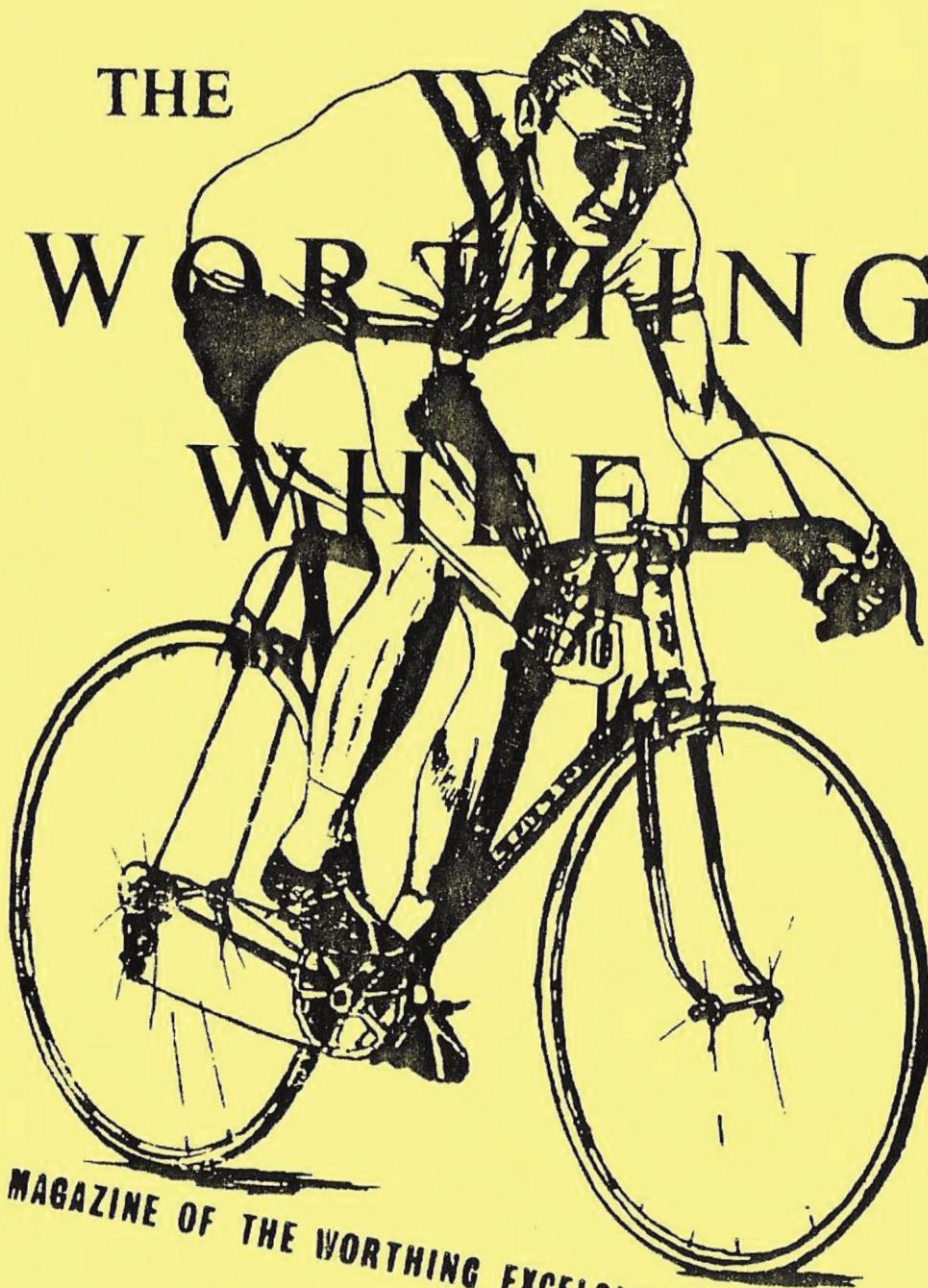


THE
WORTHING
WHITE



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 81

VOL. 14 NO. 3

the journal of the

WORTHING EXCELSIOR CYCLING CLUB

Clubroom: Broadwater Parish Rooms,
Broadwater, Worthing.

President: W.D. Argent, 67 St. Lawrence
Avenue, Worthing.

Chairman: Don Lock, 7 Welland Road,
Worthing. Tel. W.62724

Secretary: John Mansell, 3 Walesbeech,
Furnace Green, Crawley. Tel. 35757

Treasurer: Roger Smallman, 25 Melrose
Avenue, Worthing.

Club Events Secretary: Ray Douglass,
25 Guildford Road, Worthing. Tel: 38686

Evening Ten's Secretary: Norman Wright,
70 Guildford Road, Rustington. Tel: 72650

Press Secretary: John Grant, 16 Plantation
Way, Worthing. Tel: 66199

Runs and Touring Secretary: Dave Hudson,
18 Middle Road, Shoreham-by-Sea.

Magazine Editor: Don Lock

The opinions and comments expressed in this
magazine are the opinions and comments of
the individual contributor and are not
necessarily the views of the Worthing
Excelsior Cycling Club or of its committee.

THE EVENING FIFTEENS

Due to a couple of lots of roadworks we could not use our usual country course up through Ashurst this year so concocted a new course, simply by adding five miles on to the Washington ten. Knowing how hard it is just to get from the roundabout to the finish of the ten it must have taken a bunch of masochistic idiots to make them go on up the bypass (sorry Ed we've got the usual disclaimer on the front page I hope). Still it was alright watching and the times were pretty remarkable, it also enables the timekeeper to record unofficial ten mile checks.

Results as set out below were supplied by Club events Secretary, Ray Douglass, who did not ride and took umbridge after throwing his own entry out for the junior race on account of age. But then we must remember he had something to do with the course!

Congratulations to the winners particularly to Greg for a really superb ride in the junior event.

CLUB JUNIOR 15 MILE

9th July 1981.

<u>Name</u>	<u>10m</u>	<u>15m</u>	<u>H' cap</u>	<u>H' cap Time</u>
1. G.Hill	23.36	36.34	Sc.	36.34
2. S.Gibbs	24.38	38.21	1.00	37.21
3. A.Lock	25.02	38.29	1.00	37.29
4. S.Jukes	26.14	40.19	1.30	38.49
<u>T.Salmon</u>		D.N.S		

CLUB 15MILE

23rd July 1981

<u>Name</u>	<u>10m</u>	<u>15m</u>	<u>H' cap</u>	<u>H' cap Time</u>
1. K.Dodman	23.59	36.51	Sc.	36.51

<u>Name</u>	<u>10m</u>	<u>15m</u>	<u>H' cap</u>	<u>H' cap Time</u>
2. G.Tooley	24.26.	37.18.	010.	37.08.
3. G.Hill	25.25.	37.55.	1.00.	36.55.
4. D.Pearce	25.15.	38.52.	1.00.	37.52.
5. S.Gibbs	25.38.	39.13.	3.00.	36.13.
6. S.Jukes	26.23.	40.14.	3.30.	36.44.
7. P.West	26.26.	40.53.	3.30.	37.23.
8. W.Patrick	26.37.	40.56.	3.10.	37.46.
9. W.Procter	26.52.	41.25.	3.30.	37.55.
10. N.Wright	27.28.	42.18.	6.00.	36.18.
11. M.Gibbs	27.25.	42.31.	7.00.	35.31.
12. Mrs.E.Cox	29.08.	45.50.	9.00.	36.50.
13. R.Stone	30.58.	48.37.	9.00.	39.37.
14. Mrs.L.Stacey	31.52.	49.40.	13.00.	36.40.
15. R.Searle Tri.	34.27.	54.03.	20.00.	34.03.

It's rumoured that Brighton Excelsior have gone teatotal.

EVENING TENS NO.7

1st. Paul Toppin	23.52	Sc	23.52
2nd. Graham Tooley	24.29	1.20	23.09
3rd. Greg Hill	24.30	1.40	22.50
4th. Derek Pearce	24.45	2.30	22.15
5th. Stuart Gibbs	25.08	1.50	23.18
6th. Andrew Lock	25.18	2.00	23.18
7th. Don Lock	25.29	2.20	23.09
8th. Dick Wiseman	25.40	1.45	23.55
9th. Stephen Jukes	26.17	3.00	23.17
10th. Tim Salmon	26.43	4.00	22.43
11th. Ray Douglass	26.51	4.30	22.21
12th. Bill Procter	27.07	3.00	24.07
13th. Paul West	27.11	4.00	23.11
14th. Eddy Gough	27.12	4.00	23.12
15th. Bill Patrick	27.15	3.45	23.30
16th. Norman Wright	27.36	4.00	23.36
17th. Mike Gibbs	27.57	4.45	23.12
18th. Colin Miller	29.01	2.20	26.41

19th. Tony Butler	30.18	7.00	23.18
20th. Scott Hazeldine	30.22	8.00	22.22
21st. Ron Stone	30.23	6.30	23.53
22nd. Reg Searle	32.16	8.30	23.46

It's rumoured that John Mansell has turned down a 2-up invitation from Ray Douglass!!!

EVENING TENS NO. 8.

1st. Paul Toppin	23.43	Sc	23.43
2nd. Graham Tooley	23.50	1.10	22.40
3rd. Adrian Cooper	23.54	Sc	23.54
4th. Derek Pearce	24.14	1.15	22.59
5th. Roy Holden	24.24	—	—
6th. Andrew Lock	24.51	2.00	22.51
7th. Richard Wiseman	24.55	1.45	23.10
8th. Greg Hill	25.01	1.30	23.31
9th. Stuart Gibbs	25.16	1.50	23.26
10th. Donald Lock	25.27	2.20	23.07
11th. Colin Miller	25.57	2.20	23.37
12th. Stephen Jukes	26.08	3.00	23.08
Bill Procter	26.08	3.00	23.08
14th. Ray Douglass	26.30	4.00	22.30
15th. Bill Patrick	26.35	3.40	22.55
16th. Norman Wright	26.40	4.00	22.40
17th. Betty Cox	28.47	7.00	21.47
18th. John Grant	28.57	—	—
19th. Tony Butler	29.12	7.00	22.12
20th. Geoffrey Weston	29.24	6.00	23.24
21st. Ron Stone	30.04	6.30	23.34
22nd. Reg Searle	30.20	8.30	21.50

It's rumoured that Stephen Jukes is one of the "Hazards of Storrington"

EVENING TENS NO. 9

1st. Paul Toppin	23.31	Sc	23.31
2nd. Graham Tooley	23.38	0.50	22.48
Adrian Cooper	23.38	Sc	23.38
4th. Keith Dodman	23.39	0.20	23.19
5th. Greg Hill	24.14	1.40	22.34
6th. Derek Pearce	24.28	1.10	23.18
7th. Stuart Gibbs	24.52	1.50	23.02
8th. Dick Wiseman	25.03	1.30	23.33
9th. Andrew Lock	25.11	1.50	23.21
10th. Don Lock	25.27	2.20	23.07
11th. Paul West	25.57	3.45	22.12
12th. Bill Patrick	26.37	3.35	23.02
13th. Norman Wright	26.43	3.50	22.53
14th. Mike Gibbs	27.14	4.45	22.29
15th. Geoffrey Weston	28.59	6.00	22.59
16th. John Grant	29.18	5.30	23.48
17th. Ron Stone	29.32	6.30	23.02
18th. Tony Butler	29.35	6.30	23.05
19th. Scott Hazeldine	29.46	7.40	22.06
20th. Reg Searle	29.56	8.00	21.56
21st. Christine Barnett	33.32	—	—

It's rumoured that a certain unisex tandem partnership would have gone faster but for the little old lady who dashed out screaming "You dirty little devils" and threw a bucket of water over them.

EVENING TENS NO.10

1st. Adrian Cooper	22.50	0.10	22.40
2nd. Keith Dodman	23.12	Sc	23.12
3rd. Graham Tooley	23.20	0.40	22.40
4th. Paul Toppin	23.58	Sc	23.58
5th. Greg Hill	24.14	1.30	22.34
6th. Dick Wiseman	24.28	1.30	22.58

7th.	Derek Pearce	24.33	1.10	22.23
8th.	Stephen Jukes	25.17	3.20	21.57
9th.	Ray Douglass	25.51	3.30	22.21
10th.	Paul West	25.56	2.45	23.11
11th.	Bill Procter	25.57	3.00	22.57
12th.	Bill Patrick	26.11	3.35	22.36
13th.	Betty Cox	28.42	6.00	22.42
14th.	Geoffrey Weston	29.03	6.00	23.03
15th.	Ron Stone	29.09	6.30	22.39
16th.	Clive Stone	29.26	7.30	21.56
17th.	Reg Searle	33.15	7.40	25.35

Why are Jim and Connie always 'off to the forest'?

EVENING TEN NO.11

1st.	Greg Hill	23.45	1.30	22.15
2nd.	Paul Toppin	23.52	Sc	23.52
3rd.	Derek Pearce	24.04	1.10	22.54
4th.	Graham Tooley	24.09	0.40	23.29
5th.	Andrew Lock	24.55	1.50	23.05
6th.	Stephen Jukes	25.31	2.50	22.41
7th.	Paul West	25.34	2.45	22.49
8th.	Don Lock	25.43	2.20	23.23
9th.	Ray Douglass	26.06	3.30	22.36
10th.	Bill Procter	26.22	3.00	23.22
	Bill Patrick	26.22	3.35	22.47
12th.	Geoffrey Weston	27.33	6.00	21.33
13th.	Betty Cox	28.11	6.00	22.11
14th.	Reg Searle	28.40	6.50	21.50
15th.	Ron Stone	28.52	6.30	22.22
16th.	Dennis Lednor	30.41	—	—

It's rumoured that Don's smooth riding style is due to an over tight headset and his efforts to wrench it free.

RECORDS

Congratulations to Richard Shipton for cutting another 12 seconds off his own '100' record in the S.C.A. event. We're down to 4.15.03 now and he is clearly capable of going much faster.

Congratulations also to Betty Cox for establishing the first new ladies record that the club has had for many years. After coming very close two or three times she has now brought the 10 mile time down to 28.11. Don't stop there Betty, it's a 27 we want now.

Apart from individual records, Richard led in a new 100 team record with Keith Dodman and Roy Holden both doing personals of 4.22.05 and 4.36.36 respectively. The aggregate is now 13.13.44 and the next target must be to get it under 13 hours.

It's rumoured that Paul West is hoping for a job on the Players cigarette packet.

THE OPEN TEN

First prize went to Ian Burgess of Lewes with a fine ride of 22.34, on an evening (16th July) that was anything but summery, but then Dave Hudson seems to summon up inclement weather for his annual running of this club promotion. Brian McDermott from the Festival was second with 22.43 and Tony Goodsell riding for the Archer Saba outfit was third in 22.51. Worthing Excelsior had to rely on their youngsters to get something from the prize list and they certainly did their stuff; Andrew Lock

returning a personal best to clinch the juvenile award with 24.47 and Stuart Gibbs taking the junior prize with 25.23.

Adrian Cooper was fastest of our riders but was not pleased with his 23.52 which left him back in 10th place. Other Excelsior times were:- Paul Toppin 24.41, Dick Wiseman 25.36, Stephen Jukes 25.41, Paul West 26.07, Don Lock 26.11, Bill Procter 27.04, Norman Wright 27.13, Mike Gibbs 27.27, Reg Searle 29.29, Scott Hazeldine 29.57.

Thanks Dave for another very efficient event, well marshalled and well catered, a good fast result board, and a particularly noteworthy effort in the delivery of result sheets and prize money. Andrew, however, did not get his until nearly 2 1/2 hours after he had finished and is not satisfied..... Will you deal with him or shall I?

Don:

It's rumoured that a little old lady in Chantilly, whose forbears sat by the guillotine, crochets a new set of eyebrows for Gordon Curd every six months.

THEO

Everyone in the Club knew Theo and had reason to be grateful for all he did for the Worthing Excelsior. His catering abilities, from the caverns of his van were legend; from the finish of time trials or road races to meals at the end of tourist competitions, from soup runs to Christmas parties, he was marvellous. Our annual dinner had been

organised by Theo for more than twenty years and he had always seen to the stocking of our clubroom canteen. In more recent times he had devoted considerable energy to fund raising, particularly the waste paper collection and also in connection with Kermess sponsorship.

His sudden passing on Monday 3rd August came as an awful shock to us all and we offer our very deepest sympathy to Vera and to Susan and David.

He was a Life Vice President of the Worthing Excelsior Cycling Club with membership for far more than the requisite 21 years and a Vice President for much longer than the 6 years required by the rules. But above this he was the most extraordinarily hard worker in the Club's interest, and this, bear in mind, when his own cycling had long since been curtailed. He had a devotion to the Club which his later interest in the Caravanners Club never supplanted.

The Club tribute said simply "Thanks for everything Theo, you will be greatly missed", which must be one of the understatements of the year.

Don.

EVENING TENS NO. 12

1st. Adrian Cooper	23.20	Sc	23.20
2nd. Keith Dodman	23.35	Sc	23.35
3rd. Greg Hill	23.56	1.30	22.26
4th. Paul Toppin	24.00	Sc	24.00
5th. Dick Wiseman	24.29	1.20	23.09
6th. Graham Tooley	24.39	0.40	23.59
7th. Stephen Jukes	25.23	2.50	22.33
8th. Paul West	25.56	2.45	23.11

9th. Bill Procter	26.02	3.00	23.02
10th. Tim Salmon	26.12	3.40	22.32
11th. Ray Douglass	26.23	3.30	22.53
12th. Bill Patrick	26.27	3.35	22.52
13th. Ken Atkins	26.48	5.00	21.48
14th. John Grant	27.34	5.45	21.49
15th. Geoffrey Weston	27.55	5.30	22.25
16th. Betty Cox	28.42	6.00	22.42
17th. Reg Searle	28.46	6.30	22.16
18th. Dennis Lednor	29.52	8.00	21.52

It's rumoured that Geoffrey Weston rides a black bird!

EVENING TENS NO. 13

1st. Adrian Cooper	23.18.	Scratch	23.18.
2nd. Paul Toppin	23.49.	Scratch	23.49.
3rd. Graham Tooley	24.47.	40.	24.07.
4th. Stuart Gibbs	24.48.	1.50.	22.58.
5th. Dick Wiseman	24.49.	1.20.	23.29.
6th. Andrew Lock	24.55.	1.20.	23.35.
7th. Don Lock	25.17.	2.20.	22.57.
8th. Stephen Jukes	25.21.	2.50.	22.31.
9th. Ken Atkins	25.42.	5.00.	20.42.
10th. Bill Patrick	25.44.	3.35.	22.09.
11th. Paul West	26.02.	2.45.	23.17.
12th. Bill Procter	26.07.	3.00	23.07.
13th. Ray Douglass	26.37.	3.30.	23.07.
14th. Mike Gibbs	26.53.	3.50.	23.03.
15th. Geoffrey Weston	28.17.	5.30.	22.47.
16th. Reg Searle	28.36.	6.30.	22.06.

It's rumoured that Pete Reeves has got his own ten course in the south of France.

$$E = MC^2 ?$$

Looking at my one or two miserable performances

in this year's time trials I spotted a relationship between body-weight, beer consumed on the night before the event, and the actual performance. As my body-weight came down and in arithmetic sequence, and beer consumption rose in a geometric one (i.e. doubled) I was able to draw certain conclusions, which, as I am not a mathematician, (Ooh! I'm glad of that Ed.) I am unable to express as a formula.

Example

<u>Body-weight</u>	<u>Beer consumed</u> (Burton bitter)	<u>Performance</u>
12½st	2	1.21.14
11½st	4	1.13.53

It follows that (mere extrapolation Ed.) that for each stone of body-weight lost coupled with each doubling of beer consumption prior to the event, an improvement of 7 minutes 21 seconds can be expected. Projecting these figures we find:-

10½st	8	1.06.32
9½st	16	59.11.
8½st	32	51.50.

I would appreciate Mike Gibb's advice, both as Club coach and as a genius, as to whether the National Record is in danger.

John Grant.

It's rumoured that Geoff Weston has a secret source of evening socks.

MAJORCA 1981 (Second Version)

It was in a Cafe in Arundel in October 1980

that John Mansell asked if I would be interested in a cycling holiday in Majorca. "Yes" I said, and on Friday 28th March, I stayed the night at John's at Crawley to catch an early flight the following morning.

There were nine of us to make the trip, John as organiser with all the touring in Majorca experience, Chris Beckingham, Ray Douglass, Steve Jukes, Dick Wiseman, Paul Toppin, Keith Dodman, Keith Waldron and myself. We spent a pleasant evening discussing our preparations and found that Ray had six spare tubs; wow! while I had a bottom gear of 62, Oh dear!

5.30 a.m. the following morning and well stocked with a marvellous Mansell breakfast we were on our way to Gatwick where we were seen off by Gordon and Betty Curd. The flight was a pleasant one and we touched down at Palma at about midday. A coach trip of some 13kms. soon saw us at the Saramar Hotel in El Arenal which was to be our home for the next week.

The hotel rooms were adequate for our needs, typical two or three single beds per room and with a shower, also balconies which were just right for the bikes. The restaurant and bar provided a friendly service and good atmosphere.

We used our first afternoon to loosen up with a ride of around forty miles, and to get used to foreign roads. We had a shower of rain which was not what we came to Majorca for. It was during this run that Ray made the acquaintance of an American cyclist who was apparently travelling on the aircraft carrier docked at Palma. Ray's constant talking and usual powerful pace

succeeded in dropping the lad after about half an hour, when tackling the first climb of the tour.

The evening was spent peacefully walking around Arenal. The only incident was when Keith Waldron dropped, or smashed, a glass in a Bar, in front of a picture of our King 'Eddy Merckx'. What was he upset about? Did he want a picture of the 1980 C.T.C. Best All Rounder or something?

We rose on Sunday at 8.30 with a planned destination of the Caves of Drach on the far (east) side of the Island. Only Ray had forgotten to put his watch forward so guessss who got the micky taken at breakfast. It was raining - a word with the organiser soon if we get any more of this, however it lasted only half an hour. That rain though nearly caused the first pileup when Keith Dodman came down when turning right. It was only some expert bike handling in the experienced hands of Ray that prevented him from hitting the road as well. Happily no one was hurt apart perhaps from Keith's pride, which was not helped by the smirk on Ray's face. Elevenses were taken at a small outpost kind of village in the middle of nowhere. The lads devoured coffee and strange chocolate type biscuits while I changed a slowly deflating tub. Shortly after elevenses I had more problems when my rear gear mechanism fell off. I thought we were soon back on the road but John's remarks obviously considered otherwise. It served him right therefore, when his hat blew off and had to be retrieved from a field. Another stop when the coffee caught up with us and then we were on our way to the caves at Porto Cristo. The only other incident was Steve's

saddle bag coming away when one of the lugs on the saddle broke. Keith Waldron's ingenuity soon had the bag rearranged on the handlebars. Lunch was taken in a spacious cafe in Porto Cristo overlooking the harbour. There were also to be seen the remains of a World War II bomber, although we could not imagine how they got there. We split after lunch with Keith D., Dick, Paul, John and myself going to the caves while the others headed back to the hotel. The caves were very good with an underground path of about half a mile leading down to a vast lake. We were then treated to a concert from six long boats which demonstrated the remarkable acoustic properties of the caves. Now it was back on the bikes and a hard head wind, bit and bit ride home. Paul was a puncture victim but we were soon on our way again. John Mansell was first to sit up and let the fit ones go, and I followed shortly after. It left me with a long solo ride and as I was wary of getting lost on the cross country route, I in fact did about 10 miles more than the others. I arrived back an hour down, and very tired and hungry and who was I greeted by? Why that ace tourist himself, Dave Hudson, (the man gets everywhere). He had just popped across from Spain. He was enjoying one of his epic tours, in his van but with his faithful two wheel steed for company, of course. We ended the day with a walk and a 'lumumba' (a hot chocolate drink well laced with brandy) see John for more details.

Monday began with a ride into Palma to have a look round and visit the island's main bike shop, where several brightly coloured

racing vests were purchased. Surprisingly it stocked no tubs, and, was it a good omen, no wet weather gear either. After lunch Chris, Keith W, Ray and Steve headed east, while Paul, Dick, Keith D, and myself went to Valldemosa in the mountains to the north. We had a quick look round a glass factory then really got into some climbing before dropping back to Palma. The descent was very tricky with hairpin bends and on one of these Dick fell heavily and unfortunately on his face. He had a nasty cut over his left eye, and for him it was quickly into Palma Hospital for treatment including several stitches to the main wound. Keith Dodman also came off, running out of road at the same point but was lucky to escape injury. At the hotel that evening Dick's injuries, now painted with some bright purple stuff at the hospital, brought much attention but the waitresses were all put off from giving him any 'get better' kisses. Ray had taken his companions on a route to include a revisit to a cafe where there was the twofold attraction of a pretty waitress and a delightful gateaux. John Mansell was now suffering mechanical problems with a broken seat pin - that will teach him! - and Chris was the only one to find rain that day. The bar accommodated us for the rest of the evening and we were privileged to watch the most amazing drinking by Ray who went through practically everything they had to offer. We were a bit worried for Steve who was sharing the same room. Ray was terrorising him somewhat and already poor Steve was having to wash his socks, etc.

Tuesday was less eventful. Keith D. and Paul had colds which gave me hope of hanging on,

a hope which turned out to be quite misplaced. Dick went into Palma for an anti-tetanus injection and took Ray along for company.

There was also the story of the John Mansell short cut which wasn't. He tried to take us right across the airport would you believe. No other incidents really but there was a rumour spreading that someone, probably Ray, was thinking about a ten mile time trial. Without R.T.T.C. permission or police notification. Some were enthusiastic while others were positively apprehensive.

Wednesday did not dawn happily for me, firstly Keith W. and I overslept, and then right outside the hotel I fell off, most embarrassing. Dick, Paul, Keith Dodman and myself were heading west to find a beach for a swim. This was not too successful for most are privately owned. We were, however, luckier than the others for we had no rain. It seems that John and Dave were forced to take a motorised run.

The next day we set off at ten with the prospect of some stiff climbs ahead. Keith D., Paul, Dick and myself and with plans to meet the others somewhere along a circular route. I was however, soon in mechanical trouble again, this time with a rapidly despoiking wheel. Three spokes gone in the first 30 miles and it was clearly time for me to head back. I was able to have the job done in Palma and then enjoyed a few leisurely miles around the outskirts of the town. It was only later when the others were relating their day's ride that I realised what I had missed. One climb apparently went on for 1½ hours! The evening's entertainment was observing Ray dealing with the

advances of a rather forward lady who claimed to own a pottery in the north of England; Is a pottery a place for potterers?

Friday was the only day that it rained all day. Paul, Dick, Keith D. and myself had prepared to go about 90 miles but after a visit to a monastery we returned after some 30 or so had been covered. Dave departed for the mainland on the Ferry and Ray and John headed north to Sotair. Keith W. was caught asleep in the bar and the rest did their own thing, whatever that was. Only ace tourist Chris Beckingham was out all day on the bike.

On our last day it was again raining early morning and Oh! the disappointment, we couldn't have Ray's Ten..... However, it soon brightened up and was the best day of the week, (typical as we were just off home). John was the only one to go out on his bike, for the rest of us had packed. He was anxious to get 500 in for the week. The rest of us did some walking around Arenal and Palma. Chris also this day began counting his birthdays again, on the basis that life begins again at forty., he was 'one'. At 5 p.m. the coach arrived at the hotel and by 5.30 we were at the airport. After the usual airport delays we were homeward bound. Not the weather one can usually expect in Majorca apparently but nevertheless a good week's cycling.....same again in 1982 John?

Paul West

It's rumoured that Mike Gibbs has got a lager lake and a well in his garden that brings up buckets of Newcastle Brown.

CLAPSHAW AND SHERWIN TROPHIES

6th SEPTEMBER 1981

	<u>Handicap Time</u>	<u>Allowance</u>	<u>Actual Time</u>
1.Stephen Jukes	58.39.	8. 30.	1.07.09.
2.Graham Tooley	58.42.	3. 15.	1.01.57.
3.Adrian Cooper)	59.01.	2. 30.	1.01.31.
Greg Hill)	59.01.	5. 00.	1.04.01.
5.Richard Shipton	59.35.	Scratch	59.35.
6.Andrew Lock	59.58.	5. 15.	1.05.13.
7.Bill Procter	59.59.	9. 00.	1.08.59.
8.Mike Gibbs	1.00.14.	12. 30.	1.12.44.
9.Stuart Gibbs	1.00.22.	5. 15.	1.05.37.
10.Ray Douglass	1.00.29.	8. 30.	1.08.59.
11.Ken Atkins	1.01.56.	8. 00.	1.09.56.
12.Reg Searle	1.02.02.	16. 15.	1.18.17.

Winner of both Capshaw and Sherwin Trophies
STEPHEN JUKES both events decided on handicap
basis. The Clapshaw is open to all but the Sherwin
is restricted to the under 18's.

John Grant thought that "Pongs of Ray's on Sunday
was the smell of the Douglass embrocation at a
time trial.

RESULT CLUB CHAMPIONSHIP "25"

2nd AUGUST 1981

	<u>Actual TIME</u>	<u>Allowance</u>	<u>Handicap Time</u>
1.Richard Shipton	59.58.	Scratch	59.58.
2.Graham Tooley	1. 2.35.	2. 30.	1.00.05.
3.Paul Toppin	1.3.34.	2. 00.	1.01.34.
4.Greg Hill	1. 3.44.	5. 00	58.44.
5.Derek Pearce	1. 4.05.	3. 00	1.01.05

	Actual Time	Allowance	Handicap Time
6.Dick Wiseman	1. 5.09.	4. 30.	1.00.39.
7.Stephen Jukes	1. 7.16.	7. 30.	59.46.
8.Andrew Lock	1. 8.30.	6. 00.	1.02.30.
9.Bill Procter	1. 9.03.	8. 00.	1.01.03.
10.Ray Douglass	1. 9.37.	8. 30.	1.01.07.
11.John Grant	1.13.53.	14. 30.	59.23.
12.Geoffrey Weston	1.18.41.	16.00.	1.02.41.
13.Reg Searle (Tri)	1.33.58.	23. 00.	1.10.58.

1st Handicap Greg Hill

It's roomered that the Eddytor has purchased a dickshunary so he can spell proper.

ASPRO CLEAR SPEED CHALLENGE 1981

5th/6th September

A number of our members again officiated as marshalls and stewards of various kinds, at this now annual venture of the 'Human Powered' brigade. After 1980 a very much higher standard was achieved by the organisers, and there was generally a much more professional and sophisticated approach to the science and technological aspects by the entrants. There were very few cranks and not so many eccentric machines as last year. It was particularly heartening to see British entries making a very much stronger challenge to the Americans whose prodigy this type of competition is. With seemingly no expense spared they bring over, mainly from the California area, the most beautiful aerodynamically designed vehicles, and the best of their pro-bike riders to produce some amazing speeds.

Brighton's Madeira Drive on the Saturday saw

the 200 metre flying sprint and conditions were superb, with a really warm sun and the merest of breezes. It enabled the competitors to really give it a go and the fight for the top places was most exciting. The fastest British entry, Poppy Flyer from Cromer Norfolk was holding the lead after the first three runs, but the all powerful Vector team from the States managed to cover the distance on its very last run in 9.47 seconds at a speed of 47.23 m.p.h. beating Poppy Flyer by .16 seconds and just .93 m.p.h. It was a fine effort from the entry by Jaymic Engineering with its 140 tooth chainwheel specially made by Royce Racing in Hampshire. This vehicle 5th last year had recently served warning on the Americans, taking them on on their own track at Pomona in California and finishing 2nd with 54.89 m.p.h. The air conditions at sea level and the short run up at Brighton make these faster speeds unobtainable at present.

It was a completely new scene on Sunday when the whole circus moved over to the old motor racing circuit at Goodwood. We had not had this in 1980 and several of us were fearful of the outcome of a planned 33 mile road race. The speed capabilities of the machines as demonstrated the previous day from 25 to 50 m.p.h. would mean some very rapid collision courses, and the stability of some of them, even on the straight 200 metres, did not encourage peace of mind when we came to consider the chicanes and corners of the motor circuit. There were a few problems but sensible riding ensured no nasty accidents and a Le Mans type start saw to it that the vehicles were soon well separated because some take a long while

just to get the riders in.

Again the weather was absolutely marvellous and the vehicles were soon lapping at between 20 and 35 m.p.h. with a winning average speed from the American Vector of around 33 m.p.h. It was a vivid demonstration of the advantages of streamlining, from complete encasement to in some cases quite small fairings. A powerful tandem pair without streamlining could not even hold the one man encased machines.

Some vehicles had cost thousands of pounds and some were made from bits and pieces without hardly disturbing the housekeeping, but in all there had been hundred's of hours of thought, design, work and testing, and a great deal of ingenuity. I found the whole thing very interesting. What of the future, when there's no more petrol? Can these not accommodate us on a great deal of our necessary transport, perhaps with much adaption yet in design particularly in comfort and safety aspects, but necessity has always been the mother of invention.

Don.

It's rumoured that Chris the Beck buys all his cycling clothing in Saville Row.

TRACK SUSSEX CYCLE RACING LEAGUE
1981 SENIOR AND SCHOOLBOYS
POINTS CHAMPIONSHIP

We haven't had much to shout about with our trackies for some time and in senior competition only three riders have performed,

Adrian Cooper, Paul West and Colin Miller. Of these Adrian scored 8 points for 23rd place, Colin Miller was equal 24th with 7 points and our best place went to Paul West who finished 20th with 10 points.

We can, however, look forward to better things if the performance of our two schoolboy trackies is anything to go by. David Yorke scored 11 points for 5th Place and Greg Hill blasted all before him in a tremendous season, amassing 47 points and taking the championship by a margin of 18 points from Brighton Mitre's Alan Green.

Of the fourteen planned meetings of the Sussex Cycle Racing League, Greg rode at 12 and there were usually two events for schoolboys. Simply to relate that in those events he managed a remarkable 15 first places and three second places indicates his complete dominance of the track at this level. In Open events his performances were just as good. In the Brighton Mitre meeting he had a first and a second from two outings and exactly the same in the Brighton Sash Meeting.

In addition to the points Championship he also won in convincing style the Sussex Division, British Cycling Federation, Schoolboys 500 metres championship.

March 1982 will find Greg at the age of 16 years passing into junior ranks. Schoolboys will breath a sigh of relief and juniors will feel definitely apprehensive.

It has been very nice to have Worthing Excelsior colours carried with such distinction on the track after several very lean years. Perhaps it will encourage others to follow.

Don.

It's rumoured that Bill Procter is looking for some 'L' shaped legs to go with his 'L' shaped cranks. He's certainly going an 'L' of a lot faster.

FUND RAISING WINNERS 1981

So far this year the lucky ones have been:

<u>January</u>	Alf Dawes	£10	
	D.M. Douglass	£5	
<u>February</u>	Y.Burgess	£10	
	Greg Hill	£5	
<u>March</u>	Richard Shipton	£10	
	Mrs. Jukes	£5	
<u>April</u>	J. Miller	£10	
	P.Sidford	£5	
<u>May</u>	N.Barlow	£10	
	Dave Hudson	£5	It's a fiddle Ed.
<u>June</u>	Mike Gibbs	£10	
	Roger Smallman	£5	
<u>July</u>	Andrew Lock	£10	
	John Nansell	£5	
<u>August</u>	Mrs. J. Haughton	£10	
	Ivan Morris	£5	

And the big prizes are still to come.....

It's rumoured that Phil Bayton is giving Greg Hill grimacing lessons.

EVENING TENS NO.14

1st.Paul Toppin	23.32	Sc	23.32
2nd.Greg Hill	23.41	1.30	22.11
3rd.Stuart Gibbs	24.09	1.50	22.19
4th.Andrew Lock	24.18	1.20	22.58

5th.Graham Tooley	24.29	0.40	23.49
6th.Roy Holden	24.42	1.00	23.42
7th.Dick Wiseman	24.50	1.20	23.30
8th.Stephen Jukes	25.17	2.50	22.27
9th.Ken Atkins	25.31	2.40	22.51
10th.Bill Procter	25.34	3.00	22.34
11th.Paul West	25.52	2.45	23.07
12th.Ray Douglass	26.05	3.30	22.35
13th.Bill Patrick	26.13	3.35	22.38
14th.Mike Gibbs	26.33	3.50	22.43
15th.John Grant	27.10	5.45	21.25
16th.Geoffrey Weston	27.48	5.30	22.18
17th.Reg Searle	28.13	6.30	21.43

It's rumoured that Reg Searle used to be able to tie a knot in his spare tub.

1981 MILK RACE

The Broom wagon came into view and then 'flew' on its way with no Witches in sight, creating a sad feeling - that was the last glimpse of one of the few exciting national Cycling events we get to see in this country - the Milk Race.

What a mediocre build-up there is to such a visually exciting event - exciting to even a non-cycling enthusiast because of the colour, and aura surrounding the participants. Gaily coloured vehicles proclaiming their part in the pre-race procession and then the gleam of beautifully produced bicycles with their brilliantly adorned riders in National Colours, swishing past en masse on one more section of their gruelling marathon - reportedly consuming X thousand pintas on the way.

We were pleased that some publicity and interest

had stirred a few people in our locality to present themselves on the Arundel Road that Sunday morning, and the children amongst them were first entertained by the 'freebies' wagon with stickers, badges and hats to carry home. Sundry vehicles containing 'dolly-birds' and motor cycles driven by off-duty policemen came past giving a brief glimpse of things to come, then the Publicity wagon came by announcing the riders to be ten minutes behind them. Everything looked bright and new, including the driver and passengers and I wondered if their smiles and brightness would last the two gruelling weeks and, moreover, would they do it again next year?

Next in this procession - seemingly in such a hurry to get to it's destination albeit 100 miles away - came the official cars, then the vehicles for each National team - luckily at this stage having no extra passengers.

Suddenly a loudspeaker was proclaiming that the riders were here - the 1981 Milk Race was on its way - and indeed there they were - a brief swish of tyres and a stream of colour from 80 or so riders, and an impression of speed and power not yet unleashed to its full potential.

Oh, they're gone - what a feeling of anti-climax - it needs still more show, still more colour and glamour and noise to show the 'non-bikies' that this sport can provide a spectacle much more than any other. My thoughts briefly sped back to my viewing of a small section of the Paris- Roubaix, the cacophony of sound from the accompanying vehicles and the colour of the cavalcade that lasted and lasted, and the memory of the crowds running out in the remotest spots in their hundreds to see it all go by.

My eyes turned back to the few spectators who now slowly drifted away - perhaps they will spread the word for next year, - but whats this - more vehicles?

Oh - the Broom.

. Maureen Lock

Dave Hudson has changed his job but he's not out of the wood yet.

HANN TRAILER REVIEW

I have recently purchased an unusual piece of cycling equipment which may be of interest to a member of a cycling 'Family'. It is a 'Hann juvenile trailer' made by Bill Hannington of 34 Marshland Square, Emmer Green, Reading. It is based on the 'Rann trailer' of many years ago and for any who have not seen or heard of these, it is basically a child sized bike less front wheel and forks, which connects to an adult bike by means of a special rack. They are built to customers order so any special requirements can be catered for. Mine has a 24 inch wheel with a single freewheel, allowing my 'stoker' to rest when he gets tired. When connected to the adult bike, a very simple process, the effect is of a three wheeled articulated tandem, but with the advantages of separate drive for the rear rider and easier storage, otherwise all the advantages of normal tandem riding, even down to calls of "can ye ride tandem" are there.

I cannot compare the handling with a true tandem as I have never ridden one, but I have

experienced no problems at all with the trailer.

We ride a 'normal' gear of 51 inches which seems just right for country lane pottering, and as the trailer is fitted to a touring bike, I have two downward changes still to go for hills, and plenty of upward changes for 'moving' if we're in a hurry, admittedly my son cannot pedal when I'm pushing a gear in the 80's and 90's but once we are rolling it is easy to just tow him. The price of £90 complete may seem high to some for half a bike but in my case, with two children three years apart, it will be used for at least six years and the pleasure of sharing the beauty of the countryside with your children, makes it very worthwhile.

Keith Waldron

THROUGH DARK GLASSES (or an all-night ride)

10.30 Bank Holiday Sunday night.

"Goodnight love", "Goodnight Val." My wife goes into the bedroom while I go out to the garage to collect my bike. Marital strife at Downside? No, just the Worthing Excel's all-night club run. Pausing only to meet Ray and Leon at the Red Lion (past closing time alas) we marvelled at British technology as my Never Ready gave up the ghost along the Sompting By-pass. Fortunately an administering angel in the shape of Mike Gibbs, saved the night with a replacement lamp. The assembled masses at the club room comprised Dave Hudson (leader), Don and Andrew Lock, David Mills, Keith Waldron, Stuart Gibbs and Paul Toppin

from the W.E.C.C. and Ray Harding, Duncan Wood, Craig Olive, Leon Budgen and myself from the B.E.C.C. plus two unattached lads, Ian and Martin - superbly equipped with three packets of peanuts and a transistor radio between them!

A brisk pace up Findon Valley, then a right turn into Hampers Lane proved the inadequacies of battery lamps and thanks must be recorded to those with dynamos. A familiar network of lanes took us to the first bit of rough-stuff at Rotherbridge, south of Petworth. Here the silence of the countryside was rent by the sound of escaping air and a few words not normally associated with the legal profession as Don Lock punctured (rear wheel naturally, it's Sod's law). Under way again and back on tarmac at Heathend, we took a right turn and savoured the aroma of the pine woods at Duncton Common. A pause to wait for Ian and Martin who were finding the pace a bit fast, gave a chance for our leader's light to pack up. A few well-aimed blows from Dave failed to have any effect so we all had a hit and agreed that Ever-Ready certainly know how to produce some rubbish. The thought of the first stop at Midhurst increased the pace and several unexpected road junctions saw the shares of Fibrax brake-blocks shoot up. Keith provided us with the second puncture of the night and a chance for Ian and Martin to make contact again. This usually took the form of two lights appearing on the horizon followed shortly by the dulcet (?) tones of Radio Luxembourg.

At the official feeding station in Midhurst, a bus shelter opposite the Crusty Loaf Cafe allowed us to speculate what we might have had if it were 2 p.m. instead of 2 a.m.

Andrew's pre-occupation with the pedestrian traffic lights must have led any insomniac residents to think that the entire population of Midhurst were crossing the road that night.

With Ian and Martin diplomatically directed by Dave to go direct to Hindhead and meet us for breakfast there, so started the second stage: exciting plunges and climbs through the intricacies of Iping, Stedham and Woolbeding to the track that cuts out the descent and climb of Borden Hill. If Ian Hibbell thought the Sahara crossing was hard, this track would have made it seem like Boroughbridge. Unscathed, the Excelsiors gathered like nighthawks for the swoop down Hill Brow to Liss, which is a very quiet place at 4 a.m. Another spell of inspired map reading through Hawkley had us in Selborne at 5 a.m. where our leader decreed another stop. Had Gilbert White the famous naturalist been alive today he would have observed "CYCLIST DORMANTIS" as we snatched forty or fifty winks. By 6 a.m. a grey dawn appeared and our whip-cracking leader urged us on through khaki areas to start the long long drag up through Grayshot where Don, Stuart and Paul smelt the Little Chef and were away. Ray, obviously not knowing the hill, floundered between the two groups and we reeled him in at the A3. "Iron Man" Beckingham, and Ray Douglass (en route to the Bath Road 100) joined us for breakfast. Craig's breakfast was spoilt by the news that his hero Hinault was only third in the World Championships.

On leaving the Little Chef, Andrew's attempt at becoming a one-parent family was foiled when Don caught us up just before Liphook where a left turn took us past Shufflesheeps

(yes, it's on the map!), all the time heading towards the western end of the South Downs. Here Dave pulled a "coup de grace" by veering left at Turkey Island up a very steep lane that emerged at the top of Harting Hill, in bright sunshine and faces to match. A short section of the South Downs Way cut through to the B.2146 and the long gradual descent through West Marden and a second breakfast at the Little Chef at Southbourne.

The removal of a layer or two of clothing quickly cleared a few spaces for the weary riders and reinforcements from both Excels made sure of plenty of room for all.

The ride back in a peleton of 26 cyclists was enlivened by a Hudson special footpath with chest high stinging nettles which did no good at all to bare legs. As we reached Worthing, which seemed to be moving eastwards all the time, the group began to break up and after dealing swiftly with the lad who said "when's the next one?", home was reached 14 hours and 130 miles after leaving the previous night.

Rick Stringer

THE TWO-UP FAMILY TEN

The idea for this came in rather late season but Ray Douglass our Club events Secretary soon dealt with the police notification, and John Mansell on the R.T.T.C. London South committee soon had the necessary O.K.

We seemed to have a good number of Fathers and sons, but when we got down to sorting out entries, including those second claim

members and friends in the Brighton Excelsior, we had what, was generally felt to be a very good entry of eleven teams, particularly when compared with the mid season 2-up events over ten and twenty five miles. What was unexpected however, was some of the relationships, not all Dads thinking of a tow from tearaway sons, but brothers with sisters, and husbands with wives, how permissive can you get!

Sunday 20th September was dry, pleasantly mild and with winds, fresh and south westerly but by comparison with the gales that had raged the night before, very acceptable. There were some complaints that the 'fun' had gone out of this 'fun' event. Mike Stringer was burnt off by brother Rick during a warm up, and poor Dennis Jukes had been forced into a practise run over the course, solo, on the previous rain lashed afternoon. Brian and Betty Cox were taking it so seriously that they disappeared into the woods hand in hand just before the start for a period of joint meditation. Val Stringer was slightly embarrassed being the only one to turn up in fancy dress, she wore a racing outfit! Final pre-race complaint came from Ron and Clive Stone looking quite immaculate in their canary outfits, emblazoned with christian names, they were apparently after the 'Concours d'elegance' award.

With Roger Smallman and John Grant in charge of the watches, we were working on S.M.T. for the morning (Smallman mean-time), and with Gordon Curd and Ray Douglass learning from John Grant the art of 'pushing off' the first team was away shortly after 9 a.m.

There were of course all the usual excuses at

the finish. Dennis had only got past Stephen on two downhill stretches, according to Stephen. Brotherly and sisterly love were not enough for Judy Budgen and Chris Chapman, but Leon Budgen and Val went well enough to share second place on the handicap. Brian Cox admitted to insufficient riding lately. Mike Gibbs was supposed to have had a puncture near the end. Ron Stone was again cursing his son for leaving him on the last 100 yards, just when everyone could see. Robin and Roy Holden claimed a puncture and an inability to keep up, which Roy dismissed as "he's been taking girls out", and Don Lock limited his complaint to ten minutes gasping, coughing and spitting while Andrew did an admirable job of telling how much he had had to wait and where he stopped for a cuppa.

The final result, and it was all on handicap, very much a lottery was:-

	<u>Names</u>	<u>Actual</u>	<u>Handicap</u>	<u>Net</u>
1st.	Ron Stone	30.16	6.30	23.46
	Clive Stone			
2nd.	Valerie Stringer	28.14	3.40	24.34
	Leon Budgen			
	Don Lock	24.34	Sc	24.34
	Andrew Lock			
4th.	Rick Stringer	25.41	1.00	24.41
	Mike Stringer			
5th.	Mike Gibbs	25.22	0.40	24.42
	Stuart Gibbs			
6th.	Dennis Jukes	29.05	4.10	24.55
	Stephen Jukes			
7th.	Judy Budgen	31.44	6.20	25.24
	Chris Chapman			
8th.	Betty Cox	28.58	3.20	25.38
	Brian Cox			
9th.	Gordon Hill	28.49	1.45	27.04
	Greg Hill			

D.N.F. Roy and Robin Holden. D.N.S. Derek and Derek Pearce (apologies received). Private trial Reg Searle and Bill Proctor 27.37

It' rumoured that on news of another Worthing Excelsior invasion of Majorca next spring, the island has moved.

WORTHING KERMESSE Sunday 30th August 1981

First and foremost a very sincere thank you to everyone who so willingly rallied round a fraying promotor on the morning of the Kermesse and, of course, to all helpful bodies who were involved in the round of drawing all the ends together.

At least the weather was kind but with a pretty strong wind on the home straight times were a bit on the slow side or so I am given to understand. However, many of the riders said they had enjoyed the racing and venue and although we had a couple of moans and groans, we look upon them as good experience and realise there never was a truer saying than 'you live and learn'. My personal biggest disappointment was the non-appearance of several top class riders who had entered and failed to turn up without explanation, particularly when some of the events were over subscribed.

Can I just make one plea to all riders who enter any event - please read your entry forms and fill as much detail in as the form asks for, preferably in capitals. As a for instance:- Nick Abrahams wasn't too sure of his actual age, entering for both under 14 years and over, and aren't appearances deceiving - our own Andrew Lock stated to be just a week old at the event date, but what a super debut into circuit racing for one

so young, (could it be this was the reason for a non payment entry!!!). I must confess to suffering from a nasty bout of 'form frustration' for several weeks.

There is a doubt that the event may not be held next year and many times I must admit to a heartfelt aside of "never again" but nevertheless it does seem a pity to let any cycling event fade away. Particularly an event like the Kermesse which to a certain extent draws the public to a sport that is well behaved and harmless. I do heartily endorse any event that encourages our younger riders to participate in competition so please come forward next year's promotor and keep the event going.

Gordon Curd

KERMESSE RESULTS

THE FOX & SONS CHASE - for the under 14's

	<u>6 LAPS</u>	<u>TIME 9mins 15secs</u>
1st	Nicholas Abraham	Festival R.C.
2nd	Nigel Perry	G.S. Stella
3rd	Dene Marsh	Redhill C.C.
4th	Ian Pope	Medway Velo
5th	Stewart Playford	Gemini R.C.

THE RON MILLS CYCLES EXCELSIOR RACE for junior and 3rd category riders.

	<u>30 LAPS</u>	<u>TIME 43mins 17secs</u>
1st	K. Richards	V.C. D'Or
2nd	David Mayes	" "
3rd	Mark Williams	Eastbourne Rovers
4th	C. Pope	Callewa C.R.C.
5th	David Jowsey	Redhill C.C.

THE JOHN SPOONER CYCLES (JOS SPORT)

All Categories race.

	<u>45 LAPS</u>	<u>TIME 1 hour 2 mins</u>
1st Guy Rowland	V.C.D'Or	
2nd Ken Ruffell	G.S. Stella	
3rd Kerry Holland	V.C. D'Or	
4th Derek Playford	" "	
5th Andrew Humphrey	C.C. Orpington/Ken Bird	

THE PLAZA CYCLES Race for the under 16's

	<u>16 LAPS</u>	<u>TIME 23 mins 27 secs</u>
1st Alan Green	Brighton Mitre	
2nd Gregory Hill	Worthing Excelsior C.C.	
3rd Ian Goodhall	34 Nomads C.P. Hart	
4th C. Beagle	Farnborough & Camberley C.C.	
5th Andrew Lock	Worthing Excelsior C.C.	

THE M.G.M. DEVIL

	<u>TIME 44 mins 14 secs</u>
1st David Carter	Phoenix R.C.
2nd Colin Bateman	Festival R.C.
3rd Kerry Holland	V.C. D'Or Assos. Pennygate Rober
4th J. Wilkin	Archer R.C. Saba-Napoleone
5th Barry Coomber	V.C. Etoile

It's rumoured that the Editor has agreed to do "circuit" training, thinking it's something electrical - could he be in for ashock!

RECORD BREAKERS

Congratulations to Betty Cox and Greg Hill on their breaking club records. The first went to Betty on 5th September when in the Festival Road Club ten mile event on the A.3 road, north of Guildford, she recorded a superb

27 minutes 47 seconds to considerably improve the ladies record. It would be indelicate to talk of Betty's age but this is a marvellous effort from someone well past.....I hear that Brian is going into full training again this winter.

Also nice to congratulate at schoolboy level, for on 10th September Greg Hill tackled the Broadwater - Findon and back record and succeeded in lopping a full 40 seconds off Nigel Burrows old time reducing it from 16 minutes 16 seconds to 15 minutes 36 seconds. A large reduction on this, the shortest place to place on our records books.

Perhaps not strictly record breakers but establishing what may well be accepted as a standard we should also pass congratulations to three other of our juniors. On Sunday 13th September in the Bognor Junior 25, Andrew Lock recorded 1.1.45, Stewart Gibbs 1.2.8 and Stephen Jukes 1.4.30, an aggregate time of 3.8.23, sufficient to win the team award.

Don.

It's rumoured that JOHN - pardon has been taken for GRANT - Ed.

FOR SALE

PASHLEY TOURMASTER TANDEM

Semi-ladyback, pannier frame
3 speed shimano. 26" wheels
3 years old, very good condition.

£120 on.o.

Tel. Worthing 207979 evenings.

mention the mag - we may get a dividend!

CIRCUIT TRAINING

By the time this mag is out Mike Gibb's training sessions at the Shape Health Studios in Broadwater Road will be under way. He has had a very good response from young and old alike. Every Wednesday evening 8 - 9 from 1st October through to the end of December will, no doubt, see a lot of moans and groans and sweat but it should be an excellent winter preparation for the 1982 season.

It's rumoured that Don is seeing an osteopath even before the circuit training starts.

JOE SIMPSON

As we go to press Joe is in Southlands Hospital having undergone yet another operation on his hip. The news is good, for the new bit inserted seems to be O.K. and he is not just feeling comfortable but indeed is very active, already chasing the nurses round the ward. A number have been over to see him and he is in fine form and hopes to be out any day now. We hope to have you back with us very quickly Joe. Your'e needed in the canteen and could you marshall at the top of Harting Hill for the reliability trial!

CLUB MAGAZINE

We have been offered a complete set of "Worthing Wheels" from Vol. 1. right up to date and we propose to have a postal auction, i.e. you send in your bids, and in sealed envelopes, and we will open them on 1st January

1982 selling, of course, to the highest bidder. Please remember we cannot supply complete sets from stock although we have many odd issues. Bids should be not less than £5. All proceeds, of course, to the Club.

EVENING TEN SERIES 1981

FINAL OVERALL RESULTS

Scratch result is calculated on the aggregate of the four best placings for riders under 18 and 6 best placings for seniors. Handicap result is simply the total of points gained throughout the season, in each race points are awarded, 6 for 1st down to 1 for 6th.

<u>Scratch</u>	1st Paul Toppin	6	
	Adrian Cooper	"	
	3rd Greg Hill	9	(under 18)
	4th Stuart Gibbs	14	(" ")
	5th Graham Tooley	15	
	6th Andrew Lock	18	(under 18)
	7th Derek Pearce	24	
	8th Stephen Jukes	29	(under 18)
	9th Dick Wiseman	32	
	10th Don Lock	42	
	11th Paul West	56	
	12th Bill Procter	59	
	13th Bill Patrick	63	
	14th Ray Douglass	65	
	15th Tim Salmon	68	(under 18)
	16th Clive Stone	75	(" ")
	17th Mike Gibbs	78	
	18th Norman Wright	83	
	19th Geoffrey Weston	85	
	20th Betty Cox	93	
	21st Reg Searle	94	
	22nd Ron Stone	96	

Handicap

1st Reg Searle 40

2nd	Greg Hill	27
3rd	Stephen Jukes	22
4th	Paul West	18
	Derek Pearce	18
6th	Ron Stone	15
7th	Geoffrey Weston	13
8th	Betty Cox	12
	Ken Atkins	12
	Ray Douglass	12
11th	John Grant	11
12th	Tim Salmon	10
	Andrew Lock	10
14th	Scott Hazeldene	9
	Bill Patrick	9
16th	Graham Tooley	8
17th	Mike Gibbs	7
18th	Clive Stone	6
	Linda Stacy	6
20th	Clive Smith	5
21st	Don Lock	4½
22nd	Dennis Lednor	4
	Dick Wiseman	4
	Stuart Gibbs	4
	Bill Procter	4
26th	Tony Butler	3
27th	Norman Wright	½

Fastest Junior time was Greg Hill with 23.41.

A total of 37 different club members took part in one or more of the races which were also supported by private rides from friends with other clubs. The competition for top honours was very close as witness the tie for first place. Also very nice to see the under 18's climbing higher and higher up the list. Many thanks to Norman

Wright for once again running the series for us and to those who held the watches.

It's rumoured that Graham Tooley and Angela are.....but it's only a rumour.....

R.T.T.C. FILMS

The showing of these on September 29th was close to being a disaster. Ray Douglass had everything well organised and can in no way be blamed for the films which frankly were appalling. The Club room was packed and the ladies were poised with cakes and drinks for the interval. Mike Gibbs with projector at the ready was told to let it roll, and then it started two hours of disjointed, badly synchronised and it would appear, quite unedited filming of a number of 1979 championships.

It was so terribly amateurish, half the time we did not know what we were watching and that was when the sound track was audible. 5,4,3,2, 1 the timekeeper called, but on these films the rider went between 3 and 2, does this mean the 1979 championships are all void! "No. 80 is A.Mann" as a lady is pushed down the road. It was only the witty quips from the audience that saved the evening. I think we should send a copy of this report to the R.T.T.C.

Don.

