Carruthers	23.28
6.	Stephen Trott	23.40
7.	Jonathan Ford-Dunn	24.16
8.	Ian Cheesman	24.19
9.	Andrew Lock	24.45
10.	Ken Retallick	24.52
11.	Colin Miller	25.40
12.	Ed Andrews	25.55

13.	Diana Trafford	27.20
14.	Mike Poland	30.55
15.	Reg Searle	34.33

Weather conditions - Hot with light north easterly wind.

SUSSEX OPEN and CLUB 50 MILE CHAMPIONSHIP

31st May

This year's event was on the same course as last year, but with more favourable weather conditions. A warm morning with a south easterly wind, making the Buck Barn to Washington and Washington to Findon legs hard going.

The field was larger than last year, with 49 riders but still a little disappointing. However, Worthing managed to field 10 riders again, which included Reg Searle riding a tandem trike with Alan Chatfield from the VTTA Surrey/Sussex. Among these were three riders making their debut at the distance, Jonathan Boxhall, Stephen Trott and Ian Cheesman.

Steve Elms (East Grinstead) was the fastest with a 1.55.31, which was almost 2 mins quicker than David Pollard (Lewes Wanderers) with 1.57.30 and a further 2 mins 20 sec ahead of third place Steve Dennis (East Grinstead) with 1.59.50. Unfortunately for East Grinstead they only had two riders so were unable to take the team prize which went to the GS Stella, whose team were Mark Jones 2.03.13, Andy Payne 2.04.53 and Eric Bonner 2.08.51.

Richard Shipton was fastest of the Worthing times and won the club competition, with 2.04.17 followed by Jeremy Wootton 2.09.06 and Mel Roberton 2.11.02. It was Jeremy's first 50 in over three years and Mel's first in 6 years. In Jon Boxhall's first 50 he recorded 2.12.38 which was an excellent ride. Stephen Trott's first year of racing is going very well to produce a time of 2.17.17. Ian Cheesman also did a good one, 2.22.56 to take the club handicap award.

Paul Carruthers and Karl Robertson both got new personal bests by 10 mins and 7 mins respectively.

Reg Searle and his partner Alan Chatfield set a new VTTA National 50 mile record for a tandem trike with an average age of 70 , with 3.07.14

Worthing Times and Club Championship Result

1.	Richard Shipton	2.04.17	Scr	2.04.17
2.	Jeremy Wootton	2.09.06	2.00	2.07.06
3.	Mel Robertson	2.11.02	5.00	2.06.02
4.	Jonathan Boxhall	2.12.38	8.00	2.04.38
5.	Karl Robertson	2.14.02	7.00	2.07.02
6.	Paul Carruthers	2.15.49	7.00	2.08.49
7.	Stephen Trott	2.17.17	10.00	2.07.17
8.	Ian Cheesman	2.22.56	22.00	2.00.56

<u>Awards</u>	1st	Richard Shipton	2.04.17
	2nd	Jeremy Wootton	2.09.06
	1st H'cap	Ian Cheesman	2.00.56

MAD?

Not so much a question as a statement, for when you learn that two riders in the Sussex CA 25 mile team championship went through a roundabout on the wrong side, they can surely only be regarded as idiots.

The roundabout in question was that to the north of Henfield. As riders pass through, north to south the roundabout is off centre and to the right, also as there is no exit to the left, subject to giving way to any traffic from the right they have a fairly straight through ride. On the return however, south to north, they have to go fairly sharply round to the left and then back to the right before continuing their route.

The island is not just a mini roundabout painted on the road, it is substantial, solid and obvious.

Going south they were climbing a slight gradient but on the return they were going much quicker. Road conditions were wet and any roundabout or corner needed to be treated cautiously. One rider though seemed to be offering this as an excuse, it hadn't occurred to him to slow down!

I make a number of comments in no particular order:

1. They should be banned
2. They bring the sport into disrepute
3. They were cheating other competitors who were riding the full and correct course
4. They endanger their own lives and those of other road users

I understand that they have simply been disqualified an inadequate response, I feel. The riders were not from Worthing I am glad to say.

Don

THE THIN END OF THE WEDGE?

A couple of items which came our way within a day or two of each other prompted the thought that perhaps, just perhaps, things are beginning to move our way. Gradually the environmental arguments begin to win. Economics and the sheer enforcement of circumstances though, rather than placards, bring it about.

Victoria Station is to have special facilities for bicycles. All we need now is the ability to get them on the trains.

Also in Worthing's Guildbourne Centre Car Park, just by the exit kiosks, there's a special secure bike park. OK so it's 20p a day, but if you work in the centre, that's a lot cheaper than a car even if you could find a car space available 'all day'.

THE RAY DOUGLASS MEMORIAL OPEN 25

Ray would have been proud of the organisation and the club support for the 1998 running of this event on 26th April. Mel Robertson had it all impeccably arranged. He wasn't even thrown by the dead badger!

The morning was grey, and windy from a southerly point that, according to riders, moved between south east and south west depending on which way they happened to be going. Agony was the general description of the A24 stretch to Washington and according to Colin Miller 'No better going towards Shoreham either'. The wind probably held off the rain though.

Before talking about the riders and the result, for after all they were the ones out enjoying themselves! - let's say thanks to the Worthing helpers who stepped forward to assist and make Mel's job just a little easier. The all important marshalls were Alan Langham, Paul Toppin, Tony Palmer, John and Sheila Lucas, Mike Poland, Mike Irons, Ron Bardouveau, Simon Markwick, Pete Eldridge and Diana Trafford. Timekeeper's Recorder Alan Matthews, Result Board preparation Andrew Lock. Radio Results team John and Daphne Grant, Refreshments/Catering: Jean and Roger Smallman and Ken Aylett, Results writer and pushing off Don Lock, Numbers steward and pushing off Richard Cooley. All these are Worthing Excelsior. Then a special 'thank you' to our two Timekeepers Mick Kilby, Lewes Wanderers, and John Pilbeam, Bognor Regis. With so many actively assisting the event it was good to see that we also managed 13 entries. Two failed to start but no one is suggesting they only entered to avoid marshalling!

Sean Yates did not ride this year but his 'Team Clean' mate Tim Stevens stepped in and set the standard with 56.06 which was good enough. Second was Jon Sharples, Eastbourne with 57.26 and third Paul Delani also Eastbourne on 58.34. Backed by Simon Prior with 1.01.34 they were well clear of GS Stella in the team event. The second successive year they have won the team prize.

Six riders beat the hour, five coming as was to be expected from the top 'A' category handicap. The sixth though came from the 'E' section and raised a few eyebrows. Simon Barnes, back in action this season after several years off the bike and now riding for the GS Stella, recorded 59.12, in this his first 25 mile outing other than a two-up. He could only be placed in that section as he had no known form. It was just a demonstration of talent, and only slightly rusty at that. Poor Simon was almost embarrassed and offered to forego his prize.

With the absence of some of our best riders and with others struggling to find form we did not make any impact on the top ten. We had ten finishers with Karl Robertson the fastest, and winning the 'D' section handicap. There were also promising rides from Paul Carruthers and Stephen Trott.

Our times in full were:

Karl Robertson	1.05.23
Paul Carruthers	1.05.26
Chris Bacon	1.06.04
Jon Boxhall	1.06.43
Jonathan Ford-Dunn	1.07.11
Stephen Trott	1.07.41
Adrian Brown	1.10.54
Alan Cooper	1.13.22
Colin Miller	1.13.51
Ken Retallick	1.15.36

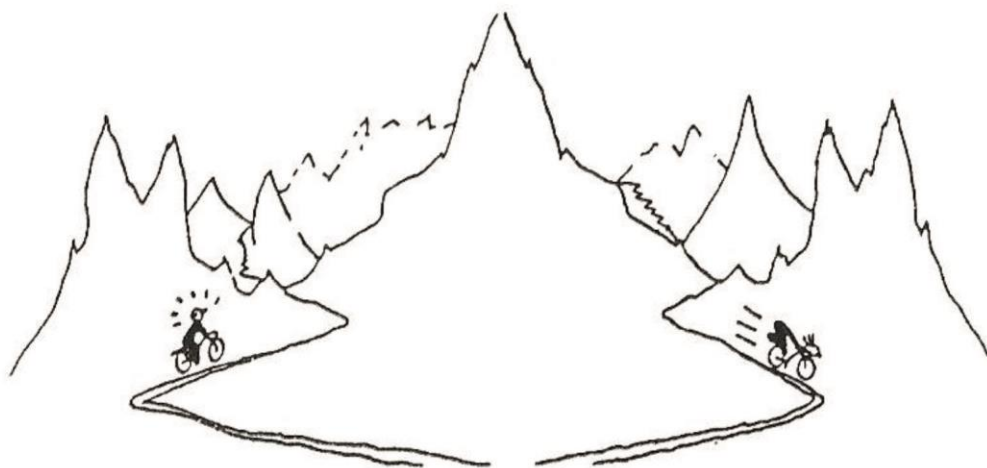
Only problem for Mel was that badger, which found the stretch from Bramber back to the finish so hard, it died 30 yards from the line! Peter Weston soon dealt with its removal. You know that bit must have been hard, it's where Richard Shipton packed!

(Don - in association with Karl Robertson)

WORTHING EXCELSIOR CC AUDAX UK
Sunday 8th November 1998 - Petworth Start

The South Coast Hardriders 110k offers a pleasant route through the unsurpassed scenery of North West Sussex and

The South Coast Hardriders 110k



Beware $\frac{3}{4}$ AAA point

into Surrey with its 'gentle' slopes, both up and down, and some other slopes that could be considered more challenging. Any ascent no matter how difficult it appears is always blessed by the good things associated with Audax events, magnificent scenery, panoramic views, new pastures and horizons.

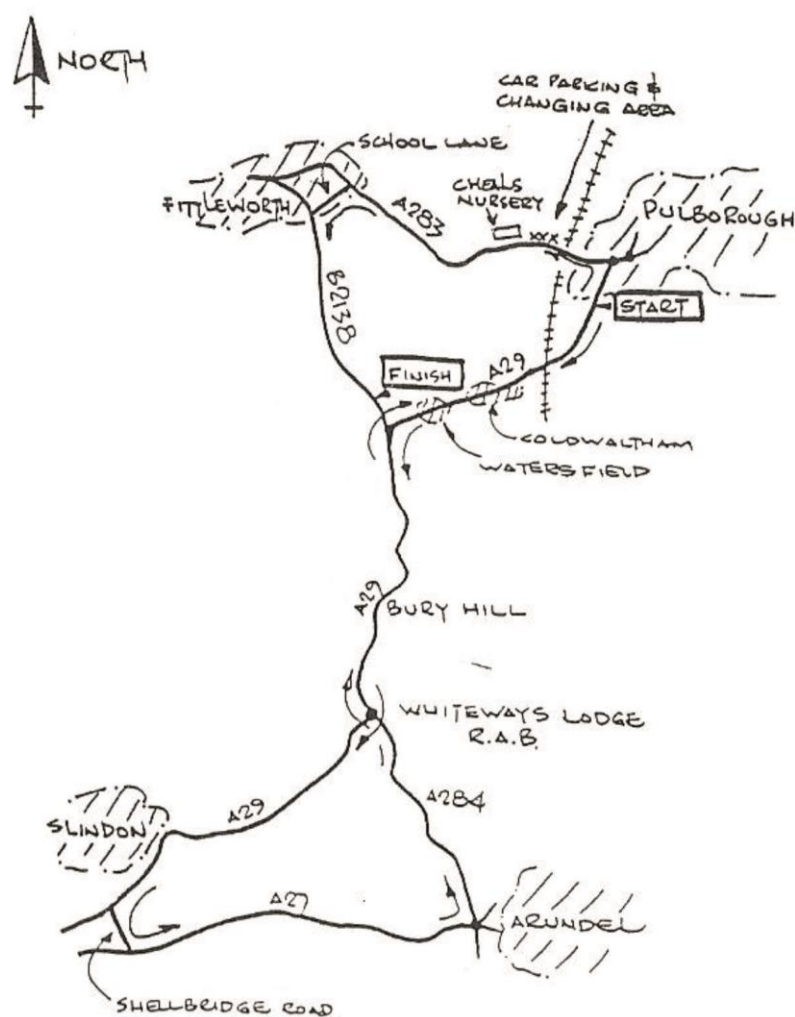
After reaching the top of any climb there is also the anticipation of the forthcoming descent and for this purpose, and to improve the quality of the route, more than 40k of downhill riding has been introduced as a further feature of this ride. Many other 'high points' of this event are the detailed route sheet, numerous food stops, and checkpoints plus a cheery smile at the event HQ
(Mudguards optional)

Entry form from Tony Palmer (see page 1 for address and telephone number)

Entry fee £3.50 or £4.00 if not a member of Audax UK.

STILL TO COME in this year's Club Time Trial calendar are the Hardriders on 27th September and the Hill Climb on 4th October. So, in case you want to check out the courses beforehand, we copy from the superb Mel Roberton/Tony Palmer 'Local Courses Handbook', plans and details on the next two pages.

COURSE : GS992
HARDRIDERS
26.2 MILES



COURSE : GS992

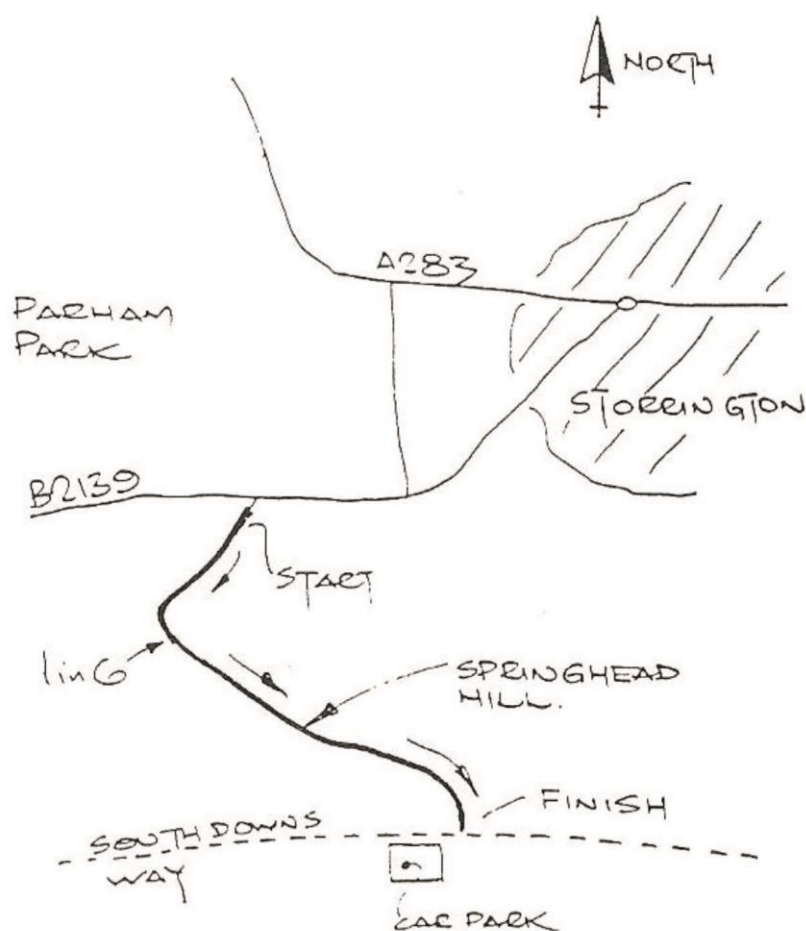
Start on A29 approx. 150 yards south of Pulborough at the entrance to a field next to a bridge with metal railings over the River Arun. Proceed in a South Westerly direction on the A29, via Coldwaltham and Watersfield to Bury Hill to climb to Whiteways Lodge R.A.B where take 3rd exit on A29 via

Slindon to junction with Shellbridge Road, where left on A27 to Arundel (west) R.A.B. Take first exit on A284 to Whiteways R.A.B. where take 2nd exit on A29 and retrace to Pulborough, where left on A283 to Fittleworth where left at School Lane to join B2138 to finish at T.P 1 20 yards short of the entrance to Bury Gate House.

COURSE : SPRINGHEAD

HILLCLIMB

APPROX 1 MILE



COURSE : SPRINGHEAD (HILL CLIMB)

Start (Map ref. TQ 065134) in the lane adjacent to B2139 approx. 2 miles West of Storrington, proceed South in the lane for approx. 1 mile to finish at the junction with South Downs Way (Map ref. TQ 070125)

EARLY NEWS

We get it first at the 'Worthing Wheel'. Papers leaked to us from the office of the High Audax Organiser indicate a change of route for the 200k event in March 1999. The route will probably make Selsey to start with (Hooray it's flat!) and then go north to Hindhead (Oh blimey that's hilly!). Remember you read it first in the 'Worthing Wheel'.

NEXT YEAR'S DIARY

The very successful Barn Dance (Edition Number Three) is booked at the Lancing Leisure Centre for Saturday 27th February 1999. The 'Bonabrill' group will again be providing the music.

Watch out for further details from Don and Maureen Lock.

THREE OUT OF FOUR.

I have always wanted to do an all night ride so I went to organiser 'Supremo' Dave Hudson. He invited me to ride a 400k AUDAX, starting on 8th May from Steyning.

I told him "No way"

So he got me to do a 300K ride. (Persuasive chap is Dave). He provided me with not only a personalised route sheet but female company, Nichola Thornhill (CTC). Neither of us had done a 300k or all night ride.

So came the big day (night really). Nichola and I set off, not with any great fanfare. It was more of a case of "The 400k riders have a different route out of Steyning so if you nip down the alley way beside the car park now you won't get mixed up with them."

So off we went, being a warm night, with little or no wind we made good time through Storrington to Pulborough. This was where the traffic became very light. On through Petworth to the secret stop. We were the first ones there so I savoured not only the moment but the food.

After a quick stop it was over Duncton Hill to Chichester. I

became a gent and let Nichola lead the way through Chichester. (She did say that she knew the way.) More cyclists than cars passed us on the old A27 to Havant. All was well except Nichola had a problem with her front light.

I had a small panic at Denmead, the second stop, I couldn't find my brevet card. I was deciding whether to go through my saddle bag or look amongst the flowers when Brian Howe found it. Thanks Brian! Nichola and I repaired her front light whilst eating good food and drinking tea.

Over the switch back road crossing the A32 we went up the gentle rise (the same one was in the 200k AUDAX). From here to Winchester there seemed a lot more downhill than uphill. I found it easier, when there were no cars around, to follow the white line in the middle of the road. We were both thankful that we did not have to go the other way.

We had a picnic at 4 in the morning under King Alfred's statue in Winchester. It's the best time of day for a cyclist to go through the city. All we saw was 1 Milk float, 1 Ambulance, 5 cyclists (doing a 400k AUDAX) and 5 cars between the M3 junction and the A30. Over the A30, with the first hint of dawn showing, towards Hurstbourne Prior. A smashing area to be in for the dawn chorus. Good scenery and flattish. Nichola saw a pint of beer on the verge. Is this what drinkers mean when they say 'one for the road'?

On past Hurstbourne Tarrant, Ibthorpe, where we caught 4 of the 5 riders we had seen in Winchester, and on to Great Bedwyn for breakfast at 6.30. After a short stay we went through Savernake Forest. Here we saw a Deer about the size of an Alsatian. A great ride downhill into Marlborough, the furthest we had to go. Then it was back up the hill to Great Bedwyn for second helpings of breakfast. The first of the 400k riders arrived just as we decided to leave.

Going up the hill towards Oxenwood we saw a Hare speed across the road just in front of us. A sound from our left made us look. It was a fox doing a four pad skid. A very

hungry fox we thought.

Down the valley, through Ibthorpe to Whitchurch, Micheldever Station and New Alresford. With sun shining brightly, very little traffic, good company it was a most pleasant ride. Another 400k cyclist caught us just after New Alresford. Onwards we went towards the next stop at West Meon and I was beginning to feel hungry. A good rest at West Meon where we filled ourselves with food and drink.

From here on it was straight down the A272 through Petersfield, Midhurst to Tillington. Here Nichola said that she was going to have a rest for half an hour. The sun had burnt not only the top of my legs but the side of my right leg (comes from riding all day with sun on one side of you) and was beginning to hurt. With this we said our good-byes and on I went. I caught up with two 400k riders at Pulborough. It was a long drag back to Steyning but we got there just after 4.30. (Nichola finished at about 5.30)

After some of Andrea McClelland's excellent food I felt really good so I cycled home just to say I have done a 200 mile ride.

On reaching home I had a soak in the bath, more food, sat in the armchair and promptly fell asleep. I thought it was a great day (and night) so my thanks go to all those people who turned out at unearthly hours to help everybody.

Cheers - Mick Irons

SOUTHERN COUNTIES CU 50 MILE

7th June

We had two riders, Chris Bacon riding his first 50 of the season and Karl Robertson. Karl, who had improved 7 minutes in the Sussex event the week before, was hoping that on a course thought to be faster he could get yet another personal best.

The morning was not helpful, with a strong southerly wind,

but they both did well - Chris recording a respectable 2.07.19 and Karl - yes another PB - 2.12.21. The winner was Pete Hamilton of 34th Nomads with 1.55.48.

EVENING TEN SERIES

No 5 - 4th June 1998

(No 4 was cancelled due to heavy rain and dangerous conditions)

1.	Richard Shipton	22.02
2.	Chris Bacon	22.33
3.	Mel Robertson	22.43
4.	Jon Boxhall	22.56
5.	Karl Robertson	23.11
6.	Stephen Trott	23.28
7.	Mike Feesey	23.57
7.	Matt Gould	23.57
9.	Jonathan Ford-Dunn	24.07
10.	Adrian Brown	24.28
11.	Ken Retallick	24.45
12.	Tim Stedman	25.56
13.	Peter Baird	26.25
14.	Diana Trafford	26.26
15.	Peter Weston	29.08
16.	Mike Poland	31.00

Weather conditions: warm with a light south westerly wind.

There was a season's best so far from a guest rider - Simon Barnes of GS Stella, who recorded 20.51

EAST SUSSEX FIREMAN'S RANDONEE

This year's 110km Fireman's Randonee on 5th April was the 10th Anniversary of the event. It followed the same format as previous years, starting from Newhaven Fire Station with a lunch break at Crowborough Fire Station then a return to Newhaven, although the route between the two controls is varied each year.

Eight riders from Worthing took part. Tony Palmer, Dave Hudson, Alan Matthews, Sue Dray, Chris Beckingham, Brian and Sue Howe and myself. As well as receiving a good entry from local riders, the event is very well supported by members of the CC Dieppe each year and 1998 was no exception. Over 300 riders had entered in advance although the actual turnout on the day was somewhat less, probably due to the inclement weather.

As we left Newhaven at 9.00 the rain started and unfortunately didn't ease until the afternoon. The only blessing was that we had a following wind on the outward journey. The route took us up the Ouse Valley through Rodmell and Lewes then on to Plumpton and Chailey, where there is a very pleasant cafe which the club has used for elevenses before. This was the first break of the day and whilst several riders sped on through the lanes, none of our group could resist the opportunity for refreshment. Alan Matthews however was not so fortunate, he had suffered a tyre blow out early in the ride and decided to ride gingerly back to Newhaven.

From Chailey we followed a pleasant route using the lanes through Fletching and Nutley then across the Ashdown Forest, with the final 2 miles climb up into Crowborough. The Fire Station was overflowing with cyclists when we arrived, all enjoying an excellent buffet lunch laid on by the Firemen and their families. Alan joined us for lunch, although by this time he was motorised, after his earlier mishap.

As we left Crowborough to head back towards Newhaven, the rain fortunately stopped but we still had a nagging headwind to contend with. The lanes were rather muddy and Tony managed to puncture both his front and rear tyres within 300 yards of each other. Whilst he was busy changing the tubes, Alan drove past, laughing as he did so!

We deviated from the official return route at Chiddingfold, to locate a new tea venue at Lower Dicker. We can now

thoroughly recommend the 'Jasmine Tea Rooms', which no doubt will feature on a future Club Runs list.

After tea, we continued through the lanes to Arlington, Wilmington and Alfriston. The wind was still proving a challenge and at one point we were struggling to maintain 7mph. At Alfriston the route sheet offers a choice of climbing 'High and Over' or following a flatter but longer route via the Cuckmere Valley and Exceat Bridge. We respected Tony's experience and judgement (Tony isn't fond of hills!) and chose the latter route. In Seaford we joined the promenade and then followed a rather busy A259 into Newhaven.

An enjoyable day awheel in good company.

Paul Toppin

RUNS LEADER'S REPORT

3rd May

This run to Petworth encountered a diversion late on the ride that proved to be most enjoyable - but more of that later!

Departing Washington via the A24, the only time that it is not busy first thing on a Sunday morning, we encountered the now quiet surroundings of Ashington before turning off through to Dan Hill and on to Adversane, and the 'Limeburners' to join the A272 east of Wisborough Green.

The run, comprising Ron Bardouveau, Pete Weston, John and Sheila Lucas and your scribe Tony Palmer, rode in single file through the undulations to Wisborough Green. A right turn opposite the 'Old Mill House' tea rooms, now open again on Sundays, we continued around the green to follow the route to Kirdford and Balls Cross and on to approach Petworth from the north.

Our greeting at the 'Tudor Cottage' tea rooms was "We can't take cyclists today" and in the words of the musical "There's a coach coming in", but they were prepared to serve us if we stayed in the car park! We didn't think much of that so we wound ourselves off through the one way system to look for

a different venue. Discussion at the front of the group resulted in us taking a diversion through the lanes to West Burton, Bignor and Bury to continue to the foot of Houghton Hill and the 'Riverside Tea rooms'.

It was pleasant basking in the sunshine on the river bank eating cakes, and drinking tea and coffee, (although a little more expensive than we would normally expect to pay). Most of us limited our intake to tea or coffee and one piece of cake, but Sheila (I'm on a diet) Lucas, not only had a LARGE slice of bread pudding delivered hot, but then covered it in fresh cream nicked from husband John's cream teal. Needless to say this snack did not go unnoticed. Extra miles will have to be done to work that lot off! Our stay here because it was so pleasant lasted some fifty minutes.

The journey back to Washington on a direct route was not going to be easy into a headwind, so a sheltered route through Amberley and Rackham, past the back entrance to Parham Park was taken, before approaching Storrington via Cootham. The slope out of Storrington to the finish at Washington is never very easy after a mornings ride - especially if you've had more than you should have at elevenses and you have a headwind to contend with.
Approx. 42 miles

RUNS LEADER'S REPORT

10th May

This run started from Washington after the Club 25 championship which finished at Wiston. Timekeeper Paul Toppin swept along from the 25 finish to the club run start in his Mercedes. Dragging his bike from the vast interior of the estate, he was ready to start with the remaining assembled group of Ron Bardouveau, John and Sheila Lucas, Pete Weston and the Runs Leader Tony Palmer.

Going east back towards Wiston, we turned left and then right into Spithandle Lane where John, later to become our flora and fauna expert on the ride, described at length the

beauty of the bluebells that carpeted the woodlands alongside the lane. Emerging onto the B2135 we turned north through Ashurst to Partridge Green, right by the pub followed by a left at the roundabout and up to the A272. John identified some cowslips here on the verge. Going straight over took us through the undulations to Maplehurst, Nuthurst and on to Monks Gate on the A281. These short, sharp climbs stretched the group out and by the time we reached the main road a gap of several minutes had been created. We waited for John and Sheila, who explained that he had been identifying more wild flowers for her. (So that's what they call it now ! - Ed)

Riding in single file on the twistier sections of the A281 through Mannings Heath, we took a left turn through to Sedgewick, sharp right here up a nasty, short steep hill and through to Southwater. A turn right towards Horsham and away from the elevenses venue saw us cross the A24 to begin the descent on the old road towards the town centre. A sharp left took us back to Christ's Hospital, the 'Bax Castle' pub and approach Southwater from the west. A quick diversion through the back lanes brought us to the lakeside tea-room.

With the sun out, sitting alongside the lake was most pleasant, watching the watersports, this has to be one of the better tea spots.

Taking the back lane south and parallel to the A24 we skirted the mill at Shipley, recently featured in the 'Jonathan Creek' series on Saturday evenings, to carry on to Dan Hill cross roads, where left through Goose Green and up another short steep hill into Thakeham. South of Thakeham Paul reminded us all of his road race victory on this road in nineteen seventy something - he does it everytimel! Turning left took us on to the junction at Rock crossroads, back on to the old A24, followed by a quick dive through the Washington underpass, to finish at the village green.

W.E.C.C. POINTS COMPETITION
SEASON 1998

100m Champ 5/7	30m 19/7	12 Hour 9/8	Hard Riders 27/9
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NAME	L.Furl 22/2 -10	10m 1/3 -12	16m Pulb 22/3 -13	16.3 Ash 19/4 +17	25m Champ 10/5 +17	50m Champ 31/5 +10
MEL ROBERTON	2	4	8	11	14	18
PAUL CARRUTHERS	1	2	4	9	13	21
KARL ROBERTON	3	7	10	12	17	22
JEREMY WOOTTON	4	9	15	23	29	35
STEPHEN TROTT	10	13	14	18	29	36
IAN CHEESMAN	5	17	24	35	36	37
JONATHAN BOXHALL	9	21	26	43	45	48
MATHEW GOULD	6	14	22	29	43	53
ALAN COOPER	10	22	33	36	45	55
CHRIS BACON	7	19	32	42	49	59
MIKE FEESEY	10	22	35	36	52	62
JOHN POLAND	10	22	35	47	55	65
RICHARD SHIPTON	10	22	35	52	64	66
SEAN McCLELLAND	10	16	29	42	59	69
COLIN MILLER	10	19	32	49	59	69
CHRIS DRANSFIELD	10	22	35	44	61	71
JONATHAN FORD-DUNN	10	17	28	45	62	72
REG SEARLE	8	18	28	45	62	72
MIKE POLAND	10	22	35	49	64	74

THE CLUB RUNS ATTENDANCE TROPHY

The current positions are:

1.	Tony Palmer	46 points
2.	Don Lock	38 "
3.	Sheila Lucas	30 "
4.	John Lucas	26 "
5.	Mel Roberton	26 "
6.	Ron Bardouveau	24 "
7.	Paul Toppin	23 "

RUNS LEADER'S REPORT

24 May 1998

This run started from the village of Ditchling and was set to have elevenses at Isfield in East Sussex, one of our alternative runs into the east of the county.

Mr & Mrs Lucas, Sheila and John, our President, Don Lock and the runs leader Tony Palmer made up this foursome as we headed east and then north through to Spatham Lane to Wivelsfield and on to Chailey. Going past the old Heritage buildings for disabled youngsters, we then turned north to pass the New Heritage before a rapid descent past the Sloop pub next to the River Ouse. Continuing further, we went under the Bluebell railway line and on to Sheffield Green to cross over the A275 to Splayne's Green, Horney Common, Cackle Street and Fairwarp - they have odd names for villages in East Sussex don't they?

Turning south now to join the A272 at Maresfield, and along here for a short distance before turning left at Monkey Puzzle Corner, another funny name, to enjoy the long descent to the tea place, with the exception of one short, sharp climb - sorry Sheila I forgot to tell you about that one!

'El Supremo', otherwise known as Dave Hudson, appeared on the gold Audax bike at Lavender Line railway station, Isfield for elevenses. This tea stop is in the old station waiting room and offers mugs of tea and cakes at very reasonable prices, certainly a venue to revisit. Old steam trains shunt up and down the two mile stretch of track towards Uckfield and there is a lot of railway memorabilia around, although, the poster for diarrhoea and constipation mixtures adjacent to the public conveniences is a little disconcerting!!

The return to Ditchling via Barcombe Mills saw us pass another restored station which also provides teas and refreshments for cyclists. The villages of Hamsey, Cooksbridge and Plumpton were encountered during the last ten miles before the descent of Dog Hill past

Westmeston Place and into Ditchling car park. A total run of 39.7 miles.

OFF ROAD

I've ventured off road quite a bit lately, no, I haven't acquired a mountain bike yet - one day perhaps - but while on holiday in Scotland I did manage a lot of walking. We were staying near Glen Coe and within easy reach of several stretches of the West Highland Way, which runs from the outskirts (or should it be 'outkilts'?) of Glasgow up to Fort William. It is a route of about 90 miles and I'm told gets progressively harder as it goes north. Some 'real' walkers that I spoke to - they'd nearly finished the whole thing - told me that for much of the first 50 miles it is very easy to cycle. After that, they thought not, but then they were walkers and the parts that we walked in the Bridge of Orchy and Glen Coe areas would have provided a challenge, but an acceptable one I think, to the off roader. Must admit we didn't tackle the Devil's Staircase near Kinlochleven, but by then you're only ten miles from the end of the route anyway.

We have been up to Scotland many times for holidays and noticed particularly on this visit how so much more is opened up by Forest Enterprise, a special department of the Forestry Commission, which seems to be responsible for environmental and tourist aspects. Every area now seems to be well sign posted with concealed parking and picnic areas. Good sign posted walks and cycle trails, and helpful information boards giving an idea of what might be seen along the way, some idea of the severity of the route and an approximate guide as to time needed.

A leaflet we picked up in a Tourist Information Bureau said that cyclists were welcome in many of the Forests, offering a variety of cycling experiences from wide forest roads to narrow single tracks. Over 2600 kilometres of waymarked cycle trails now exist and they feature some marvellous off road opportunities.

These cycle trails exist from Cornwall in the south west to Thetford in the east. There's the huge and varied landscapes of Kielder Forest in Northumberland, which is Britain's largest Forest. There are rugged and demanding routes in Wales also. The greatest concentration is though in Scotland, where the scenery is magnificent and it is still possible to explore beautiful, but also totally remote areas.

In addition to providing the waymarked trails, a number of the sites have Visitor Centres and even Bike Hire facilities, just in case you had left your bike at home. Camp sites are provided at a few of the Forests.

Lots of cycling events are promoted on these trails and this is with the active involvement of Forest Enterprise, competitions like the Polaris Challenge, the Sport Age Series and the Trail Quest League, and charity and organised rides.

There is an informative leaflet available through Forest Enterprise or the CTC. It lists nearly 80 such trails and there's a telephone contact number for each one.

Now where did I put my 5 miles to the inch ?
Don

IN OUR NEXT ISSUE

ANOTHER invasion of the ISLE OF WIGHT

A SECOND running of the
RICHARD COOLEY DIEPPE EXCURSION.

AND a Report on the
TOUR DES TROIS VALLEES - also from Dieppe.

AND finally watch out for a forthcoming ride across CUBA

Contributions please for the next issue and
then we can avoid fill ins like this !!

CYCLING AUCTION SALE

in the Clubroom on

TUESDAY 27TH OCTOBER 1998



Please contribute all your unused cycling items - - - bits of bike, clothing, literature, maps, and come armed with some spare cash, there's always goodies on offer. If you have anything now let Don Lock have it for storage until the day.

* * * * *

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