

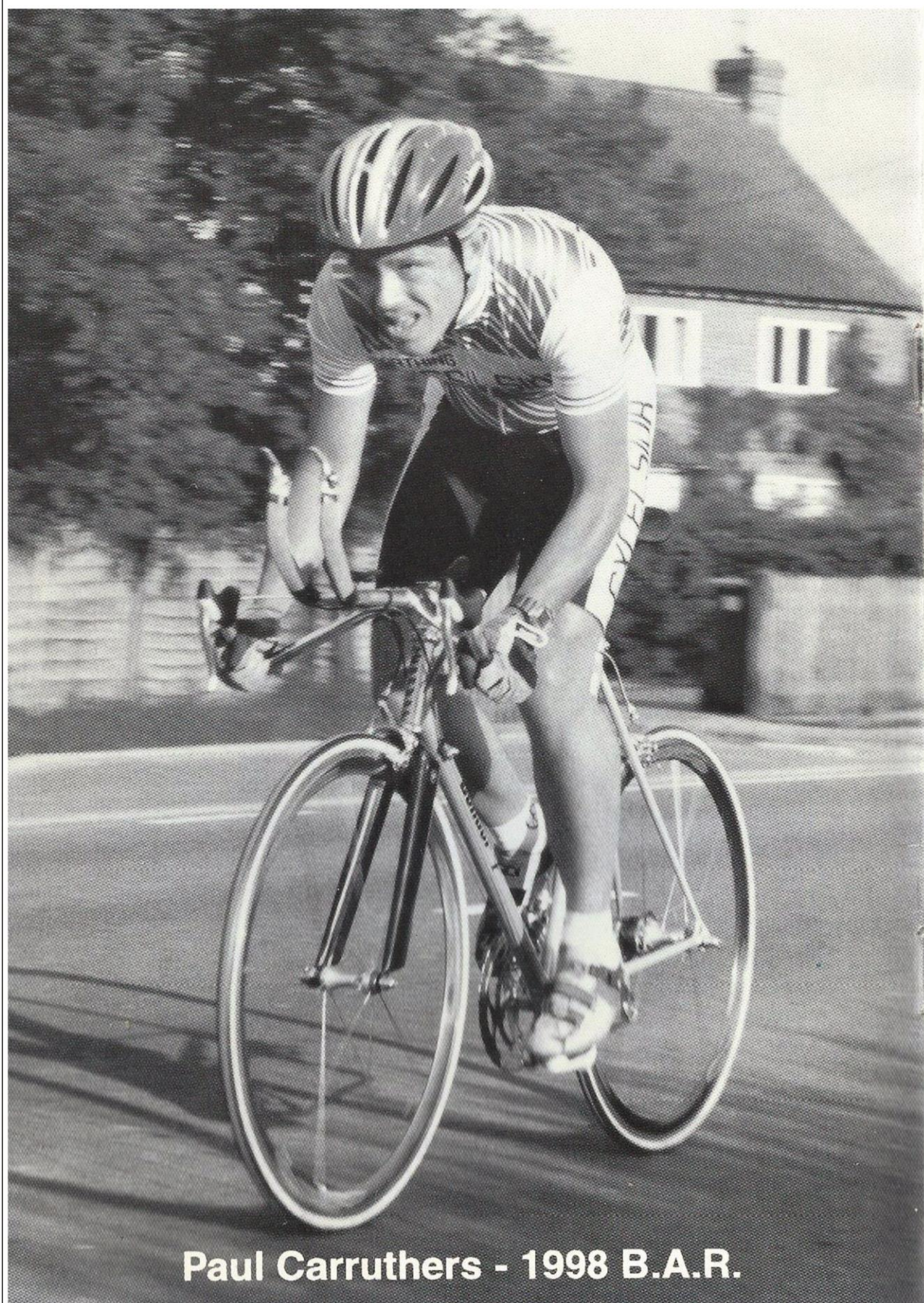
THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

WINTER 1998/99

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Paul Carruthers - 1998 B.A.R.

**THE WORTHING WHEEL
WORTHING EXCELSIOR CYCLING CLUB'S
QUARTERLY MAGAZINE === WINTER 1998/99**

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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**Watch out for changes at the Annual General Meeting,
but then we're sure you'll all be there!**

Preface:

So here we go for the final time, the one hundred and twenty fourth and final edition of the 'Worthing Wheel'. Do I hear boos or cheers? Not sure at the present time what, if anything will take its place. A regular, perhaps bi-monthly newsletter, seems to be the only idea under consideration, but as always it's finding someone willing to devote time and effort.

Anyway, I shall endeavour to make this one helpful, h'informative, h'interesting, never let it be said I drop my aitches, and maybe even humourous. I shall make one last desperate effort to avoid any spelling mistakes and will probably fail once again. As to grammar I adopt the totally unacceptable excuse of liking the vernacular, and thankfully they still can't do you for it.

Cycling, and cyclists like any other group I guess, have always had their own jargon, and just as all this info-tech talk at the office was indicating 'time to retire old fella'. so my long love of all cycle chat was being eaten into by a wave of new words. Pacing has become draughting, gear levers have become shifters, tyres - clinchers and even oil has turned into something called lube.

No I have no intention of getting out of the bike game, but this new Mountain Bike I have (who would ever have thought it!) is a whole new ball game and the re-learning process starts here.

Your very traditional Ed would be the last person to do a wheely. Now we know that for certain don't we? The Glaseby Lane access to the South Downs Way at Washington proved us wrong! "Gosh this is steep" reminded me I now have 27 gears and at that moment about 23 lower than the one I was in. Thumbs and fingers went into panic action on those strange 'shifters' on the handle bars - they are still called that aren't they? - and suddenly there I was, front ring about 24 teeth, rear cog about 28, and I have a front wheel which refuses to stay on the ground and legs which were

going round like some demented catherine wheel! Now I'm told you don't put 120 pounds per square inch in those nobbly tyres

Don

THE AUCTION

27th October seems a long while ago now, but the Auction went off very well, made no less than £173 and provided a good attendance with as many laughs as there were bargains.

Usual auctioneer, he who can play tunes on bike pumps, Andrew Lock, had to back out last minute with a sore throat, so an eleventh hour replacement was found in Richard Cooley. He was later to admit that conducting an auction is a lesson in psychology. With a crowd of cyclists it becomes a degree course.

My favourite moment was when a boxful of racing tubulars was offered. We had thought they would be of interest to Ron Bardouveau and waited 'til he returned to the room. "Must be worth a fiver" says Richard. "Oh OK then" says Ron. No one else appeared interested. Suddenly "Five fifty" pops up from John Mansell, whose interest in tubs, most of us thought had stopped with his racing 20 years ago. "You can have 'em" says Ron, and the look on John's face was a picture - a cross between dismay and disbelief. We were right, his interest in tubs had stopped 20 years ago!

Alan Weston purchased the Jim Hughes ex Joe Simpson trike so it's nice that it has gone to another good home in the Club. With some apprehension we now await its first appearance on a Club run!

The final scramble for 'everything and anything at 10p' continued to raise funds until time alone brought the evening to a close.

Thanks to Richard, who now believes he can sell anything, thanks to Mike Irons who looked after the money as deputy to Alan Langham. Thanks to Sheila Lucas for manning the canteen. Glad it didn't prevent you getting your head into that brand new crash helmet. Incidentally there's a story to that - it apparently came from a pub in Tarring - ask Alan Matthews. Thanks to Richard's son for doing a lot of fetching and carrying and to Dave Hudson for transport services.

We must do it again sometime.

NATIONAL CHAMPION AGAIN

Try every kind of cycling and enjoy it, has been the advice to youngsters from many stars who have reached the top in some particular sphere of our sport. No one encourages this more than our coach Vern McClelland and his daughter Kathryn is certainly proving the point. We've congratulated her already on national championships and records, on rollers, on the road, and on the track. Now she lifts the Under 13 Girls National Hill Climb Shield for 1998.

It was great to see her photograph in Cycling Weekly with trophy held aloft - eat your heart out you senior racing men.

Over 100 youngsters competed in the different age groups for boys and girls, and being on the same hill as the National Senior Title it provided an ideal curtain raiser for the big one. It no doubt also ensured a great deal of additional support for the efforts of the youngsters.

Chris Dransfield was unlucky not to get a medal in his over 15 boys championship finishing fourth and less than 5 seconds outside the bronze position. He thought the hill - Dover's Hill near Weston-Sub-Edge, Gloucestershire, to be less difficult than Springhead at Storrington which we use for our own championship. Sean McClelland also rode this and finished 14th.

Congratulations to all of you. Keep it up.

OUR CHAMPIONS FOR 1998

Tourist Trophy Competition	Tony Palmer
Club Runs Attendance	Tony Palmer
Points Cup (Shared)	Karl Robertson/Paul Carruthers
Track Champion	Sean McClelland
Junior Road Race	Sean McClelland
Senior Road Race	Chris Bacon
Junior 15 Mile	Sean McClelland
Most Improved Rider	Karl Robertson
Fastest Veteran(Evening 10's)	Ken Retallick
Hill Climb	Karl Robertson
10 Mile Series	Chris Bacon
25 Mile Handicap (Clapshaw Trophy)	Ian Cheesman
Hardriders	Karl Robertson
25 Miles	Richard Shipton
30 Miles	Chris Bacon
50 Miles	Richard Shipton
100 Miles	Karl Robertson
12 Hours	Paul Carruthers
Veterans Best All Rounder	Richard Shipton
Senior Best All Rounder	Paul Carruthers

OLDIES

Where does John Lucas keep pulling all these old papers from, has he had his carpet up or something? He's produced in the past few weeks, grass track meeting programmes of the early fifties. These proved that Ron Bardouveau was once a trackie. Then he's found photographs of Tony Palmer with hair, and Dave Funnell when he rode a bike. Both of these were faded sepia, of course! Another one showed a group complete with top hats, on their way - on bikes of course, to the RTTC B.A.R Concert held in those days at the Royal Albert Hall. All very entertaining - got anymore John?

WORTHING EXCELSIOR CYCLING CLUB
TIME TRIAL PROGRAMME 1999
(SUBJECT TO R.T.T.C. APPROVAL)

DAY	DATE	EVENT	COURSE	TIME OF START
Sun	21-2-99	Long Furlong Circuit (2 laps)	GS983	0900
Sun	7-3-99	10 Mile	G10/98	0900
Sun	21-3-99	Pulborough Circuit 16 Mile	GS993	0900
Sun	11-4-99	Ashurst 16.3 Mile	GS982	0830
Sun	9-5-99	25 Mile Champs & Clapshaw H'Cap	G25/93	0730
Sun	6-6-99	50 Mile Champs * (With Sussex C.A.)	G50/10	0600
Thu	24-6-99	Evening 25 Mile	G25/93	1900
Sun	tba	Interclub - Clonmore Trophy	tba	tba
Thu	1-7-99	Evening 25 Mile	G25/93	1900
Sun	11-7-99	30 Mile Champs	GS941	0730
Sun	1-8-99	100 Mile Champs * (With Sussex C.A.)	G100/56	0600
Sun	15-8-99	12 Hour * (With Sussex C.A.)	G12/97	0600
Sun	26-9-99	Hardriders	GS992	0900
Sun	3-10-99	Hill Climb	Springhead	0900

EVENING 10 SERIES ON THURSDAY EVENINGS
COURSE G10/98 (Washington) 1900 Start

13th MAY - 24th JUNE 7 EVENTS

8th JULY - 12th AUGUST 6 EVENTS

Events marked * are run in conjunction with 'open' events.

For club competition you must also submit an additional entry form to the club T.T. secretary.

Entry forms are required for all events except the evening 10 Mile Series.

To assist the T.T. secretary , please ensure all entry forms are submitted on the TUESDAY prior to the event.

The Club 100 is with the SCA event, but watch out in the RTTC Handbook. It is itself being run in conjunction with the SCCU 100. So for one ride you could win three trophies!

TIME TRIAL OPEN EVENTS PROGRAMME 1999

(SUBJECT TO R.T.C. APPROVAL)

DAY	DATE	EVENT	COURSE	TIME OF START
Sun	16-5-99	Club Open 25 Mile (Ray Douglass Memorial)	G25/93	0600

AUDAX EVENTS PROGRAMME 1999

DATE	DISTANCE	EVENT	START LOCATION	ORGANISER
6-2-99	100k	The Early Worthing Wander	Ashington	Alan Matthews
7-3-99	200k	The South Coast 200k	Worthing	Dave Hudson
17-4-99	300k	The South Coast 300k	Steyning	Dave Hudson
7-5-99	400k	The South Coast 400k	Steyning	Dave Hudson
19-9-99	110k	The South Coast Hardriders	Petworth	Tony Palmer

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

NAME	L.Furl 22/2 -10	10m 1/3 -12	16m Pu/b 22/3 -13	16.3 Ash 19/4 -17	25m Champ 10/5 +17	50m Champ 31/5 +10	100m Champ 5/7 +5	30m 19/7 +11	12 Hour 9/8 Non Event	Hard Riders 27/9 +7
PAUL CARRUTHERS	1	2	4	9	13	21	24	27		29
KARL ROBERTON	3	7	10	12	17	22	23	28		29
MEL ROBERTON	2	4	8	11	14	18	23	30		33
JEREMY WOOTTON	4	9	15	23	29	35	40	44		49
STEPHEN TROTT	10	13	14	18	29	36	38	49		56
IAN CHEESMAN	5	17	24	35	36	37	42	52		59
JONATHAN BOXHALL	9	21	26	43	45	48	53	64		71
CHRIS BACON	7	19	32	42	49	59	64	65		72
MATHEW GOULD	6	14	22	29	43	53	58	66		73
ALAN COOPER	10	22	33	36	45	55	60	71		77
MIKE FEESEY	10	22	35	36	52	62	67	78		85
RICHARD SHIPTON	10	22	35	52	64	66	70	81		88
JOHN POLAND	10	22	35	47	55	65	70	81		88
KEN RETALICK	10	22	35	52	66	76	81	83		90
SEAN McCLELLAND	10	16	29	42	59	69	74	85		92
COLIN MILLER	10	19	32	49	59	69	74	85		92
JONATHAN FORD-DUNN	10	17	28	45	62	72	77	88		92
CHRIS DRANSFIELD	10	22	35	44	61	71	76	87		94
REG SEARLE	8	18	28	45	62	72	77	88		95
MIKE POLAND	10	22	35	49	64	74	79	90		97
RON BARDOULEAU	10	22	35	52	69	79	84	90		97

SUSSEX CYCLISTS' ASSOCIATION

1998 - SEASON

SENIOR 'BEST - ALLROUNDER' COMPETITION

**** FINAL PLACINGS ****

<u>Posn</u>	<u>Name</u>	<u>'50'</u>	<u>'100'</u>	<u>'12 hrs'</u>	<u>AVERAGE M.p.h.</u>
1	Simon Prior EASTBOURNE ROVERS	1.58.13 (E.Sx)	4.05.17 (E.Sx)	258.146 (SCA)	23.783
2	Dave Pollard LEWES WANDERERS	1.55.59 (E.Sx)	4.14.42 (E.Sx)	245.810 (SCA)	23.302
3	Colin Jones EASTBOURNE ROVERS	2.07.42 (E.Sx)	4.21.36 (E.Sx)	229.881 (SCA)	21.862
4.	Anthony Brown CRAWLEY WHEELERS	2.07.40 (E.Sx)	4.28.03 (E.Sx)	229.313 (SCA)	21.664
5	Keith Shuttlewood CRAWLEY WHEELERS	2.08.41 (E.Sx)	4.39.34 (E.Sx)	217.647 (SCA)	20.970
6	Paul Carruthers WORTHING EXCELSIOR	2.15.49 (SCA)	5.06.52 (E.Sx)	233.221 (SCA)	20.358
7	Keith Balcombe BRIGHTON EXCELSIOR	2.21.22 (E.Sx)	4.52.17 (E.Sx)	202.300 (SCA)	19.535
8	Horry Hemsley LEWES WANDERERS	2.17.22 (E.Sx)	5.19.13 (E.Sx)	214.250 (SCA)	19.496

Note:-

Abbreviations shown in brackets under
riders time/distance indicate Event concerned.

UP HILL AND DOWN DALE

Up at the crack of dawn on Sunday 8th November I was greeted with overcast skies and a gentle drizzle. As good a day as any for a 110k hardriders AUDAX. I rode to Petworth, leaving home at 7 o'clock, to be at the start for 8.30. It rained hard from Pulborough onwards so I was well acclimatised to the weather before the start.

Tony Palmer set everybody off at 830 with the comforting words "Showers will be available all day." Out to Balls Cross and Kirdford where somebody spread their route sheets across the road, bikes scattered to miss the paper. We came across a secret check at the bottom of the first hill going to Bedham. The hill gave a good indication of what was to follow later. Then down a country lane to the A272. It was a great downhill ride, apart from my glasses steaming up, to Petworth for refreshments.

Stage 2 took us out to Tillington and Upperton where I first saw a tandem trike. Not having seen one before I decided to follow them to Lurgashall but I was invited to pass them as it looked really hard to brake and steer on wet and leaf covered roads. Another secret check at the bottom of Bexley Hill. The hill didn't look too bad at the bottom but it just kept getting steeper and steeper. By the time I reached the top it had stopped raining. On towards the A286 and down the steep hill through Henley where the tandem trike lost its steering on the wet leaves. The trike somehow managed to reach the bottom of the hill unscathed. Back to Lickfold and then a two and a half mile drag up Blackdown Hill. More refreshments.

Stage 3 started very easy, down the hill we had just climbed (glad somebody has a sense of humour). I had followed the same group of riders up and down this hill. One of them got a puncture going up, and one on the way down, both on the same corner! Into Quell lane, nothing on the route sheet to indicate that this was a steep hill. I had problems getting the 'granny gear' to work so it was a case of walking the last few

yards. The sun was trying to come out at this point (hooray). Down the other side and back on to the A286, for another secret check. On into Fernhurst and for over a mile along some flat country lanes (hooray) and then a small sharp climb to Lynchmere. A short trip on the B2131 (all down hill), sharp left and at the end guess what? - Wrong. A signpost saying we were in Hampshire! But yes, it was at the bottom of yet another hill for another secret check, this one had water and bananas if needed. (well appreciated).

Following a couple of riders up hill and down dale we came upon Glen Lea. A quarter mile climb of about one in four. Had more trouble with the granny gear so I walked part of this. Two cars passed and stopped near the top. They had trouble moving off again because of the wet leaves covering the road. A couple of cyclists rode it, one stopping (without getting off his bike) to let the cars go and then continued to the top (amazing). On towards Grayshott, Whitmore Vale and Churt for another secret check. A long drag, of about 3 miles, up to Hindhead, it just went on and on and on. I caught up with another cyclist at the top who said he knew the way, so I followed him through Haslemere and on to Blackdown Hill (yet again). It is an easier climb from Haslemere, only about a mile and a half long. Much needed food and drink was on hand.

Stage 4 started with the same previous descent of Blackdown Hill. On through Lurgashall, Upperton, Tillington and back to Petworth for the finish.

I felt shattered at the end of the ride so I phoned my wife to come and pick me up in the car. (well I had done 90 miles) Talking to another rider in the car park we agreed that it was the hardest ride either of us had done. I was told at the end that we had climbed about 6250 feet. It only works out at about 100 feet per mile but it seemed a lot more.

Facts and figures

Of the 113 entrants only 69 started and 48 finished in the time limit.

There were no less than 22 entries from Worthing Excelsior

but the weather deterred 5 from starting. The following did not finish: Chris Bacon, Diana Trafford, Peter Eldridge, Alan Weston, Peter Weston, Ken Retallick and Nigel Page. Simon Lane and David Greig both completed the course but were outside of the time limit. The successful riders were : Alan Matthews, Jonathan Ford-Dunn, Peter Thorpe-Hincks, Karl Robertson, Stephen Trott, Chris Dransfield, Jeremy Wootton and yours truly.

Those helpers I mention include: Tony Palmer, Dave Hudson, John and Sheila Lucas, Adrian and Sandra Palmer, Sue Howe, Alan Langham, Paul and Angela Toppin, Don Lock, Ken Aylett, John Gilbert and Mel Robertson and Penny - sorry if I've missed anyone - but those misted up glasses you know!

Mike Irons

THE CLUB DINNER DANCE AND PRIZE PRESENTATION

This 'Do' on 14th November was considered by everyone to have been very successful and we had an enjoyable evening. As before the venue was The Windsor Hotel in Windsor Road just off East Worthing's seafront, and they provided us with a high quality meal accompanied by excellent friendly service.

We had a capacity attendance and the room looked very nice with blue candles and serviettes adorning the tables. Mel Robertson presented a magnificent display of the Club's trophies backed by the Honours Board and we had a superb raffle table that made the conveyor belt in the 'Generation Game' look mediocre by comparison. Plus our Cuddly Toy which was much bigger than theirs!

The MC promised only one formality and promptly made a mess of it, but the good 'grace' of those present helped him over that. Rocket balloons cut across the hubbub and tried repeatedly to bury themselves into someone's Florida Cocktail. Maureen Lock's 1960's Pop Quiz was seemingly appreciated as she received about 30 completed entries, and

Pauline Bigg won the £10 voucher for the only all correct result. Don put down Victor Silvester for all 25 questions and still didn't get a point.

The Fantasy Tour de France (Worthing Excelsior CC copyright) was run off over eight stages and the coffee and mints. The fiendishly clever elimination game actually worked out, much to Don's obvious relief. Paul Toppin was the winner with £50, Dave Funnell got second £20 and Peter Baird collected third £10. The game continues to evolve and certain suggestions which have been made could well be included in the future. The idea of Tony Palmer/Dave Hudson that it could be instead a 'Fantasy Club Run' is not one of them!

The tradition of guest speakers was dropped on the basis that a good one costs more than a band, and a bad one kills your numbers for next year. Richard Shipton's widow Dot did the honours for us in presenting the 1998 winners with their awards and the President was able to hand to her those trophies which Richard had won before his death, halfway through the season. There was a special presentation made to the Club's three very successful young riders, Kathryn and Sean McClelland and Chris Dransfield. As well as being presented with Kathryn's National Hill Climb Title and Sean's County Road Race Trophy they each received the 1998 Jim and Connie Hughes award for meritorious rides in the GHS National Ten. There was also

taken the opportunity of showing to the members present the very handsome new trophy which has been presented to the Club by Dot Shipton. It is engraved as 'The Richard Shipton Memorial Trophy' and 'To be awarded for the fastest 50 mile of the year'.

The evening then moved on to the musical entertainment of mainly 60's tunes performed by the four piece 'Forever Young' with all but the drummer doubling as vocalists. They proved their worth by filling the dance floor and, at a cycling club do, that is no mean achievement!

There was about a twenty minute break for the raffle and it

was all over too soon, another sign of a good evening. People just didn't seem to want to go home.

Many thanks to Maureen Lock for all her assistance in the organising, goodness knows what would have happened if Don had done it on his own! Many thanks also to all who came and supported the occasion, and for all the very generous donations to the raffle.

SUSSEX CYCLISTS ASSOCIATION BEST ALL-ROUNDER CHANGES

From the 1999 season the rules now read :-

1. *Best All-Rounder Competitions*
Competitions shall be held annually and shall be called the Best All-Rounder Competitions. These competitions shall comprise one for Men, one for Ladies, and one for Juniors and one for Veterans.
2. *The Men's BAR Competition*
The Men's BAR Competition shall be open to all first claim male members of affiliated clubs, including Veterans, Juniors and Juveniles.
3. *The Ladies' BAR Competition*
The Ladies' BAR Competition shall be open to all first claim female members of affiliated clubs, including Veterans, Juniors and Juveniles.
4. *The Junior BAR Competition*
The Junior BAR Competition shall be open to all first claim male and female Junior and Juvenile members of affiliated clubs.
5. *The Veteran's BAR Competition*
The Veteran's BAR Competition shall be confined to first claim members of affiliated clubs who are 40 years of age and over and shall be awarded on

relative performance against Standard Times (VTТА system).

6. *Qualifying Distances*

The Competitions shall be decided on the average speed of each rider's fastest performance during the season in eligible events over the following distances or time, except that, in the case of Veterans it will be awarded on each rider's fastest performance calculated in miles per hour when compared to his relative STANDARD (VTТА system).

Men	50, 100 miles and 12 hours
Ladies	10, 25, and 50 miles
Juniors	2 @ 10 miles and 2 @ 25 miles
Veterans	50, 100 miles and 12 hours

7. *Eligible Events*

Eligible Events shall be any Open, Semi-Open or Association event promoted by the Sussex Cyclists' Association, or any Open event promoted by an affiliated club of the Sussex Cyclists' Association, or any Open event promoted by either the East Sussex Cycling Association or the Southern Counties Cycling Union.

Eligible events must be published in the RTTC Handbook.

8. *Claims*

All claims for inclusion in Sussex CA BAR Competitions must be supported by official Result Sheets, or a certificate from the timekeeper.

9. *Closing Date*

No event promoted after 30th September in each year shall be eligible for the Best All-Rounder Competitions.

It will be quickly appreciated that the main change is that several more events are now available. There will still be only the one 12 hours - the SCA promotion but there will be two 100's, that of the ESCA and that promoted by the Southern Counties. There is no SCA 100 again, at least not as a separate event so for the coming season it will be combined with the SCCU and of course our Club Championship will be in that event also. At the 50 mile distance there could be 3 or 4 to ride if Bognor or any other SCA Club promote an 'Open' event. You can if you wish ride them all and just put in your best for the BAR.

THE SUSSEX CYCLISTS' ASSOCIATION SPORTING COURSES POINTS COMPETITIONS (SPOCO)

This is the new competition introduced from 1999 to try and encourage more entries into the events not on the favoured 'drag strips'. It places more emphasis on where you came rather than what you did. "I did a '59" sounds great and will be a joy for most of us but if you were placed 99th it puts it all in perspective. If you do the same time round the Ashurst course you'll probably be in the top ten.

The Rules are:

1. The Sussex CA Sporting Courses Points Competition (SPOCO) shall be decided on each rider's best placings in qualifying events.
2. Points will be awarded in each qualifying event. 120 points for 1st place down to 1 point for 120th place.
3. Open, Semi-Open and Association events promoted by the Sussex Cyclists' Association (SCA), or Open events promoted by an affiliated club of the SCA, or Open events promoted by either the East Sussex Cycling Association or the Southern Counties Cycling Union shall be eligible for inclusion in the list of qualifying events.

4. Qualifying events must be published in the RTTC Handbook.
5. Qualifying events shall be decided and published prior to the beginning of each racing season.
6. Qualifying rides will be the best placing achieved in :
 1 qualifying event in Group 1 (Short Distance).
 4 qualifying events in Group 2 (Middle Distance)
 which must include at least 1 Hilly event.
 1 qualifying event in Group 3 (Long Distance).
7. Any number of events may be ridden.
8. Competitors may register at any time but only those events ridden after registering are eligible.
9. The Competition is open to First Claim Members of clubs affiliated to the SCA only.
10. Separate awards to be made for Men, Ladies, Juniors and Veterans plus the best Team of three from an affiliated club.
11. The Veteran Competition shall be open to all riders aged 40 years and over on the day of the event and shall be decided on the placing based on plus against the VTTA Standard Time. This rule shall not prevent a Veteran from winning the Men's Competition on actual time.
12. The decision of the SCA Executive Committee will be final in the event of any dispute.

THE QUALIFYING EVENTS FOR 1999 SEASON WILL BE:

GROUP1. (Short Distance)

13 March	Sussex CA	16½ miles	GS/982
20 March	SCCU Sporting	10 miles	G10/43

03 April	Brighton Mitre CC	10 miles	G10/44
18 Sept	East Sussex CA	10 miles	G10/87
03 Oct	Lewes W 2Up	18 miles	GS/838

GROUP 2 (Middle Distance)

07 Feb	GS Stella	40k	P845	Hilly
14 Feb	Central Sussex CC	25m	G25/94	Hilly
07 March	Hants RC	39k	P811	Hilly
21 March	SCCU Sporting	25m	GS25/46	Hilly
28 March	Sussex CA 2Up TT	27m	GS/991	Hilly
05 April	Brighton Mitre CC	25m	GS/999	Hilly
02 May	Sussex CA Team Champs			
		25m	GS/195	
16 May	Worthing Excel	25m	G25/93	
25 July	Brighton Excel	25m	G25/93	
05 Sept	Sussex CA	25m	G25/93	
17 Oct	Bognor Regis CC	28m	P911	Hilly
24 Oct	Brighton Mitre CC	25m	G25/93	
24 Oct	Rother Valley CC	40k	P871	Hilly

GROUP3 (Long Distance)

02 April	Crawley Wheelers	42.9 miles	GS/193
06 June	Sussex CA	50 miles	G50/10
20 June	East Sussex CA	50 miles	G50/83
18 July	East Sussex CA	100 miles	G100/86
01 August	SCCU	100 miles	G100/56

There is no registration fee for this season but you need to get registrations off to the Recorder :-

Les Janman, 14 Mansfield Road, Bognor Regis. PO22 9EY - at an early date otherwise you would miss some of the qualifying rides in Group 1 leaving you with limited choice at the end of the season.

Your Club Events Secretary Mel Roberton does have some Registration Forms but you could copy the following and send it to Les with details completed and it will undoubtedly

be acceptable

THE SUSSEX CA SPOCO 1999

REGISTRATION FORM

I wish to take part in the Sussex CA Sporting Courses Points Competition in 1999 and agree to abide by the rules.

Mr/Mrs/Miss/Ms ForenameSurname

Address

.....

.....Post Code

Telephone Date of Birth Age

Club

Signature Date

RICHMOND TO WINDSOR FOR £350

When Andrew Lock and his partner Ali said they were riding a Charity event between these towns, that it was all flat, and would be a piece of cake not only for Maureen, but for old man Don as well, the challenge had to be accepted. Don returned to full time training and Maureen took to looking at her bike twice a day instead of once.

The drive up to Windsor went well. The car was parked and the four managed the half mile to the station without too much of a sweat. Special trains would be laid on, it said, well there was one there, it was empty and we piled in - bikes and all! No special waggons for these. After us a few hundred more piled in with bikes, trikes, tandems, recumbents - you name it, they had it. It was with some relief that the train eventually got going and yours truly thought 'non-stop to Richmond! Such a simple idea and totally wrong of course. This train with bits of bike and people sticking out of every window now proceeded to stop at every station on route, and there were several. At each stop

more bikes and more people, including commuters, were squeezed in and although I couldn't see - my face was squashed into a Shimano with teeth - the outside must have looked like the stopper from Delhi to Amritsar!

Getting out at Richmond was the ultimate in 'extrication'. After we had removed Andrew's pump from a place it had absolutely no right to be, we managed another short ride to Richmond Green. This looked at first glance like a refugee camp in Ethiopia, happily the tents housed officials, everyone seemed to be well nourished and all seemed equipped with some form of human powered vehicle mostly on two wheels. About 2000 were it seemed prepared to give of their time and energy for the deserving Lighthouse Charity Appeal, mainly Aids related, including for Great Ormond Street Children's Hospital.

The weather had looked threatening but improved. It remained dry and warm. The organisation was excellent and after about 20 minutes we were numbered and on our way. Marshalls sent us off at a steady flow, so no great scramble and we were soon down to the Thames tow path and flat as promised. Speed was steady and the first stretch down through Ham and Teddington and past Hampton Court Palace was very pleasant. The Sports Club at Sunbury was the first refreshment stop and the five volunteers from the local 'W.I.' were close to being overwhelmed. One Dave Hudson would have done better, five Dave Hudson's would have had capacity to spare! Anyway it was nice and sunny and we were in no hurry.

Somewhere after this the route seemed to lose its closeness with the Thames. It was there at Shepperton and Chertsey, but it was certainly not at Chobham, and Maureen will vouch for several 'hills' now. She wanted me to put 'mountains'!

Andrew tried to assist Mum with a push on these hills but this made her try harder, he then had to try harder still to keep pushing, and Don and Ali got dropped. Englefield Green provided more refreshment and after Prune Hill, somewhere towards Old Windsor, which was likened to a

straightened L'Alpe-d'Huez, the route flattened and it was a fast last few miles. Maureen happier not to ride close behind, refused Andrew's offer of pacemaker, overtook everyone in sight and we finished like a well drilled non-changing four-up with Don on the back.

The finish was superb and the arrangements could well be noted by organisers of time trials, road races and certainly by Audax promoters. A large banner across the line congratulated the finishers, music blared out and lovely groups of cheer leader girls danced each side of the road. We held each others arms aloft (it was off road this bit) and accepted the applause. We handed in our cards, received more bottles of Spring Water and left feeling we had conquered Everest, well L'Alpe-d'Huez anyway.

It was certainly a very different day's cycling, 42 miles in about 5 hours, but probably an average actual riding speed of about 14mph. Great fun and for a worthwhile cause. No problems really and Maureen can sit down quite comfortably again now!

Don

THE OPEN TEN

20th September 1998

We decided to move it from the Summer to the Autumn yet on a course which attracts riders from far and wide when we run our evening tens, we could still only attract 50 riders.

Paul Toppin was in charge and on the morning had to contend with very difficult weather conditions. In different parts of just this small course we had thick fog and bright clear sunshine. Although it was obviously going to clear, before it did so it seemed to move around. A delay of half an hour was therefore a wise precaution.

Club support was brilliant, as well as marshalls at every point, plus the pusher off and those in charge of catering, we had sixteen entries, almost one third of the entire field.

Lewes Wanderers supplied the winner with Shane Faulkner getting round in 21 minutes 30 seconds. Paul Fox, a super fast veteran of 50, from 21st Century Airports Cycling Team, notched up a superb 21.53 for second spot and led his club to the team award. Jeremy Wootton grabbed third place with 22.08. He and Daniel Paine of Brighton Mitre, fastest junior on 22.54 prevented a clean sweep of the awards by the 'Airports' team. Their Adrian Littleboy took fourth prize, Ray Venis won the veteran's standard award - not bad a 25.05 at the age of 70! and Linda Stocks completed their haul with the fastest lady prize, getting home in 28.21.

Worthing rides were:-

Jeremy Wootton	3rd	22.08
Mel Roberton	14th	23.06
Paul Carruthers	17th	23.31
Karl Roberton	20th	23.45
Stephen Trott	21st	23.57
Mike Feesey	22nd	24.02
Jonathan Ford-Dunn	22nd	24.02
Matthew Lelliott	24th	24.16
Matthew Gould	26th	24.33
Andrew Lock	27th	24.44
Nicholas Attaway	30th	25.38
Colin Miller	31st	26.06
Ron Bardouveau	31st	26.06
Mike Poland	40th	30.18

Matthew Lelliott's ride, his first in open competition was excellent, apart from Daniel Paine, it would have won the junior section. More from Matthew in 1999 we hope.

At the foot of Paul's Result Sheet it said 'Found at Event HQ, one Nalini Yellow top, complete with inner tube' - Is this some sort of blow up doll?

CLUB HILL CLIMB
4th October 1998

Our intrepid reporter Roberton - Karl was sent to this event

in disguise, he wore a brightly coloured Lycra skin suit and funny shoes. He says it was 'cool' - is that the outfit or the weather? It is understood that the morning was early, well before elevenses anyway. Having said that Ford-Dunn, the Jonathan version was working on Double Storrington Time and turned up as the rest were making their way home. 13 were due to start but three did not start. There were now "ten blue bottles a standing in the lane" "ten blue bottles sorry I digress. A good morning for uphill racing we're told.

One of the non starters was the 1997 champion Tim Stedman so without the favourite the race was wide open. The road, though not closed, remained very narrow.

A number made their hill racing debut, it attracts the madness in all kinds. Usually level headed Alan Weston got to the top in 7.20 but he had lost some time trying to find the cafe stop on the way up. New member Dave Greig straight from his success - he came second in the queue for refreshments on the Isle of Wight Ferry a week or two previously, beaten only by the Master, Dave Hudson - rocketed up the first stretch, struggled in the middle and by the top had decided to restrict himself in future to queues for tea and coffee. Time for Dave 6.48. Simon Lane who's been showing his paces, and the new 'Giant', in club runs, made a stout debut - probably had a couple of beers as well - and responded to the encouragement from the crowd at the top to finish in 6.27. I've read somewhere 'Three's a crowd?' Next we had style, smooth, neat, and it looked easy by comparison as 12 year old Kathryn McClelland rode up the last stretch to record an excellent 6.09. Big brother Sean came up with the extra power and aggression of a 15 year old, and ducked under 5 minutes to clock 4.57. Our long distance man Paul Carruthers must have hardly noticed this after his 100's and the Sussex 12 hour. 4 minutes 44 seconds and it was all over. Young man to watch in '99. Chris Dransfield did brilliantly despite the silly so and so of a President wobbling all over the place, nearly having him off on the tight left hander. His time of 4.39 was good enough for third place. Jeremy Wootton out only on a short pass this

morning arrived, rode and departed. The middle bit took 4.26 and it was only good enough for second. Our intrepid reporter Oh yes he got up in 4.17 - he was quite surprised - we weren't!

THE SUSSEX CA HILL CLIMB

25th October 1998

Hill climbs are not that popular and to me that is perfectly understandable. It makes less sense than boxing, at least in that you can hit the thing that's causing the pain. However, given time to reach a summit without bursting my lungs and without sending the heart monitor off the gauge, I can enjoy the scenery and the view opportunities which the effort can provide. Those who smash themselves into oblivion for 4 or 5 minutes in ascending a gradient quite obviously only ever intended to be tackled in the other direction fail to gain even these pleasures. They complain of blurred vision, red and green spots and even "little windmill things" in their eyes!

Nevertheless the County Hill Climb is still promoted every year and the Cup in memory of longtime Association Secretary Alf Dawes, moves around the County from one mantelpiece to another.

The Velo Club Etoile promoted the 1998 version using the same hill as we do i.e Kithurst Hill off the Amberley/Storrington road. They received an entry of 22 including 8 from outside the Association. It was you will gather an 'Open'.

Roger Smith one time Worthing member and occasional racer for the Velo Club Etoile showed how well adapted his neat size is when it comes to mountain goat performances, roaring up in 4mins 08.8secs. John Limpus of GS Stella was second in 4.12.0 and Worthing's Tim Stedman our 1997 Champion was third only .7 of a second adrift. That was a fine effort from another occasional racer. Do they save it all up during the Summer and smash it all out in a 4 minute orgasm of effort?

We also had Karl Robertson riding and his end of season form had been good. By 25th October though he must have started to relax into the social season, for he was to go back a full 15 seconds on his Club event winning time. He finished 12th in 4.32.9

P.S Is this hill "Kithurst" or is it "Springhead"?

Both names are used in the course details. For our Club event we seem to have gone for "Springhead" yet the SCA say "Kithurst". Reference to my OS Explorer series map No 121. Scale 1:25000 says we are right, it comes off the Amberley road just opposite Springhead Farm, and reaches the South Downs Way about 100 yards east of the 191metre summit. "Kithurst Hill" is half a mile further east slightly higher at 213m, and being almost due south of Kithurst Farm and at about 1 mile from the village of Storrington.

BOGNOR REGIS 25

13th September 1998

Don't know how this came to be missed in the Autumn issue, but still better late than never. In addition of course, we haven't had too many team wins to report lately so this was nice, if something of a surprise. The Bognor event is usually well supported but a morning which looked dreadful when curtains were first cautiously moved must have caused many to stay at home. It was windy and hard but it did stay dry.

Neal Baker of Deal was fastest with 56.49 followed by Paul Rogers, VC St Raphael 57.21 and Steve Woodbridge, GS Stella 58.40. Jeremy Wootton did well to get under with 59.40 and finished 4th. He was backed by a strong ride from Chris Bacon 1.00.53 and Karl Robertson (1.06.12) completed a winning trio.

Let's have more of these in '99

Worthing Excelsior Cycling Club

Audax Events for 1999

The Early Worthing Wander - 100k Ashington

Saturday 6th February

start 09.00

Organiser - Alan Matthews

20 Water Lane, Angmering, West Sussex BN16 4EJ



The South Coast 200k - Worthing

Sunday 7th March - start 07.30

No limit on numbers but entries close on 21st February

P B P qualifying event

Littlehampton, Bognor Regis, Selsey, Harting Hill (*south face - easy*) - Rake, Liphook, Hindhead, Elstead, Milford, Dunsfold, Wisborough Green, Southwater, Partridge Green, Steyning, Sompting
The Route avoids the A24 now

The South Coast 300k - Steyning

Saturday 17th April - start 03.00

No limit on numbers but entries close on 3rd April

P B P qualifying event

Shoreham, Newhaven, Beachy Head, Pevensey Bay, Hastings, Rye, across the Marshes for 27 miles to the Folkstone area then returning with views of the Channel Tunnel complex - Hamstreet, Tenterden, Flimwell, Heathfield, Uckfield, North Chailey, Hurstpierpoint

The South Coast 400k - Steyning

Friday 7th May - start 21.00

No limit on numbers but entries close on 23rd April

same route as 1998 - **P B P qualifying event**

Cowfold, Petworth, Duncton Hill, Chichester, Denmead, Winchester, Great Bedwyn, Marlborough, Cirencester, back to Great Bedwyn then Whitchurch, West Meon, Midhurst, Storrington

Organiser - Dave Hudson (El Supremo)

151 Middle Road, Shoreham-by-Sea, West Sussex BN43 6LG

Sunday 19th September

start 09.00 in Petworth

Same route as in 1998, come and wind down the season with this excellent event which provides not only numerous feed stops but an unbelievable amount of freewheeling.

Organiser - Tony Palmer

23 Brentwood Crescent, Hollingdean,
Brighton, East Sussex BN1 7EU

The South Coast Hardriders 110k



THE HARDRIDERS CHAMPIONSHIP

27th September 1998

After the previous day's rain, the morning was warm with very little wind, just a drift coming from the south east. Although there was a fog around Pulborough it lifted quite quickly to leave an almost perfect morning especially for late September. Six riders were down to ride but Stephen Trott (he's getting something of a reputation here) failed to appear. A disappointing entry for all that's involved in the organisation and for a championship trophy event.

To add to the interest of the event it was the last to count for points in the season long Handicap placings competition, which was led by Paul Carruthers with Karl and Mel Robertson breathing down his neck. Only three points covered these placings. Another trophy still there for the taking.

The course takes in the climbs of Bury Hill and Whiteways and is quite lumpy in between, so it certainly provides a 'hardriders' course.

Karl was first home catching both Jonathan Ford-Dunn and Mel (Bet Dad loved that! Ed) on the way. Karl's time 1 hour 8 minutes 55 seconds showed an astonishing 6 minutes improvement over his '97 effort. Mel was next back with 1.11.33. then in came Paul Carruthers with 1.10.46. Jeremy Wootton, the pre-race favourite followed with 1.10.16 and finally Jonathan who had trouble with his pump at the start (and with his legs after that? Ed) in 1.17.11.

This was not only an unexpected win for Karl, but the time also much faster than certainly the handicapper, and probably Karl as well, could have anticipated. One of those dream mornings Karl - you'll probably get another one in about 3 years time!

It left him over 3 minutes clear in the Handicap section. It left Handicapper Don Lock with his worst performance all season!

Full Result

1.	Karl Roberton	1.08.55	6.30	1.02.25
2.	Jeremy Wootton	1.10.16	Scr	1.10.16
3.	Paul Carruthers	1.10.46	5.00	1.05.46
4.	Mel Roberton	1.11.33	5.30	1.06.03
5.	Jonathan Ford-Dunn	1.17.11	8.30	1.08.41

The debate over low profile frames and their suitability for hilly courses will continue. 2nd, 3rd and 4th all rode them. The winner did not!

Timekeeper:	Mike Irons
Pushing Off:	Ron Bardouveau
Handicapper:	Don Lock
Marshalls:	Mike Poland, and Brenda Ford-Dunn

HOLIDAY IN IRELAND or (Let's go and see the Tour)
(Sheila Lucas recalls an Irish excuse for a week with the boys)

Day One (Wednesday)

After a long day's travel, including car across England and Wales and four hours on the Holyhead to Dublin ferry, we finally arrived at our hotel in Bray a short distance from Dublin. To my horror, the hotel was not at all like the brochure. It looked quite run-down from the outside. "Maybe it's better inside" I thought. I was wrong, it was worse. The situation deteriorated. If we could have found alternative accommodation that evening we would not have stayed.

Day Two (Thursday)

We hastily paid our bill and left. The breakfast had been awful. Tony and John compared the hotel to a combination of 'Fawlty Towers' and the House of Horrors. First job now was to find somewhere else and we eventually got fixed up for two nights in a pub not far away and right on the Tour route. By this time John had started to feel unwell "I just

want my bed" he said. So that's where he made for while Tony and I explored Bray. The remainder of our week was spent at a Bed and Breakfast place a few miles farther on, where the landlady was very friendly and made us most welcome.

Day Three (Friday)

After a good night's sleep, we were ready for our first bike ride in Ireland. We parked the car in Wicklow, and enjoyed a ride along the quiet country roads. I was taking in the delightful countryside scenery when Tony got a puncture (It's these thin narrow racing slicks! Ed) He waved his wheel at a passing Banesto team car, but they didn't stop. Could it be that they didn't recognise him! Two young Irish boys came running up and asked Tony if he was in the Tour de France. John was quickest with a reply "He rode last year, but he's too old now. Can you help him mend his puncture?"

This was an extremely beautiful area. We rode through some scenic villages on our way to Avoca (made famous as the setting for the television series, "Ballykissangel". We sat outside the pub "Fitzgerald's" enjoyed fish and chips which we washed down with a pint of Guinness and watched the world go by.

From here we rode to 'The Meeting of the Waters' which is where the Rivers Avonbeg and Avonmore meet. The scenery was spectacular. We then made our way back to Wicklow passing through Rothdrum and Glenealy.

We were making good speed when Tony got his second puncture. This time there were no little helpers or indeed Banesto cars to wave at. He had considerable difficulty replacing the tyre. He tried so hard he got blisters on his hands. Just as well I had a First Aid kit! (I understand this puncture took 35 minutes, and this from the Club's Tourist Champion! Ed)

Day Four (Saturday)

In the morning we took the train into Dublin to watch the Tour Prologue. We arrived to find that the roads were already closed. Crowds had gathered around the start and finish areas, and many more were now looking for other good places to view the race. We walked round the circuit watching riders warming up, and generally enjoying the fun of the Tour cavalcade and the atmosphere. We also collected a few souvenirs which as I write are still in Tony's garage! (Sheila says she got the FINISH banner, Tony and John says the arrow pointing to the Guinness Brewery is his. Ed)

The time trial was soon underway and we watched all the riders come by with most of the top and well placed riders towards the end. We saw Boardman scream past and then we dived into a pub to watch his finish on the television. It was great to see him win and the atmosphere was electric.

Day Five (Sunday)

The Wicklow Gap, where we planned to watch Stage two was about 18 miles from our accommodation. The weather was forecast as grim and so with waterproofs and 'Bonk' rations off we went. The first two miles were a long steady climb but after that, to Laragh a bit more enjoyable. We stopped here for a coffee before attempting the climb of the mountain. (Ed. learns from a separate source that our intrepid threesome were 'forced' to get off and walk at the foot of the climb by a zealous officer of the Garda. Also, that once round the corner, like a lot before them, they then got on and rode) - Sheila continues - The wind was extremely strong, sometimes making it almost impossible to cycle and as we neared the top it became extremely cold. We stood around for about three hours in the cold and wet waiting patiently for the riders to appear. They came eventually and they were all past in a flash and making it look so easy. (Tony Palmer informs 'Worthing Wheel' that he has a few hundred copies of a video recording taken from Channel Four. He maintains that if you run it very slowly the three of them can be spotted cowering - sorry - huddling under a rock. To WECC members his special price is £3.99!)

Day Six (Monday)

The second full stage started in Enniscorthy which for us was a two hour car journey. We decided to press on a little further along the route and watch the race at New Ross. Approaching Enniscorthy we soon discovered that the roads had been closed and we detoured across the countryside, driving down narrow twisting lanes, past farms and through tiny villages.

I could see the race helicopter in the distance and I thought, "We're not going to make it". But, thanks to John's excellent driving (what's she after? Ed) we arrived at New Ross just one minute before the riders! Here there was a wonderful carnival atmosphere. The local pub even laid on a barbecue and entertainment.

After the excitement of the race had passed we cycled on to a town called Graiguenamanagh, (she will tell you how to pronounce it! Ed) which lay in a valley and looking down into the valley was breathtaking. Lunch was taken at the 'Anchor Inn' where we met up with other cyclists who were over from Kent.

Day Seven (Tuesday)

Today was a day of rest. We went into Dublin to do some sightseeing and shopping. (I got quite a different story from John and Tony. Their memories of this last day were very centred on the visit to the Guinness Brewery, and although recollections were understandably vague, there was a consensus which said Sheila left them standing when it came to downing the 'black stuff'! Ed)

Sheila continues: - I thought Ireland was wonderful and I found the Irish people to be most friendly and hospitable. I now look forward to another visit.

John sums up his feelings in a few well chosen words "It was absolutely, bloody marvellous" and this despite the grim start.

Sheila Lucas

1998 EVENING TENS SERIES

1st	Chris Bacon	9 Points
2nd	Mel Roberton	14 Points
3rd	Karl Roberton	25 Points
4th	Paul Carruthers	28 Points
5th	Mike Feesey	49 Points
6th	Jonathan Ford-Dunn	50 Points
7th	Ken Retallick	67 Points
8th	Diana Trafford	67 Points
9th	Colin Miller	81 Points

To qualify for the series riders have to complete 8 rides (seniors), or 6 rides ladies and juniors, and their best placings are then aggregated. Well done Chris, and well done Diana on making the final table.

THE FUTURE OF TIME TRIALLING

Without apology (save for the small print) we reproduce here the full text of a letter, questionnaire and response on Proposed changes to the law regarding "Events on the Highway".

You may not be aware that a consultancy firm Trafeco Ltd has been contracted by the Sports Council to liaise with all sports that use the public highway. The Government it seems is bent (mustn't pause there) on repealing the Cycle Racing on the Highways Regulations 1960 and bringing in legislation to cover all users i.e road runners, walkers, triathlons and duathlons.

What they are currently working on is a set of Common Minimum Standards and a Code of Practice that will impose safety standards equally on all i.e. throughout all the very varied disciplines. It is proposed that all future legislation will be based upon environmental and safety considerations by Safety Advisory Groups set up by and responsible to Local Authorities. Can you think of a better framework for

*the advancement of bureaucracy and red tape. The sport would be killed.

Roy Fairchild of Bognor Regis has, we feel, prepared an excellent response on our behalf. Please read it, for if you are interested in the future of - not just time trialling, maybe even your Audax events or the "Promotion" of a "Club run", then you need to know what we are up against.



SUSSEX CYCLISTS' ASSOCIATION

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Telephone 01 243 263 023

Mr Keith Horne
TRAFECO LTD
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West Sussex PO19 3JN

Our reference
SCA9823

Your reference

Date
21 November 1998

Dear Keith

It was a pleasure to meet you at our Annual Luncheon and Prize Presentation and I trust you had an enjoyable afternoon.

I was very interested in what you said about the future of sport on the highway.

Although most of us are aware that moves are afoot to change the legislation it was useful to hear about it straight from the horse's mouth. It certainly clarified the rather sketchy information we have read in the Cycling press and made it much easier to answer your questionnaire.

I was particularly interested in your comments about the lack of response from time trialists and your request for more answers so you can obtain a balanced view. Galvanized into action by your comments, I contacted Chris Watts the following day to obtain a copy of the questionnaire so we could respond. Although the BCF officials circulated their member clubs with a questionnaire the RTTC followed their normal

procedure of conducting business through delegates, first from affiliated clubs to district councils and then from district councils to national council. Unfortunately this procedure can act as a filter and may explain why the response from individual time trialists has been so low.

There is a section in the Annual Report of the RTTC for 1998 on "Proposed changes to the law regarding Events on the Highway" and I see Dave Stalker is the RTTC delegate on the Focus Group. Knowing Dave, I am sure our interests are in safe hands.

To be fair to Chris, there was also a section on Proposed Changes to Cycle Racing on the Highways Act in London South District Council's Annual Report for 1998, drawing attention to your questionnaire which appeared in Cycling Weekly, and she expressed a hope that clubs and/or individuals will submit carefully considered answers so that a balanced view is obtained.

It was reading this report which prompted me to suggest we should invite you to speak at our luncheon to give us a greater insight into your proposals.

One of our concerns is the practicality of the concept of Common Minimum Standards for vastly different sports organised on public roads which require entirely different regulations. The only common element between Road Races and Time Trials is that the competitors ride cycles. The risks to be assessed, the safety requirements, the duties and responsibilities of the Marshals and Stewards, the Safety Officer and even the location of a qualified First Aider are entirely different.

I was interested, therefore, in your comments about who might be affected by the introduction of Common Minimum Standards and your problem of defining "relevant organised events". Perhaps you should query whether these two aspects are really compatible.

We assume that the concept of trained Stewards or Marshals has been taken from the New Road & Street Works Act under which all contractors working on the highway must employ workers fully trained or accredited in the requirements of the Act. Whilst this might be desirable for all people working on the highway it does not seem practical to extend the same principle to sport. Paid employees can be required to undergo training. We question whether it is practical to consider enforced training and accreditation for race marshals who will be volunteers and may only be called upon for one event per year. We feel that the requirement should be changed from 'trained marshals' to 'properly instructed marshals' and we would like to see this difference highlighted in your recommendations.

We believe that Self Regulation of Time Trials over the years has been far more effective than regulation by government legislation. It has proved to be more flexible and adaptable to changing conditions on the highway. We would like to see this principle built on in the future rather than throwing out the baby with the bath water in the pursuit of standardisation with common minimum standards for all which must, by definition, mean a compromise solution. You will see that this concept of Self Regulation runs through our answers to your questions and we hope you will be able to incorporate this in your recommendations.

We are also concerned about bureaucracy which is bound to grow with the involvement of local authorities, particularly if the Safety Advisory Groups are to be set up by, and responsible to, local authorities. Again you will see that this concern runs through our answers to your questions. Local authorities interpretation and involvement in health and safety legislation does not inspire confidence in their ability to adopt a flexible and practical approach. We appreciate it is always easy to throw up destructive criticism and therefore we would like to suggest a constructive alternative.

The concept of Safety Advisory Groups is sound. We would like to see this coupled with the concept of Self-Regulation under which these Groups are set up by, and responsible to, each discipline of the sport, rather than local authorities. In the case of Time Trials

this would be the RTTC District Councils. Clearly it would be mandatory under the legislation to appoint representatives from the local authority, highway authority, police, fire and ambulance services. These representatives may be the same people on the Safety Advisory Groups for the various disciplines, but the essential feature is that the Groups would be chaired by the Sport.

This concept should more readily achieve the objective of a 'local partnership' approach for events as opposed to central legislative control which is likely to creep in if the Safety Advisory Groups are responsible to local authorities. Furthermore if the Groups are controlled by the Sport then it is likely they will be more flexible and reactive to changing conditions.

We also suggest that this approach should help to contain costs, a consideration that would be welcomed by local authorities as well as the Sport.

On the Tuesday following our luncheon I was at a Local Transport Forum with David Dewdney who is Chairman of West Sussex County Council's Highways and Transport Committee so I took the opportunity of discussing the proposed changes for sport on the highway with him to get his reactions to taking over responsibility for all sport on the road. It seems that the proposals have not yet reached the Highways and Transport Committee at West Sussex County Council.

Although they are of different political persuasions, David is in favour of John Prescott's mission "to give the roads back to the people" by redressing the current imbalance between cars and other modes of transport. In developing this theme he would like to see more road closures for sporting and other events along the lines on the Continent. We assume that you will have looked at practices adopted on the Continent for sport on the highways where there is a more cycle-friendly culture.

Last Sunday, Colin McKenna, Assistant County Surveyor, West Sussex County Council, was Guest Speaker at the Bognor Regis Cycling Club Annual Luncheon and Prize Presentation. As I sat next to him, I again took the opportunity to discuss the proposals and get his reactions to taking over responsibility for sport on the highways. He was not aware of the proposed shift of responsibility but was concerned that the cost might be transferred to his budget. Hence my comment above about the need to contain costs under the new arrangements.

For ease of reference I have set out our detailed answers to your questionnaire as an appendix attached to this letter. You will find some of the points mentioned above repeated in this appendix so the document can stand on its own. As you will probably be aware after attending our luncheon, the Sussex Cyclists' Association only promotes Time Trials so our answers only deal with this segment of the sport. Incidentally my own club, the Bognor Regis Cycling Club is also predominantly a time trial club and currently we are not affiliated to the BCF.

One of the problems of questionnaires is that they often raise more questions than they answer. Accordingly, it was difficult to fit some of our views into your questions but I trust you will understand if we appear to have asked and answered our own questions.

Thank you for the opportunity to express our views.

Yours sincerely

Roy Fairchild
General Secretary.

SUSSEX CYCLISTS' ASSOCIATION

CYCLE RACING ON THE HIGHWAY - TIME TRIALS

QUESTIONNAIRE

1. *What changes would improve the organisation of time trials?*

We understand that it is intended to repeal the Cycle Racing on the Highways Regulations 1960 because it has been said that that this legislation is no longer applicable to current traffic conditions or modern cycle based sport. We feel that we ought to start by questioning this statement.

Is there a real need for Change?

Is It Change for the sake of Change?

Is the reason for Change purely because the police would like to transfer responsibility and thus liability to local authorities in an increasing adversarial society keen to blame everyone but themselves?

Is the perceived need for Change because of the new sports which have evolved since 1960 are not effectively Self Regulated?

Is Change motivated purely by a desire to have Common Minimum Standards and a Code of Practice that will impose safety standards equally on types of sport that use the public highway?

In our opinion very little change is required to the organisation of Time Trials because of the strict way in which the RTTC regulates and controls such events. Furthermore these regulations have been evolved over the years to reflect the changes in traffic conditions.

It is always useful to give examples. Probably the most obvious change is the location of the Turn. When I started racing in 1947 all Turns were dead Turns and I can well recall acting as Turn Marshal on the A4 just east of Newbury where I actually stood in the middle of the road. Even as late as the beginning of the 1980's there was a dead Turn located on the A27 at Fontwell. Up to 1985 the Sussex Cyclists' Association ran a 25 Mile Time Trial on the A27 between Arundel and Chichester on a Saturday afternoon. Clearly none of this is possible with the current traffic conditions but it does illustrate how the RTTC have changed and evolved to meet changing conditions.

In short Self Regulation has proved to be superior to government regulation and we would like to see this as a precedent for the future.

We would question whether it is really practical to have Common Minimum Standards and a Code of Practice.

Clearly there are very different requirements for Time Trialing where riders start at one minute intervals and do not need motorised escort. In fact, RTTC Regulation 50 specifically states that a competitor must not be preceded, accompanied, followed or receive any assistance from a motorised vehicle. On the other hand, Road Racing, where the riders all start together, must be supported by motorised vehicles, and as such need very different Standards and Codes of Practice to reflect their interaction with other road users. Other sports such as road running, triathlons and dualthlons will also have different needs.

Against this background a Common Minimum Standard will have to be a compromise solution which will not be in the best interest of, or appropriate to, any segment of the sport.

If it is deemed necessary to have Common Minimum Standards then we would like to see

the existing RTTC Regulations used as the basic standard and all other sports brought up to this level as a platform to which special supplementary regulations could be added to reflect massed start or accompanied riding or running.

We would still prefer Self Regulation based on recommended Codes of Practice as this is more flexible and would enable the sport to react more rapidly to changes in road conditions than prescribed conditions set down by legislation.

2. Do you have any suggestions to improve the safety of time trials?

In considering this question it is important to recognise that all sport has an element of danger, even fishing! As an all-round sportsman, I have suffered more injuries from cricket, running (including being spiked), tennis, squash, ice-skating, ski-ing and water sports - with scars to prove it - than I have from cycling.

Basically it is being competitive that makes all sport dangerous. So it is essential to ensure this competitive spirit is not killed by a "nanny" approach to safety requirements motivated by Safety Advisory Groups anxious to protect their own backs from liability claims.

In considering safety, it is vitally important to analyse accidents into those involving a third party and those just involving the competitor. In 1997 there were 82 accidents in time trials held under RTTC Regulations of which 33 involved a third party. It is then important to examine the 33 accidents to see who caused the accident, the competitor or the third party. The above statistics suggest that Time Trialling is a relatively safe sport and the majority of accidents are caused by rider error.

Bearing in mind that every accident in a Time Trial has to be reported to RTTC District and National Councils, it is evident that Self Regulation by the RTTC is very effective.

The concept of Safety Advisory Groups is sound, but we are concerned about the proposed involvement of local authorities particularly if these Groups are to be set up by, and responsible to, local authorities. Their involvement and interpretation in health and safety legislation in other spheres does not inspire confidence in their ability to adopt a flexible and practical approach. We would like to see the concept of Self Regulation extended to include safety whereby the Safety Advisory Groups are set up by, and responsible to, each discipline of the sport rather than local authorities. In the case of Time Trials this would be the RTTC District Council. Clearly it would be mandatory under the legislation to appoint representatives from the local authority, highways authority, police, fire and ambulances services, but the essential feature is that the Groups would be chaired by the Sport.

This concept should more readily achieve the objective of a 'local partnership' approach for events as opposed to central legislative control which is likely to creep in if the Safety Advisory Groups are responsible to local authorities. Furthermore if the Groups are controlled by the Sport then it is likely they will be more flexible and reactive to changing conditions.

3. What should be the criteria for setting the number of Time Trials?

It ought to be based on demand subject to central control to ensure there are not too many events in the same area on the same day. Clearly there should be a minimum geographical distance between events held on the same day to avoid conflict with other road users.

The number of events is currently controlled through Date Fixing Meetings held by each RTTC District Council. This is effective even though the objective is different in that Clubs are anxious to avoid losing entries to other promotions.

There is a problem of clashing with other sectors of the sport but this is covered in your question 5.

It seems more important to avoid peak traffic periods. Therefore we would argue that special consideration needs to be given to Time Trials held under RTTC Regulations as these are usually held early on Sunday mornings before the rest of the country is awake. Clearly the number of events must be related to the start and finish times as this will have a direct impact on conflict with other road users. Other disciplines such as Road Racing, Triathlons and Dualthons take place later in the day when traffic volumes are higher.

4. *On what roads should you be allowed to compete and under what conditions?*

Time Trials should be permitted on any road where cycling is permitted by law subject to an assessment of traffic flow and the hazard of acceleration lanes.

There is no need for any special conditions for Time Trials such as closed roads or assisting motor vehicles because competitors are riding alone and start at one minute intervals. In fact there is less conflict with other road users than there is with a cycling tourist club run, which we assume will not be classified as a "relevant organised event". However the same argument would not apply to Road Racing which requires different conditions because competitors ride together. Similar conditions would apply to triathlons and dualthlons where 'drafting' is permitted.

All courses used for Time Trials under RTTC Regulations are subject to approval by the RTTC District Council to ensure they meet the strict conditions laid down by RTTC National Council. These regulations set high standards and this arrangement should continue. It is evident that similar standards are not set by the controlling bodies for Triathlons and Dualthlons where, for example, courses frequently incorporate right turns

5. *Should the governing body, division or district sanction all events, and issue permits before the calendar is published?*

Yes.

This is already in operation but it needs to be extended to other disciplines particularly triathlons and dualthlons.

There is also a need for co-ordination to avoid overlap of events from different disciplines using the same roads at the same time. It is not unusual for a Time Trial to clash with a Triathlon or a Dualthlon.

6. *Upon what basis should Time Trials be organised?*

We see no case for changing the present arrangements set down by the RTTC. However we believe it is important that the principle of Self-Regulation should be encapsulated into any new legislation

7. *What should be the maximum and minimum number of competitors allowed in an event?*

We see no reason for changing the present arrangements for a maximum of 120 for Open Events and 150 for Association Events.

We do not see any need to set a minimum number.

8. *How many commissaires, judges and officials should there be?*

This should be limited to the following;

Event/Promoting Secretary
Chief Timekeepers & Assistant Timekeepers

Recorder

The Marshals and other helpers should be as set down in the Course Details and will be under the direction and control of the Event/Promoting Secretary.

We understand it is likely that the Basic Common Minimum Standards will call for Trained Marshals. We would like to see this requirement changed from 'Trained Marshals' to 'Properly Instructed Marshals', at least in respect of Time Trials.

We assume that the concept of 'Trained Marshals' has been taken from the New Road & Street Works Act under which all contractors working on the highway must employ workers fully trained or accredited in the requirements of the Act. Whilst this might be desirable for all people working on the highway it does not seem practical to extend the same principle to sport. Paid employees can be required to undergo training as part of their contract of employment. We question whether it is practical to consider enforced training and accreditation for race marshals who will be volunteers and may only be called upon for one event per year.

We believe it is important that the onus for safety rests with the rider.

Under the current arrangements it is illegal for a marshal to direct, or attempt to control, other traffic in any way or to interfere with its movement on the highway. This is clearly stated and emphasised in RTTC Guidance Note No.11 for Marshals. We think it would be unwise to recommend any change in the law which places responsibility for safety of the riders on to the marshals.

Whilst the concept of having a qualified First Aider might appear to be a sensible measure it illustrates the need for the Safety Advisory Group to have a clear understanding of Time Trialling before setting regulations, hence our earlier suggestion that these Groups should be set up by, and responsible to, the RTTC District Council.

Time Trialling is not a static sport. It does not take place in a stadium or sports ground.

So the first question is where should this qualified First Aider be stationed so that he or she can quickly administer first aid to an injured rider? It is highly unlikely that any accident will occur near the Start or Finish of an event.

Secondly, how will the First Aider be contacted in the event of an accident and by whom? It is likely that the first person on the scene will be the following competitor. He is unlikely to be a qualified First Aider and he certainly will not be carrying a mobile phone.

Thirdly, how can the response time form part of the risk assessment? It is always best to draw on personal experience to illustrate a point. In September this year I was competing in an event where a competitor was in collision with a motor vehicle at the far turn. Within 15 minutes he was airlifted to hospital by helicopter. It would have taken the First Aider at least 20 minutes to drive from the Start to the Turn.

In our view this role needs very careful consideration before drafting the legislation to ensure it is a practical solution rather than a borrowed concept from the arrangements for static events such as football.

Perhaps more important, there is a need to examine the accident records maintained by the RTTC to see what happened in practice. Where did the accidents occur, and who was first on the scene to attend to the injured rider? In other words it seems necessary to determine whether the perceived need for a First Aider is more apparent than real, and whether it would be more effective to use the emergency services as at present.

We would recommend that the need to appoint a qualified First Aider for Time Trials ought to be left to the discretion of the Safety Advisory Group rather than embodied in the new legislation.

9. *Apart from physical route hazards, what elements should be considered when carrying out a risk assessment for a Time Trial?*

The most important route hazards should include;

Traffic Flows. This is already monitored by the RTTC but we believe the maximum permissible traffic flow should take into account the width of the carriageway and whether it is a single or double carriageway.

Conflicting Events. Apart from conflict with other events on the highway there is a need to consider static events, for example Goodwood Race Meeting.

Road Works. We need better liaison with highways authorities who are not good at outward communication or follow-up with specific organisations

Low Sun Angle. It is inadvisable to use certain courses in the Spring and late Summer.

As a matter of principle, we believe it is important that the risk assessment should be carried out by competent people who are experienced cyclists rather than bureaucrats trained by the HSE who will undoubtedly overspecify to avoid all possible potential liability claims. In other words the objective of the safety requirements should be in the interest of the sport and NOT a means to protect local authorities from liability claims.

As a matter of principle, the experts on the Safety Advisors Groups should not be permitted to force different safety standards for physical route hazards for commuter cyclists and competitive cyclists. It is important to take into account that, as a general rule, time trialists are expert bike handlers and more capable of negotiating hazards than commuter cyclists.

We are all aware that cycling facilities provided by local authorities frequently do not meet the recommendations set down in the "Cycle-friendly Infrastructure Guidelines for Planning and Design". Nevertheless these inferior schemes are referred to, and approved by, the local authority Safety Audit Department and subsequently rubber stamped by the Highways Committee.

As I am on West Sussex County Council consultation list for all proposed traffic calming and cycling facilities I am aware that the safety aspects for cyclists in many projects fall far short of the recommended standards. There are two local schemes with which you may be familiar, namely at Stockbridge Road, Donnington and Annandale Avenue, Bognor Regis. In both cases the County Council have acknowledged that the schemes could be hazardous for cyclists but they still implemented their original plans without modification despite being put on notice by experienced cyclists of inherent design faults.

Against this background we are concerned about a need for consistency in the risk assessment of safety for cyclists on the highway whether this be for commuter cyclists or competitive cyclists.

We trust that this issue will form part of your recommendations and we are not faced with double standards on safety for cyclists unless it is acceptable to the RTTC District Council.

If we are to be measured by the current standards for cycling facilities considered acceptable by local authorities then this will fall a long way short of the current standards set by the RTTC. This tends to confirm that Self Regulation is effective.

10. *Who should the safety officer be in your organisation, and how should this role be carried out?*

It should continue to be the Event/Promoting Secretary as at present.

We do not see any need for a separate official to be appointed to be responsible for all events. This is particular relevant to the Sussex Cyclists' Association where each event is promoted by a different representative from an affiliated club. In other words the Sussex Cyclists' Association does not have members only affiliated clubs.

We recommend that the National Governing Body for Cycling Road Time Trials, the RTTC, should be wholly and fully responsible for interpreting any new legislation and issuing Guidance Notes on safety to each promoting secretary. In the interests of the sport, local club officials and event/promoting secretaries must not be made responsible for interpreting the law, but merely responsible for compliance with the Guidance Notes. Otherwise it is unlikely that anyone will be willing to promote events or act as club officials.

11. What authority should the safety officer have over officials and riders?

The Event/Promoting Secretary should be fully responsible for the organisation and conduct of the event. It is a fundamental principle that responsibility is dependent on authority and accountability. If the Event/Promoting Secretary assumes the responsibility of Safety Officer as recommended in 10 above, then he should have authority over other officials and competitors.

If on the other hand it is decided to have a separate Safety Officer, then this role must be advisory only and can only act through the Event/Promoting Secretary.

12. Should safety requirements alter depending on the experience of the rider or the category of the event?

(a) Experience of the rider.

There should be a minimum age limit for competing on the highway.

At present no person under the age of 12 may compete in events under RTTC regulations (except on the rear of a tandem). It may be necessary to review this in the light of current road conditions.

Otherwise there does not seem to be any need to have different safety requirements based on experience in Time Trials. There might be a need for different requirements in other disciplines.

(b) Category of events

Clearly it will be important to have different safety requirements for the various disciplines ie, Road Races, Time Trials, Triathlons and Dualthlons.

There does not seem to be a need for different requirements for events within the Time Trials segment where the only variation is the distance of the event. Riders will still start at minute intervals and must ride unaccompanied.

13. Is there a role for a scrutineer/assessor to maintain standards?

Yes, but this is a role which ought to be carried out by the District Council of the RTTC.

Under the current RTTC Regulations, all Start Sheets must state that "Observers may be in attendance along the course". which is one illustration of Self Regulation.

We believe it is important to establish the principle of Self Regulation to control, maintain and up-date standards.

We are concerned that scrutinising/assessing the compliance with standards is not made the responsibility of local authorities. We are all aware of the the problems experienced by trade and industry resulting from the zealous application of the law on health and safety and the uncompromising stance taken by officers with little knowledge of the

practical issues. We do not want to see this approach extended into sport, when more effective control can be exercised by Self Regulation.

14. *Should the mandatory use of protective headgear be considered in all events?*

No. It should be left to the discretion of the individual.

Whilst most riders now use headgear, the protection it provides is variable, particularly as between, hairnet, hard shell and aero helmets.

The fear is that the introduction of mandatory protective headgear would lead to pressure for mandatory use by all cyclists and this would be completely counter-productive to the Government's strategy to quadruple cycle use by the year 2012.

Roy Fairchild.
General Secretary
Sussex Cyclists' Association

WILLIAM HICKIE (East Sussex CA - Bonk Magazine)

Sir, I admire your style and if only you belonged to a decent club like Worthing Excelsior you would understandably be the man to take over the Editorial of this magazine. Rude, ridiculous, ribald, raving rubbish, rotten rhetoric and rehashed rhubarb as produced by you over the years, has certainly given us all much to comment on. Only someone as broad shouldered - wide even, as you, could have taken all the stick and brick bats that you have so thoroughly deserved.

The position is, Mr Hickie, that I have been paid so well for suppressing all spicy items of WECC news that I am now able to retire. This, of course, relieves me of the burden and opens enormous opportunities for financial gain in the 'Autumn' of my years.

What for instance would you pay me for a piece on Paul Toppin? A full and unexpurgated story of the downfall of this once slim line and speedy racer, who now drops our downhill plummeting champion Tony Palmer on every descent! As to my son Andrew, well you'd have to pay treble for the diabolical stories. The things he can do in and with an old yellow tea urn would make your toes curl.

Briefly I am grateful for the criticism of the 'Worthing Wheel', until now I wasn't really sure if anyone actually read it. I know it has been useful. My grandson always wears two copies behind his socks for Saturday morning football matches, and I get complaints if it's only a 36 page edition, but otherwise

Incidentally I have a tasty piece entitled "What happened to my wife while I rode a 12 hour" by Paul Carruthers. Also an interesting one by Mike Poland "I can't get there unless there's an 'A' road" To this we had a Dave Hudson response - " S.O at T/Lts L @ R.A.B. L @ T. 2nd L and up Ys" - which I gather is Audax, a language I've never quite mastered.

Keep up the good work you big fat blob of lard - we all love you really!

Don

THE '98 TOURIST TRIAL

The second part of this was staged in the Club room on Tuesday 6th October. From part one, Alan Matthews led with 17 points, while Mike Irons, the defending champion, and Tony Palmer were close behind on 15. We also had Paul Toppin back on 11, Alan Weston with 10 and Peter Weston on 8. What was good was that all six duly signed in for the 'written exam' in three parts! set by chief interrogating officer, Pressy Don.

The Result (after a tie-breaker)

1st	Tony Palmer	39
2nd	Alan Matthews	39
3rd	Mike Irons	32
4th	Paul Toppin	29
5th	Peter Weston	25
6th	Alan Weston	19

Questions and answers follow. How do you get on?

PAPER 1

All on this paper will be answered by your local map, but unfortunately you will not be allowed to look at it!

1. What is the scale of the Ordnance Survey Landranger Series of

maps?

2. What is the sheet number 'Brighton and the Downs'?
3. There are two principal rivers on this map, one is the Adur. What is the other?
4. Which is to the west - 'Jack' or 'Jill'?
5. The course of the old railway line running north from Shoreham to Horsham and beyond forms part of what route?
6. What is the closest National Trust area to our Broadwater Clubroom?
7. What does this sign indicate on an O.S map - X
8. Estimate the distance in kilometres in a straight line from Washington to Lewes Castle (within 5 to score a point)
9. What is the road number for Long Furlong?
10. In the north west corner of the map we have Five Oaks, and a stretch of Roman Road - what is the name of this?

PAPER 2

1. In what County would you find Clovelly?
2. What name is given to the line of cliffs between Brighton and Eastbourne?
3. King Canute may have visited this Sussex village, but the streets still regularly flood. Where is this?
4. Where would we find The Weald and Downland Open Air Museum?
5. In which Sussex town did Oscar Wilde write 'The Importance of being Earnest'?
6. Where is the CTC Headquarters? (Just the town will do)
7. There's a Roman Palace at in West Sussex.
8. What is the connection between Arundel Cathedral and a taxi?
9. Leonardslee Gardens are particularly noted for what?
10. What is the area between the North and South Downs known as?

PAPER 3

1. What does ROSPA stand for?
2. With a 27 inch wheel and an 18 tooth cog, what chainwheel size do you need to get a 72" gear?
3. Name two famous English Hill ranges starting with the letter 'C'.
4. Hadrian's Wall crosses northern England on the border with Scotland. What is the ancient construction that runs most of the length of the English border with Wales?

5. Where will you find Bison grazing within a few miles of Worthing?
6. Name the largest 'Forest' area on Sussex.
7. Who is undoubtedly the most famous cycling artist who lived in Sussex?
8. What was founded in 1894 by Octavia Hill, Sir Robert Hunter and Rev. Hardwicke Rawnsley, and now litters our maps with red and blue letters?
9. What is England's largest island?
10. What is the most northerly group of islands in the British Isles?

ANSWERS TO THE TOURIST TRIAL PAPERS 1,2 AND 3

Paper 1

- | | |
|---------------|------------------|
| 1. 50 000 | 6. Cissbury Ring |
| 2. 198 | 7. Picnic Area |
| 3. Ouse | 8. 29k |
| 4. Jill | 9. A280 |
| 5. Downs Link | 10. Stane Street |

Paper 2

- | | |
|------------------|------------------|
| 1. Devon | 7. Fishbourne |
| 2. Seven Sisters | 8. Designed by |
| 3. Bosham | James Hansom |
| 4. Singleton | 9. Rhododendrons |
| 5. Worthing | & Azaleas |
| 6. Godalming | 10. The Weald |

Paper 3

1. Royal Society for the Prevention of Accidents
2. 48
3. Cheviots, Cotswold, Chilterns
4. Offa's Dyke
5. Burpham
6. Ashdown
7. Frank Patterson
8. The National Trust
9. Isle of Wight
10. Shetland

Best wishes and Happy Cycling
— . Don.

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