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the journal of the
WORTHING EXCELSIOR CYCLING CLUB

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

THE CLUB BADGE

In some of the old photographs in the club album, you can see a lapel badge very similar to the one shown full size (right). Smaller enamelled badges have been used since, and an embroidered one, similar to the screen-printed one sold in the canteen now, was worn between the wars. I have access to four different badges, and to a set of 100 mile medals, which I intend to photograph when I can get the owners' permission.



The main elements of the badge can also be found in the Borough's coat of arms, which was granted by the Royal College of Herald's in 1919 - and seem to tie up with the town motto, EX TERRA, E MARIS SALUTEM (from the land strength, and the sea health), and are;

Fish: The three little fish are mackerel, very important in the economy of the town, which was basically a fishing community until the middle of the last century.

Cornucopia: This looks like a flaming torch (sorry about the language) on our cloth badge, but it's a horn of plenty "a ram's horn, overflowing with flowers, fruit and corn" (like the Worthing Wheel).

Human figure: I originally assumed that this was Thomas a'Becket, but Robert Elleray, Worthing's ace historian, put me right: it's Hygeia, Greek goddess of health or hygiene, holding her creature, a snake, which obviously relates to the Victorians' justified belief in the health-giving properties of the seaside.

If anyone else has any gen on the club badge,

or examples that I can borrow to photograph, the usual plea holds good, especially as I reckon that there's a lot more to learn on the subject.

John Grant.

It's rumoured that Norman Wright's Racing/Committee jersey has three pockets: 'IN' 'OUT' and 'PENDING'.

THOSE WERE THE DAYS

The days when the following details would be found on the start sheet for a 2 $\frac{1}{4}$ hour race, the days when I should think you really did enter for the food and drink on offer:-

"FEEDING ARRANGEMENTS

A supply of milk puddings, egg custard, stewed fruit, soup, bread and milk, Bovril, eggs, Force, milk, soda water and minerals, tea or coffee, Emprote, fresh fruit, and bread and butter will be at the following places:

"The Old Bell," Wisbech (62, 154 & 202)
"The Windmill," Rippingale (108)
"The Hammer and Anvil," March (238)
"The Travellers' Rest," Cambridge (274 & 297)
"Fuller's," Girtford Bridge (322 et seq.)

Eggs and bacon, etc., may be obtained promptly at March (238).

Drinks and food will be handed up at or near:

Ely (31)	Long Sutton (178)
Spalding (84 & 120)	Whaddon Gap (338)

and drinks near:

Market Deeping (96 & 120)

Peterborough (220)
Cross Hall (399 et seq.)

The Hon. Racing Secretay will endeavour to meet any other special demands made early to him.

Helpers are requested to avoid congregating in Market Deeping, and to hand up drinks, etc., required in this neighbourhood outside the village."

Taken from a start sheet for The North Road Cycling Club Invitation 24 Hours Unpaced Road Race on 21st and 22nd September, 1934. Force, I gather, is still obtainable but can someone enlighten me as to the nature of Emprote?

Don.

It's rumoured that Robert Crowe is riding with the Worthing Excelsior because his Air horn has been outlawed in Somerset.

26th JANUARY 1982

THE SECOND DAVE HUDSON PICTURE SHOW

"Slide shows are usually boring and I nearly didn't come" said one prominent member of the Club after Dave's first performance about a year ago. For show number two, this member was an early arrival to make quite sure that he obtained a good seat. He was not to be disappointed, this member and about 70 more members and friends were highly entertained with two hours of slides. They were shown with a rapid fire and witty commentary from Dave who shows, dare one say, a Chanin type ability, in such presentations. He had put together a

most interesting selection of shots, covering the magnificent scenery of British Columbia, Switzerland, France, Spain, Majorca and Corsica. He included light hearted shots of the Clubs local activities, contrived photographs to remind viewers that their fund raising money was due, snaps to illustrate place names like "Sway", and old ones showing present members in much younger guise which caused much hilarity. It was a whole miscellany of cycling. It was a really enjoyable, traditional cycling evening in good company. Very many thanks Dave for all the trouble that you must have taken to prepare it. Many thanks also to the ladies who provided such a super spread of tea and goodies for the interval.

It's rumoured that Dave Hudson just failed in a bid to buy the holiday tours offshoot of the failed Laker empire. He's now started a "Friendly Dave Fund" and donations should be sent to 18 Middle Road, Shoreham.

TRIPE WANING or THE MIKE GIBBS WAIST RESTRAINING

by Gabbletalk

Approximato twelve wallys trodd and glue have become much embrolliod in the masochistic manouvering of mountains of flabby gut and here and there miscellaneous and unmentionable muscle. A mixture of members, mainly masculin from John (they will call me Aunty) Grant, to Long John (Hello Sailor) Lewis, with a sprinkling of the lean and hungry, Taman Grooley and Dice Kodman, to name but three, have striven, stretched, straddled, struggled

and strained with serious strenuosity to formulate figures and fitness with fantastic furiosity. Ever present Tall Poppin has managed twenty hazlenut whirls, or was it warboy curls. Mick (what size those thighs) Jones has been drowned King of the squats, while Tom (my name rhymes with Tesco or Fine Fair or Sainsbury) - that's it - Lainsbury, nearly started his own airline while doing lateral raises with 15lbs in each hand. Of the pouth in the yarty, Stewball (why have a chain when you can ride 62 fixed like that) Gibbs falls over unless he has 85lbs on his shoulders and Shandy A'Lock (deposed club darts champion) falls over if he has. Norman (I'm pickin up bloomin tractors all day anyway) Wright, retired after two outings, and Pill Factor (I'm the one with the 'L' shaped you know what) has gone back to accountancy with barbells on an abacus. Yours truly (I'm only an honary Ed. and with this trash whose going to pay me anyway) was the only one blown over when the power lifter shouted OooooooooooooAaaaaaash - Yuk*****! and Club couch Mike Biggs (well known train robber) has spent several steamy evenings with his eyes glued to the sauna window and doing his own particular set of exercises.

From Octemby to the maddler of Mirch and wice a tweek at that must soo domething. If I can tust juck these muscles in and met gee leg over se baddle I'll see if I can rill bide a stike.

It's rumoured that one of our well known sailors Tony Palmer is getting very keen on the old two wheels again. He's been seen tacking along the A259 between

Littlehampton and Bognor and, apparently, becalmed halfway up the Hammerpot on the A27. He's had a frame respray, bought a new pair of cycling shoes and had the AA carry out an inspection of a new pair of pedals in contemplation of purchase. Tony's main claim to fame is that his personal best 50 mile time was done in a pair of carpet slippers, and this many years ahead of the streakers. It's almost as good as the 24 hour ride that Ray Douglass did on a chocolate biscuit, but then that is legend.

CLUB 10 27th February, 1982

New ground was broken in this the first event of the season when the Wiston/Shoreham course was used for the first time in official competition. Ray Douglass who had measured it for the R.T.T.C., had squeezed in a free hill by starting at the top and finishing at the bottom of the drag west out of Steyning. This though, may turn out to be the only blessing of the course, for the $\frac{3}{4}$ mile from start to finish is a distinct disadvantage unless you have a runner and a result board. The stretch across the new bypass is very exposed and is, I guess, always going to be hard, sometimes in both directions, for winds are frequently going to be blowing either up, or down the valley. Five roundabouts instead of three, as on the Washington course are a drawback but I feel the single most significant difference between the two courses is the lack of any dual carriageway.

Having said all that, it is different, and, importantly, another course and that's a definite plus in these days of vanishing

courses due to traffic lights and other road developments. It also gave a change of scenery and some of us, as the times clearly show, took the opportunity to have a look round. One young horror with no thoughts at all as to the beauty of the scene unfolding before him, hurtled round in a quite improper time for February; I wonder when we last had a '24' recorded in February; and he caused embarrassment to his Dad (the handicapper) by winning that section as well.

It was also new ground for Paul Toppin starting his first year as Club Events Secretary, but apart from overlooking one important official - he told John Mansell to push off! - he managed very well and was given good support from 16 entries, all of whom started and finished, and about a dozen private rides, mainly from Brighton Excelsior and the Velo Club Etoile. There was also a good turn out of marshalls and supporters. It is also worthy of note that he managed a couple of dry hours in an otherwise wet day, so we have hopes that he will do better than Ray Douglass in this respect. He may of course, start claiming that the pressures of his office effected his ride coming second to a mere schoolboy but knowing him, he has probably stuck pins in a plasticine likeness (perish the thought) and sworn early revenge.

The result:-

1st. Andrew Lock	24.47	1.50	22.57
2nd. Paul Toppin	25.23	Sc	25.23
3rd. Graham Tooley	25.30	1.30	24.00
4th. Stuart Gibbs	25.56	1.55	24.01
5th. Stephen Jukes	26.56	2.20	24.36

6th. Don Lock	27.02	2.10	24.52
7th. Dick Wiseman	27.03	1.45	25.18
8th. Roy Holden	27.46	1.30	26.16
9th. Ken Atkins	28.03	3.20	24.43
Mike Gibbs	28.03	4.20	23.43
11th. Bill Proctor	28.19	3.20	24.59
12th. Jeffrey Russell	30.02	3.00	27.02
13th. Geoffrey Weston	30.34	5.20	25.14
14th. Tom Lainsbury	30.54	3.00	27.54
15th. Reg Searle	31.18	6.00	25.18
16th. John Fletcher	33.45	3.00	30.45

It's rumoured that work is driving Robert Crowe bananas. He is understood to be doing research for Fyffes and still can't make a straight one.

IMPORTANT NOTICE

Please note that on Sunday, 18th July, the Club Championship 25 will now be held on the Bognor course P1031/25 and not the usual G938. The starting point is on the A259 road between Bognor and Chichester.

This has come about through the agreement which has been made with the Bognor Club for a 1982 inter-club 25 which will be incorporated, so we really must have all our fastest riders entered and at their top form. It is the aggregate of the fastest six to count. This year the event will be organised by the Bognor Club. They will provide medals to the three fastest riders and certificates to the six riders in the winning team. It is also possible that a Tankard will be at stake. The understanding is that we shall run the event in 1983 and stand the medals and

certificates.

The Club Championship is unaffected and we shall still award our trophy and usual medals to our riders. So please try and include this in your racing programme. The course is a very good one - in my opinion a good deal faster than the Chichester road.

More details, such as payment of entry fees, entry forms closing date, time of start, etc. will be made available as soon as possible.

Don.

A rumour from our friends in the Brighton Excelsior says that Leon (The reverend) Budgen is planning a series of kermesse races in Longleat - open to lions and Brighton Excelsior schoolboys only.

EXCELSIOR TRIP TO THE ROTTERDAM '6'

The trip started in good orderly "HUDSON" fashion with everyone collected on schedule, including some training rollers which Bert Absolom was taking to Deznie via The "HUDSON MOBILE". The sight of these got some of the party worried especially when told to do thirty minutes each en route to Rotterdam. There were fourteen of us Dave Hudson (of course), David Mills and Alf Dawes from the Worthing Excelsior and Bert Absolom, John Palmer, Judi and Leon Budgen, Alan and Deznie Imms, Craig Olive, Chris and Kevin Myddleton, Ray Harding and Joe Peake.

On then to Dover and over to Ostend. We were very lucky and had a nice, smooth crossing,

having supper afloat. Before we knew it we were waiting for the boat to dock.

Unfortunately between Ostend and Ghent, we saw a nasty accident involving a Belgian Citroen and an English Triumph Dolomite. Dave pulled up and we got out to offer assistance. Deznie tended the driver of the Citroen who was trapped in his car, and we helped the English family back to the minibus for warmth until the services came. They had to wait a good forty five minutes until the Belgian Police, Fire service and Ambulances arrived on the scene. We have since heard that after spending two weeks in hospital in Ghent, the little girl who sustained a head fracture, is now back in England well on the road to recovery.

Luckily we were not required to go to the local cop-shop and so once more Dave took the helm and we continued our trip.

We arrived in Rotterdam at about 8.30 a.m. and with Craig navigating!??? We eventually found our Hotel. Credit where credit's due though Craig didn't do too badly with the map, once we told him we were in Rotterdam not Amsterdam.

Dave found us a very nice restaurant, where we had breakfast, and thus replenished, we "hit" Rotterdam.

First a quick shopping expedition with brains clicking converting guilders into pounds. All in all prices seemed to compare roughly with our own. There were some super shops, very modern, and inviting. However, we didn't see many cycle shops, and certainly no lightweight shops, with the emphasis being mainly on the sit-up-and-beg type of machine.

Some of us went next, under Dave's guidance to the old quarter of Rotterdam "Delphshaven". We travelled via tram, with Alf giving us tips on how to sneak on without paying. Obviously an old hand at this sort of thing!

Delphshaven is very historic, with the old buildings and the bridge over the canal, which was solid ice. The vessels were completely ice bound and it was quite entertaining watching the local youngsters skating and playing ice hockey.

On next to The Euromast a tower similar to our Post Office Tower. On the way there we somehow lost J.P. but all was well, we spotted his feet in one of those "foreign conveniences." The Euromast is 540' high, the highest point in Holland (Chortle) and a superb view can be seen from the top. However, one complaint, the windows were a bit dirty and Craig wouldn't get out to clean them.

Back to the minibus via a market with stalls full of souvenirs and FOOD. Here a quick stop while we had chips with mayonnaise a very pleasant combination. Dave then took us on to Kinderdyke, where as many as seventeen windmills can be seen alongside the river. What a picturesque sight, late afternoon sun giving a warm glow over the frozen river on which there were several skaters. Just like an old Dutch painting. Cameras were clicking by the dozen, with David (Bayley) Mills lining us up for a group photo.

By now Excelsior tums were rumbling and we went back to Rotterdam to settle in to our Hotel and afterwards out for a meal. The Hotel, found for us by Val Stringer,

was excellent, warm and friendly. Even the resident parrot could say "Hello" in English.

After freshening up we went to find a restaurant "Barney's" turned out to be very good with only Craig having a grumble. Apparently he's spoiled by his mum's home cooking (none of this foreign muck.) By now we were all looking forward to the evenings racing at the AHOY Stadium, being the second night of the Rotterdam Six day: we weren't disappointed it was fantastic. What an atmosphere, and what riding. Patrick Sercu was incredible, an absolute power-house. Some of the party found seats, but the best view was standing where one could see the whole of the track and watch the tactics and changeovers. The racing went on until 3.00 but we decided to leave at 12.30, having had a long day.

Sunday took us over the frozen wastes on our way to the ferry from Flushing to Breskens.

On the homeward bound journey we were stopped at the border into Belgium by a customs officer who demanded to know why we hadn't paid over a levy of £1.50p on entering Belgium, the previous day. "Because we weren't asked" said Dave truthfully. But the official wasn't satisfied and Dave had to go into his little box. However "Adolph" gave us a lovely smile when Dave asked him if we could take his photo.

We had a quick look at BRUGGES, and also some tea and then onto Ostend to catch a ferry. Again another smooth crossing, with some of us having a meal in the restaurant. Highly recommended, the food was delicious. A few drinks in the bar rounded off a really

superb trip, enjoyed by all of us, due mainly to the efficiency of Dave's organisation and driving. The drive from Dover to Brighton was two hours long. A record trip for Dave. He must have been inspired by Chris, Kevin, Ray and Joe who were all discussing enthusiastically next year's racing season.....

So ended our trip to Rotterdam - when's the next one Dave?

Submitted by Dame Evadne Bottom-Brackett.

It's rumoured that Chairman Don now permanently wears cycle clips, even when behind his Solicitors Office desk. When Norman and Christine Wright called to see him recently, Christine almost ignored him and Norman accused him of being improperly dressed.

He has spoken to his employers about skin suits, track suits, training tops, etc. but they have dissuaded him.

JIM REMEMBERS

1924 and I had been out of school only a few months and had been working in the mines. I needed transport to be able to wander freely in my Durham county. With my Father, a non-cyclist, advising me and acting as my guarantor I bought my first bike, a Graves Speed King with B.S.A. gears.

In due course I was able to maintain an upright position and then I was off up the lanes. I have never forgotten my first ride, it was from my home at West Stanley to Chester le Street, Birtley and South Shields,

along the coast to Roker and back through Sunderland and Durham. It was one happy, proud, but very tired youngster who climbed that last hill back up to Stanley.

I recall in 1925 making a visit to an Uncle farmer living in a valley named Hett near Spennymoor and taking a young cousin with me. He travelled with his left foot on the step (a long nut on the left of the back wheel, intended to assist mounting) and his right knee on the carrier. He panicked however, as I was descending a hill and had us both off. Main damage was a nasty kink in the top tube but we got it home alright.

As I wandered I noticed, of course, other cyclists but particularly the faster competitive types out training. I did my first 100 mile ride in '25, going to visit an Aunt in Yorkshire.

There was the general strike in 1926 and afterwards I moved with my family down to the Doncaster area. Now I was really among the clubmen and many of the towns had cycle racing tracks. I soon disposed of the Speed King, and purchased my first lightweight, a Saxon. I joined the Doncaster Wheelers and also became involved with the C.T.C. Sheffield D.A. About a year later a Saxon tandem was added to my stud.

I got quite wrapped up in Club life but I was never a racing type, although always willing to help in various ways. I had also become involved with an Amateur wrestling Club. It is great to recollect those days, the Great North Road, the A.1. was only a single road and traffic was so light.

There were the early mornings out on the road to see the famous riders of the time, people like C.Holland, C.Marshall, and L. Cave on their record attempts. I would be asked to marshall the Bawtrey Junction, a point still well known to time triallists. I used to see the Wylde brothers who did path and grass track racing. Riders wore the then compulsory tights and jackets all in black for road trials.

After a Christmas Do, and a few at the local, we got back to the cyclist's tea place, and in the long room, the fun and games started. Vaulting over chairs and neck rolls over three or four chairs. There was panic when one forgot to tuck his head in and we had to call a doctor. Fortunately no serious injury, but little did we think that later he would become one of the stars of our sport, he was Ernie Logan who was to lose his life so sadly.

Jim Hughes.

WORTHING EXCELSIOR CYCLING CLUB

GENERAL SECRETARY'S REPORT 1981

Charlie Lednor and Theo Puttick, two of our longest serving and most stalwart members both died during the year. These are facts of which I am sure you are aware but which, nevertheless, I feel should be recorded here. Eulogies are superfluous beyond the simple statement "They are both missed".

After that sombre beginning, it is more pleasing to be able to report that the general flow of the club's activities has

been somewhat happier.

The reliability trials in February, over distances of 50 km and 100 km, attracted a total entry of 83, of whom 55 completed the course within their selected time.

The open 25, again sponsored by Ron Mills Cycles, not only had a full field, but also gave promotor Tony Palmer the task of returning some 20 excess entries.

We did not run an open road race this year, our efforts in this direction instead being channelled behind Roy Holden in his successful staging of the B.C.F. Divisional Championships. 1982 however, will see the return of our open road race to the local calendar.

The open 10 was again held on a Thursday evening and was again cursed with abysmal weather - the only blot on an otherwise fine event. Dave Hudson's services have been retained for '82, with the event to be held, for the first time, on a Saturday afternoon.

The Kermesse races, due to the very large efforts of a very few members, obtained complete sponsorship and just over 100 entrants, a proportion of whom, as usual, failed, either to start or to apologise for their absence.

Also promoted, on behalf of the S.C.A. were events at 10, 25, 50 and 100 miles. Next season should see a repeat of this, with the addition of, yet another, Ray Douglass spectacular - the Open Sussex 12 hr. on August 8th. So, please keep this date free, either to help or even to ride.

Although five club records were broken, including the ladies' 10 (this being the

first new ladies' record for 19 years) only one Sussex Championship was won by a club rider - Greg Hill landing the 500 metre schoolboy title. He also gained the premier award in the season long S.C.R.L. (Schoolboy) competition.

The majority of the club championships were taken by Richard Shipton, in fact, he reigned supreme at all distances from 25 miles to 100 miles, and for good measure, also took the senior B.A.R. award.

A new end-of-season event, perhaps designed to bridge the gap between the racing and the social seasons, was the 2-up family 10, which received an entry of 11 pairs and was successfully held in October.

Newly elected club coach, Mike Gibbs arranged a series of weight training sessions, which have run throughout the winter months and have had the enthusiastic (and masochistic) support of about a dozen keen racers.

Seventy seven different members are recorded as having attended at least one of the club runs held during the year, with the all-night ride in August attracting some 14 riders for a 130 mile potter!! through the lanes around Midhurst, Hindhead and Chichester.

A mixture of tourists and fast men visited Mallorca in April for a week's riding and although the weather was somewhat pluvial, two of the group were sufficiently bitten by the Mediterranean islands' bug to venture to Corsica for a further week's touring in October.

The usual facilities continued to be available every Tuesday at the club room and extra activities ranged from a highly enjoyable,

Hudson-organised slideshow to a, not quite so successful, evening of R.T.T.C. films.

The Annual Dinner was held at the Windmill in Littlehampton, further from Worthing than we have been previously, but almost unanimously voted a great improvement over last year's venue, and now rebooked for 1982.

At 31st December the total membership stood at 116. This figure (two less than 12 months ago) includes 11 associate, 19 junior and 12 life members. Approximately 40 of these members raced during 1981 and 52 of them attended last year's A.G.M.

In closing this report, I will repeat two pleas, both of which you will find attached.

1. Should you have any inputs which you think may be of interest to John Grant in his compilation of the club's history, please don't keep them to yourself.
2. If you are thinking of joining, or of rejoining, the fund raising scheme, but just haven't got round to it, please do so without any further delay. Do remember that we are no longer able to collect the waste paper which has been a major source of additional income in recent years.

John Mansell
General Secretary

It's rumoured that Paul Toppin was upset by news that Dick Wiseman was spending a lot of time in the Algarve. Paul thought this was the house where his girlfriend Janet Algar.... lived.

1982 RELIABILITY TRIAL

At the October committee meeting the subject of a promoter for the 1982 Reliability Trial arose, and, not wishing at that time to be considered a likely entrant for the event I volunteered.

The distances of 50 and 100 kilometres were the targets for the competitors to complete, but firstly a decision on a suitable route that would encompass a variety of road conditions, hills, lanes, main roads, etc, and with the starting point being fixed at Washington roundabout and finishing at the Toat Cafe, Pulborough, had to be made. Many evenings were spent poring over the O.S. map and I had decided to use entirely separate routes for the two distances that took riders out to districts of West Sussex not frequently used on normal club runs. After doing hundreds of miles with the map measurer I at long last came up with a route and would go over the courses during the Christmas holidays and finally check routes and distances.

The original route for the 100 kilometres event was to include a detour over Bexleyhill from Lurgashall to Midhurst, but on the morning of the drive round the course the hill was impossible to climb in the car due to two inches of fresh snow on top of two inches of ice so a decision was made to make the route easier and send riders through Lodsworth and then on to Midhurst. The remainder of the route planning for the two courses was reasonably easy with just a check on the sign postings of the unclassified roads to be completed.

The Cycling Council of Great Britain, a joint committee of the R.T.T.C. and the B.C.F. had in September issued a new set of regulations for reliability trials governing closing dates, riders conduct and average speeds. These new regulations were to be in force for the event, but, however, some of the regulations as written appeared to be confusing and the explanation received from the B.C.F. added to the confusion. Nevertheless the new regulations were to be enforced.

Local clubs were circulated with details of the event and a good entry was hoped for especially as the 1981 trials had provided an entry of 83. Roger Smallman had agreed to act as timekeeper with Keith Waldron and Ray Douglass providing support as check marshalls.

The day arrived, it was raining stair rods, a thoroughly depressing outlook for the promoter let alone the riders. I got to the start early hoping for that big entry but, as the riders arrived in their ones and twos it was obvious that a big field was not now forthcoming. Fourteen entered the 100 kilometre event and twenty eight the 50 kilometre. Choice of duration for the longer event was 4, $4\frac{1}{2}$ or 5 hours and 2, $2\frac{1}{4}$ or $2\frac{1}{2}$ for the shorter.

Roger dispatched the 100 kilometre group at 9.30 a.m. followed by the larger group over the shorter distance at 9.35 a.m. The groups rode the same course to Storrington where they took their own separate ways, the 100 kilometre group continuing on the main road towards Parham then left through to Coldwaltham and then uphill to Fittleworth and Petworth, this was followed by continuing northwards to the

first checkpoint at Lurgashall (17.8 miles). With the dampened check cards being handed over to the marshall the riders continued to Lodsworth and then west through Midhurst and Rogate. Left turn at Rogate to South Harting and up the dreaded hill, some rode and others walked but whichever way the hill was tackled the promoter was cursed. Keith Waldron was the checkpoint marshall just north of Chichester (42.2 miles). Riders then dropped down to Singleton Village and Charlton continuing via the lanes to the gloriously awaited descent of Duncton Hill albeit in the rain. Main roads now, towards Petworth turning right on the undulating roads to Fittleworth, Stopham and Pulborough to finish at the Toat Cafe.

The 50 kilometre group after leaving Storrington continued over part of the hardriders to Amberley and the climb of Houghton Hill to Whiteways Lodge. Here the course turned north down Bury Hill and then through the lanes near Burton Park to Petworth. Leaving by the A.272 the riders who had by now split into groups of equal ability proceeded to the checkpoint manned by Ray Douglass at approximately 22.8 miles, who sent them off towards the tough climb at Bedham which took toll of many riders who elected to walk. After the climb the ride was continued to Fittleworth, where riders joined the same course as the 100 kilometre group through Stopham and Pulborough to the finish.

Roger and Jean checked the riders in at the Toat Cafe car park, with the first riders due to arrive just before 11.35 a.m. Alan Limbrey, and Geoff Boore, Sussex Nomads did so with

15 seconds to spare, they had both ridden round in 2 hours. Brighton Mitre had six entrants but only Horry Hemsley was successful. The Kilby duo from Lewes Wanderers rode the course with 2 minutes to spare in the $2\frac{1}{2}$ hour limit. Mike Gibbs and Ken Atkins also finished with minutes to spare. Reg Searle completed the course somewhat over the time limit on his trike admitting to an enjoyable ride but a tough course for his machine and fitness.

Ninety minutes later the first of the longer distance group were due and Adrian Cooper and Mick Jones did so with a little to spare for the 4 hour standard. All other entrants were in the $4\frac{1}{2}$ hour group and those who were to finish came in club groups all within their allotted times.

After the riders enjoyed refreshments in the cafe, punctures, hills, delays, weather, etc, were all discussed (plus what to do with the promoter Ed.) the riders left for home riding off in the rain as if they enjoyed it all the time!

Result: 100 kms.	$\frac{1}{4}$ hours	Mike Jones	W.E.C.C.
		Adrian Cooper	W.E.C.C.
	$4\frac{1}{2}$ hours	Ron Ewart	Central Sussex
		R. Wells	" "
		M. Crossett	" "
		M. Bloom	Crawley
		A. Nester	"
		Andrew Lock	W.E.C.C.
		Don Lock	W.E.C.C.
		Paul Toppin	"
		Stuart Gibbs	"
		Robert Crow	"
50 kms.	2 hours	Alan Limbrey	Sussex Nomads
		Geoff Boore	"

2 $\frac{1}{4}$ hours	Horry Hemsley	B'ton Mitre
	Ken Atkins	W.E.C.C.
2 $\frac{1}{2}$ hours	Mick Kilby	Lewes
	P. Kilby	"
	Mike Gibbs	W.E.C.C.

Tony Palmer

It's rumoured that Andrew Lock sprinkles syrup-of-figs on his weetabix before racing to make him go fast. The first few events seem to indicate that it's working, unless, of course, it's his new blow wave.

John Grant's historical research

Worthing Gazette dated 5th March, 1890

WORKING MEN'S CYCLING CLUB

Although its actual establishment dates some months back, the Worthing Excelsior Working Men's Cycling Club has only just bethought itself to take the necessary steps to appoint the requisite officers for the good government and control of the organisation. For this purpose a meeting was held at Biggs' Cycle Works, in West Street, on Monday evening, the invitation to be present being extended to all young men interested in the pastime. Among the twenty or so who attended, some of them being already actively identified with the club, were Messrs. J. Young (who was chosen to preside), W. Young, A. Hower, H. Biggs, H. Biggs junior, A. Bushby, H. Bushby, W. Burtenshaw, A. Grevatt, F. Slaughter, W. Woodward, F. Pace, G. Jeffree, E. Pullen, J. Wakeham, W. Morris, etc.

In formally opening the proceedings, the CHAIRMAN remarked that last September there was an informal meeting at the top of the Bostel, at which some of those now present decided to form themselves into a sort of Club, and this meeting had been called to put the matter into tangible shape. The election of officers was then duly proceeded with, the list including the following: Captain, Mr. H. Biggs (Jnr), Deputy Captain Mr. E. Pullen, Bugler Mr. G. Jeffree, and Honorary Secretary and Treasurer, Mr. A. Hewer. A ballot for the Committee resulted in the election of Messrs. Pace, W. Young, J. Young, Woodward, Jeffree and Bushby, the unsuccessful candidates being Messrs. Grevatt and Burtenshaw. The Captain, Deputy Captain and Secretary are *ex-officio* (italic) members of the Committee. The CHAIRMAN announced that the Club uniform, which had been already chosen, would consist of blue cap, grey jacket and knickerbockers, and blue stockings; and the jacket would be made so as to be suitable for ordinary evening wear. The wearing of the uniform would not be compulsory, but those who chose to adopt it could purchase it by easy instalments. It was resolved that the entrance fee should be 2/- and the annual subscription 4/-, payable quarterly, an-alternative proposal that the former be 2/6 and the latter 3/6 being negatived. It was announced that arrangements were being made for a smoking concert at which members of the Brighton Wanderers Club would be present, and it was also stated that the first club run would take place on Easter Monday. Mr. Biggs, Snr. announced that he should be pleased to give a cup, of the value of one guinea, to be run for in the coming season, this offer being

accepted amid considerable applause. With a vote of thanks to the Chairman for presiding, the proceedings then came to a close, and if the spirit of earnestness which prevailed may be accepted as a fair indication of the character of future operations, we think we may venture to predict a successful career for the Club.

1982 WORLDS CHAMPIONSHIPS

There's a great opportunity to see the top amateur and professional riders in the world when the British Cycling Federation promote these championships at Leicester and at Goodwood. The track events will be at the Leicester track from Monday 23rd August to Sunday 29th August. There are finals every day, but the last day sees no less than four, the amateur points, and tandem sprint, and the professional sprint and pursuit.

The road events at Goodwood are the 100 kilometre amateur team time trial on Wednesday, 1st September, the amateur mens and womens road races on Saturday 4th September and the professional road race on Sunday 5th September.

John Grant has full details and booking forms. It is hoped that we shall be able to organise a big party to go over to Goodwood. We cannot miss it when it's right on our doorstep.

SOME CLUB SURNAMES

In no particular order:-

DOUGLASS: Douglasism is, according to Collins new English, a doctrine of Social Credit. I am further informed that the Douglas Pine is a hard durable

timber used for railway sleepers.
Sounds like that train from
Littlehampton again!

HUDSON: Appropriately enough, an explorer
and found good business in the
TRANSIT of goods. Soon made friends
with the natives.

GRANT: to allow, to yield, to concede,
to bestow, to confer, to admit, -
never-. A brave American General
who drank too much???

CURD: The cheesy part of milk; now this
is getting close. The coagulated
part of any liquid. Something to
do with cows anyway.

SHIPTON: daughter of a witch, said to have
consorted with the devil, endowed
with supernatural powers. Now we know
where the speed comes from!

SIMPSON: Famous obstetrician, first to use
ether in midwifery, gave chloroform
to Queen Victoria. Well what do you
know, is there any wonder he walks
with a limp!

PROCTOR: An officer of the Treasury Solicitor
who intervenes to oppose a petition
for divorce when fraud or collusion
is suspected! Responsible for
discipline at Oxford and Cambridge -
can't be any connection here surely...

GIBBS: British Architect studied in Italy,
presumably the Giro. Much favoured
by rich Tory nobleman! Also toothpaste
much favoured by poor socialist
workers.

COX: He who steers the boat. Not he who

rocks it. An English landscape painter - in one of his best, 'A windy day' he shows a remarkable feeling for air and wind. Yes could well be, sounds like a cyclist anyway.

ATKINS: Tommy, the nickname for the British private soldier, first appeared in army form soon after the battle of Waterloo. I knew he was a vet but that's ridiculous.

HUGHES: Educated at Rugby and Oxford, now you know where you've heard that dialect before! Famous for Tom Brown's School days, but you should hear about his own.

JUKES: All that can be found is juke box, something you feed with coins to get a tune from. Now I wonder.....

LEWIS: An iron clamp used to raise blocks of stone? An automatic machine gun? Lewisite - a brown or colourless blister gas with geranium smell, Oh, ducky.! A poet, a professor of English, a trade union leader, a novelist, a Nobel prize winner, a painter, what a big head he must have had.....sounds like an island in the Outer Hebrides would be a good idea.

LUCAS: King of the Road, of course. There is a Lucas End 2 miles west of Cheshunt in Herts but apart from that nothing very illuminating at all I'm afraid!

MILLER: Married at one time to Marilyn Monroe - can't be bad - alright for calendars anyway. Fast Australian bowler - not The Beach House Park kind. Also to be seen on Camberwick Green running a Windmill and known as 'Windy'.

POLAND: Now don't get political, it may be red in the wrong places.

WRIGHT: Presumably the Mr. that all the single ladies seek. One who fashions articles, an artificer. Early aeroplane designer. First user of a wind tunnel.

PALMER: An itinerant monk, one bearing a branch of palm on a visit to the Holy land. Also perhaps in sleight of hand, one who palms. Star of strange sport where a little ball is knocked around the countryside with a stick.

SPOONER: One who spoons - amorous! Spoonerism, like a half warmed fish for a half formed wish.

SMITH: worker in metal - probably knocks his own frames together. Sells newspapers. Once First Lord of the Admiralty - good heavens!

STRINGER: a lengthways sleeper - how else! one who, or that which strings - seems fair enough. In building, a long heavy plank used as a support - obviously not one of the two short planks indicative of thickness.

TOPPIN: Out - the ceremony when the highest point is reached. B.B.C. religious commentator who has frank chats with Our Lord. A dream sort of cream used excessively by the Editors son.

WEST: the point in the heavens where the sun sets at the equinox. Isn't that fantastic I always thought it was over Bognor way somewhere.

LOCK: first made in Egypt about 4000 years

ago - now will you believe I'm a
vet. A device for door fastening,
a mechanism on a gun released by the
trigger, an appliance to check the
revolution of a wheel - now at last
I've found out what my problem has
been.

NEW CLUB CANTEEN RECIPE!

"A ribena please", says Mick Jones, "Hot or
cold" says Maureen Lock as she puts the
concentrate in the glass. "Hot please"
replies Mick. All quite normal so far,
but then Maureen tops the glass up from the
teapot! Lemon tea I've heard of, but
blackcurrant tea, now that is something
different.

CLUB CIRCUIT EVENT 7th March

Paul Toppin's second promotion was greeted
by a lovely sunny morning albeit with a
chilly and persistent east wind. Roger Smallman
was in charge of the watch and a good number
of marshalls and supporters also turned out,
even to the extent of a visit from our
Towcester members Derek and Sarah Smith -
very nice to see them.

The course was the normal two laps of the
long Furlong circuit giving a total distance
of a bit over 17 miles. The east wind meant
a reasonable climb up from Findon to the
Long Furlong but something of an agony
stretch between Clapham and Offington on the
A27.

Andrew Lock, winner of the season opening Ten,

was determined to repeat the medicine, others were clearly set on revenge. The entry was fifteen of whom fourteen started and finished and there was a private time trial from Dick Wiseman, who was not sure when he was returning to Portugal and had not entered the event proper. The stage looked set for some good competition and that's just what happened.

The result and a study of the lap times shows the way things went. There are quite remarkably consistent laps, and noticeably there's the pull back in the second circuit of a 5 second deficit turning the second place into a 9 second win at the finish.

Result

	<u>Lap.1</u>	<u>Lap.2</u>	<u>Time</u>	<u>H'cp</u>	<u>Net.time</u>
1st.Andrew Lock	22.55	23.04	45.59	2.30	43.29
2nd.Paul Toppin	22.50	23.18	46.08	Sc	46.08
3rd.Stuart Gibbs	23.20	23.30	46.50	3.00	43.50
4th.Mick Jones	23.55	24.06	48.01	1.30	46.31
5th.Don Lock	24.03	24.14	48.17	4.30	43.47
6th.Stephen Jukes	24.32	24.29	49.01	4.30	44.31
7th.Graham Tooley	26.35	23.27	50.02	3.00	47.02
8th.Ken Atkins	25.23	25.31	50.54	7.30	43.24
9th.Tom Lainsbury	25.58	26.34	52.32	8.00	44.32
10th.Mike Gibbs	26.15	26.34	52.49	8.00	44.49
11th.Bill Proctor	26.25	27.00	53.25	8.00	45.25
12th.Reg Searle	30.00	30.15	60.15	2.30	47.45
13th.John Grant	32.10	29.16	61.26	11.30	49.56
14th.John Fletcher	31.45	34.05	65.60	16.00	49.50
P.T.T.Dick Wiseman	24.47	25.02	49.49	-	-

So another win for the schoolboy, and although some of our top seniors are still to demonstrate their 1982 fitness, this and the rise of Stuart Gibbs and Stephen Jukes are really putting the seniors to their training, and the scene is

getting very competitive, which is great.

It should be mentioned that Graham Tooley punctured and lost about 2 minutes on the first lap changing a wheel with John Grant, who, rumour has it, lost about 20 minutes!

ODD ANAGRAMS

IDY ON CAMERA

clue: AMIN DE WIND

EX WIFE HELD

clue: SOUNDS LIKE A TWIDDLE

CAMP NOOLAG

clue: MOUNTAIN STAGE?

_____they're all cycling_____

WELSH EXTRAVAGANZA

Whilst complimenting Andrew on his well written article (was he assisted?) in my role of chef, mechanic, and hiking-bikie of the tour, there are one or two points which ought to have been mentioned, like guess who covered the most foot miles? That really requires stamina. There was also no mention of the alternative entertainment provided, in lieu of the tele-. Andrew practicing his party piece for the forthcoming show, well it attracted the sheep to the cottage door. It also gave Don a chance to practice parental control, I now know why he chose the room furthest from Andrew.

However, the most glaring omission was that of fault reporting of the machinery. Not only did Andrew report a fault free Lock senior machine, in his role as editor Lock senior actually took a round of applause - as the mechanic who replaced and provided the spoke, having removed the block, trued the wheel and been informed, "cor that's better than when

we left home" and in the same evening being conned into showing Andrew how to mend a tub, I suspect collusion in the Lock household.

Nevertheless, I do agree, it was a super week and I'm glad the Lock family don't play cards that well - they certainly know some funny words when playing scrabble.

Coachy

Dear Ed.

With reference to our Press Secretary's remarks in a previous edition on $E = MC^2$ and the relationship of pints versus performance the following may be of some assistance.

Generally power to weight ratio is most important thus the substitution of a good malt for village pump water would enhance this aspect, together with fluid vessel capacity and conserve energy in arm lifting. It is a known fact that a good measure of malt, say three fingers, has a better pain killing content than a pint of pump water. Therefore, one could take on more pain killer in less volume which, in turn, would cause less IN-CONVENIENCE, particularly in a 50 and none in a 10. 25's would be marginal.

This substitution however, would necessitate the use of HELMERTS formula to calculate the additional 'g' Force (acceleration) due to gravity for a given latitude - Altitude (one of course, would be quite high).

Thus 'g' = $980.616 - 2.5928 \cos 2\lambda$
+ $0.0069 \cos^2 2\lambda - 0.0003086H$
where λ is the latitude, H is the height in metres above sea level,

'g' being in Cm. per. sec.
per. sec.

Side effects commonly known as HEMICRANIA
may also be experienced.

I trust that this information is beneficial
to our Press Secretary in his experiments
to improve times whilst indulging in his
3rd favourite activity!!

Mike Gibbs.

Note: The Editor regrets that he will not
be able to enter into any correspondence
on this subject. If only because he hasn't
a blinkin clue what it's all about.

Annual General Meeting

Not, I thought, the best of meetings, the
different venue and day of the week plus
a very wet, cold, and windy evening, were
probably the causes which gave one of the
worst attendances for years. On that all I
can say to those who didn't bother, is don't
moan if the Committee do not do what you want
or how you want it.

The business was mainly formal and obviously
we have an excellent Secretary and excellent
Treasurer for their reports and accounts
were both approved with hardly a query.

The election of officers causes no problem
and the main appointments were: President,
Duggie Argent, Chairman, Don Lock, Secretary,
John Mansell, Assistant Secretary, Tony
Palmer, Treasurer, Roger Smallman, Assistant
Treasurer and Club Events Secretary, Paul
Toppin, Social Secretary, Norman Wright,
Evening Ten's Secretary Gordon Curd,

Runs/Touring Secretary, Dave Hudson, Press Secretary, John Grant, Club Coach, Mike Gibbs, Magazine Editor, Don Lock.

The following open events, subject to Committee decision and arrangement, were approved for 1983:-

Open 10, Open 25, and two Open Road races. If we are to run a second road race we shall certainly need to find a promoter, lots of helpers and some financial support, but no doubt we can look to those who proposed, seconded and supported the motion.

Under any other business there was a discussion on Club handicapping but it was generally felt that the present arrangement was the best that could be achieved.

Another matter raised at this time was the need for the Club to acquire it's own catering equipment. The ensuing debate generated ideas and offers. Just after the meeting closed Brian and Betty Cox made the most generous offer to the Club when they spoke to the Chairman and said that they would like to provide new heating equipment. The Club was, of course, very grateful for this generous offer. It will be of great assistance not only for our own promotions, but also when we are involved in catering at S.C.A. or other events.

The purchase of skin suits or vests and the purchase of pullovers with embroidered club motif were other matters discussed and the meeting came to closure at about 10 p.m.

SOME RESULTS

East Sussex C.A. 17 miles Hardriders 28th Feb.

Winner: Colin Tamon Central Sussex 40.20.
Worthing times: Richard Shipton 43.34 (16th)
Andrew Lock 43.47 (18th) Stuart Gibbs 44.29
(23rd) Don Lock 46.14 (38th) Bill Procter
51.00 (67th). There were 86 entries.

Sussex C.A. 2-Up Hilly 25. 14th March.
Winners: Paul Lipscombe and Colin Tamon,
Central Sussex 1.4.17. Worthing times:
Stuart Gibbs and Andrew Lock 1.9.12 (6th)
Paul Toppin and Mick Jones 1.10.15 (7th)
Roy Holden and Don Lock (lost 2 minutes
with mechanical trouble) 1.13.03 (13th)
Paul West and Graham Tooley 1.13.21 (15th)
Stephen Jukes and Bill Procter 1.19.02 (24th)
Thirty teams entered.

Sussex C.A. 10 20th March
Winner: Brian Phillips East Grinstead/Allin
Cycles 22.19. 2nd. Richard Shipton 23.37.
Other Worthing times Paul Toppin 24.14,
Graham Tooley 24.50, Mick Jones 25.13,
Don Lock 25.49, Stephen Jukes 26.17,
Dave Best 27.34, Tom Lainsbury 28.05, Bill
Procter 28.11, Mike Gibbs 28.28, Jeremy
Russell 29.05, Geoffrey Weston 29.12, Reg
Searle 31.48, John Fletcher 34.20.

Sussex C.A. Juvenile 10 20th March
Winner: Andrew Lock 24.19.

Sussex C.A. 25 21st March
Winner: Neil Rayland Central Sussex 1.2.06
Paul Toppin was 4th in 1.2.54. Andrew Lock
8th in 1.4.05 and Graham Tooley 10th in
1.4.32. Three very good rides in appalling

conditions that gave us our first team win of the season. Other Worthing times: Stuart Gibbs 1.6.9, Stephen Jukes 1.8.23, Don Lock 1.8.39, Bill Procter 1.13.05, Mike Gibbs 1.15.54 (1½ minutes late start - he was pumping Stuart's tyres up!) Reg Searle 1.21.56.

Gravesend 10 Saturday March 27th
Schoolboy's race: Andrew Lock third in personal best 23.36. Just 2 seconds too slow though. Joint first place riders recorded 23.34.

Senior race: Don Lock 24.32, Paul West 25.04, Mike Gibbs 26.47. The winner was P. Dennis 21.00.

East Sussex C.A. 2-Up 29. Sunday March 28th.
Winners: Gary Moore and Neil Rayland Central Sussex 1.10.12, Worthing rides: Roy Holden and Don Lock 9th in 1.14.46, Stuart Gibbs and Andrew Lock 10th in 1.15.12, but a chain jammed in between Stuart's block and frame cost them about 1½ minutes. Bill Procter and Stephen Jukes were 23rd in 1.22.26. There were 36 entries.

It's rumoured that Paul West's back in 'Cycling' (No.89 rear of field - inside cover - issue of 20th March - magnifying glass not provided)

Catering

Following upon the discussion at the A.G.M. regarding the acquisition of catering equipment we have already referred to the

offer from Brian and Betty Cox, and we do now have a brand new two ring burner from them), we now have received still further equipment specially designed for quick water heating from Jim Hughes. This is inclusive of a 32 lb Gaz container and Jim's promise to get out and help and show others how to do it. Very many thanks to you all. So don't forget any of you involved in Club catering. The equipment at present is with Jim and Don. Incidentally Brian and Betty wanted to be anonymous, unfortunately the Chairman did not understand this. To make amends he will in future refer to them as Brian and Betty Anonymous!

Overheard on Clubrun

Lady member: Oh! you wouldn't knock me off would you?

Gentleman ?: What! In front of Graham!

On the same Clubrun

Veteran member is seen pushing lady member at the back of the group while her boyfriend stirs up the speed sprinting for signs off the front. Is there no justice in this world? Or is it that the older you get the dirtier you get? I certainly can't detect the wisdom!

Lots of men claim to have trophies of their ladies, but John Mansell, it is rumoured has an attic full of them - ladies trophies that is!

Cranks and those who have fallen

After the self congratulations by our Ed. on

the question of maintenance it appears that something went sadly wrong in the Sussex C.A. Hilly 2-Up when his crank fell off. The other story is that he couldn't keep up with his partner Roy Holden and took it off as an excuse!

It's rumoured that Dick Wiseman's boat has been requisitioned, and is heading under full sail for the relief of the Falkland Islands.

Fund Raising

The response to the scheme for this year was, like my racing, somewhat slow, but the list of those now paid up stands at 97. Already four draws for £10 have taken place. Lucky winners so far are:-

January: Paul West. February: Don Lock.
March: Brian Cox. April: Derek Powell.
Many thanks for the support.

Dave Hudson.

24th July, 1982

C.T.C. 400 km. 24 hour ride. Godalming to Swanage and back. Dave Hudson, David Mills and Don Lock are riding and we hope will be accompanied by our General Secretary John Mansell. It is not, quite definitely not a race, if you are interested in joining this group, Dave Hudson will let you have more details. The entry fee is £1.50 or £1.70 if you are not a C.T.C. member.

11th/12th/13th September

Rouen weekend

Big cyclists excursion from this country to

ride an event, something like a reliability trial in the Rouen area. Standards to suit everyone. Speak to Dave Hudson or Chris Beckingham who have done it all before and really get enthusiastic about it. Roughly, details are, depart Newhaven Saturday morning, met at the other side by the French cyclists and ride to Rouen accommodated with French cyclists in their homes, usually no charge. Fare on boat, inclusive of bike about £15 return.

Probably a meal/get together in the evening. Ride event Sunday. Another big do on the Sunday evening, much food and drink and celebration plus presentation of prizes to nearly everyone. Return on Monday, home about tea time.

Again Dave Hudson will be pleased to hear from anyone interested.

More results - Good Friday
Crawley Wheelers. Crawley to Shoreham and back.
1st John Withey, Addiscombe 1.47.6. Paul
Toppin 1.53.02. Don Lock 2.00.54. Steve
Jukes 2.1.34.

Crawley Wheelers 20 mile hilly for juveniles.
1st Andrew Lock 55.57

Easter Saturday

Central Sussex Hilly 30.
Don Lock 1.22.04. Winner Brian Phillips
Cambridge University 1.8.15.

Central Sussex Hilly 16. for juniors and juveniles.
3rd overall and fastest juvenile Andrew Lock 40.20

Easter Sunday Charlottesville 50

Winner: The incredible Dave Lloyd 1.50.34..
Paul Toppin in 12th place with 2.6.32

