

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

#### THE WORTHING WHEEL

The journal of the

#### WORTHING EXCELSIOR CYCLING CLUB

Broadwater Parish Rooms, Clubroom;

Broadwater, Worthing.

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

Worthing.

Tony Palmer, 23 Brentwood Crescent, Chairman;

Hollingdean, Brighton. Tel: B 558597

John Mansell, 3 Walesbeech, Furnace Secretary:

Green, Crawley. Tel: C. 35757

Roger Smallman. 25 Melrose Avenue, Treasurer:

Worthing.

Club Events Secretary:

Paul Toppin, 17 Nutley Close, Goring,

Worthing. Tel: 40645

Press Secretary:

Roy Holden, Vine Cottage, Warningcamp,

Nr. Arundel. Tel: A. 883072

Runs and Touring Secretary:

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Tel: A. 883386

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

Don Lock, 7 Welland Road, Worthing Tel: 62724 Editor:

# ANNUAL GENERAL MEETING REPORT 1983

For ty-two members attended the A.G.M. on the 15th February 1983 and on being brought to order by the Chairman's gavel, business for the evening commenced.

Item 1 on the agenda was the minutes of the 1982 A.G.M. which were approved on a proposal by Roy Holden and seconded by Norman Wright and carried.

After adopting the Secretaries report and balance sheet, Item 2 on the agenda, Brian Cox pointed out that the canteen within the clubroom still continued to show profits, largely due to the valuable work of Jim and Connie and for this a vote of thanks were to be recorded.

Election of officers being the next item on the agenda was to show some changes in the ranks due to the retirement of some officials either to take other posts or because of outside commitments. Argent is to continue his role as president and the number of life vice-presidents was increased from five to seven with the inclusion of Don Lock and John Mansell, with these two members ascending to these elevated ranks reducing the number of vice-presidents Don Lock, the retiring chairman was replaced by Tony Palmer, who immediately asked that Don continue to remain in office until the end of the evening. Roger Smallman and John Mansell were re-elected to their posts of Treasurer and Secretary. Angela Walker was elected to the role of Assistant Secretary, probably to introduce a little decorum to committee meetings, the first female to join the ranks of club committee for twenty years, the average age of the general committee has reduced for 1983 with the introduction of many younger members Stewart Gibbs (Assistant Treasurer), Andrew Lock (Social Secretary) Steve Jukes (Runs/Touring). Paul West took on two

posts. that of Road/Track Secretary and Evening 10's Roy Holden changed hats to become Secretary. PressiSecretary on John Grants retirement. Don Lock. Keith Dodman and Mike Gibbs were re-elected to continue their roles of Editor, Race Writer and Club The two positions for general committee members went to Peter Shaw and Graham Tooley. Norman Wright was promoted to rank of timekeeper to join the eleven others who can already perform the tricky tasks with the chronometer. Assistant timekeepers now number six in the club and handicappers increased to nine with the election of Keith Dodman. Worthing and District Sports Council representatives elected were John Grant and Richard West, with Bradley Walters filling in the role of Worthing Youth Council Representative. Reg Searle will continue to be club auditor for 1983.

Item 4 involved the proposal by Tony Palmer to change a club rule to re-introduce the 12 hour into the club B.A.R. competition doing away with the 25 mile event, the discussion from the floor of the meeting continued at some length with both Keith and Roy advocating the retention of the '25' and the exclusion of the 'Twelve' thereby hopefully getting more club members to complete the B.A.R. Competition. Tony Palmer, Don Lock and John Mansell opted for the 12 hour event being in the B.A.R. giving their reasons as being the re-introduction of a local '12', the B.A.R. Competition conforming to National and S.C.A. B.A.R. distances. The motion on the agenda was put to the meeting with the voting being 27 for, with 7 against, the motion was carried.

Moving onto the last item on the agenda, any other business, a letter from Ron Mills was read out apologising for not being able to attend but ensuring support for the Ron Mills Open 25 in May.

Joe Simpson donated a tubular to be awarded for the fastest lady over 10 miles during 1983. REMEMBER
CLUB
ANNUAL
DINNER
1983

IS ON 12th NOVEMBER
NOT THE 5th AS NOTED
IN SECRETARY'S A.G.M.
REPORT

Discussion about the B.C.F. financial loss followed and any donation to help out by the Club prompted thoughts of B.C.F. mismanagement and the allotment of grants by the Sports Council. However, John Grant proposed that a collection be made among the members and the club make up the amount to a minimum of £20., this was seconded by Mike Gibbs and carried. The donation would be handled by the Pedal Club Appeal.

Open Promotions for 1984 were to include a 10, a 25, two Road Races and a track meeting.

Finally, John Mansell was elected a life member after completing 21 years continual membership with the club.

The meeting closed at 10.15pm.

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It's rumoured that Secretary John Mansell is wearing Val Stringers' socks - since the S.C.A. A.G.M. last November in fact - WOW!

# 12 HOUR BONUS

Joe Simpson has been putting £5 into the club every year for four years now to go to the first club rider to beat 20mph. for this event. 240 miles may be a long way short of national records and some nine miles short of the club record, but it is still going to take a good ride to pick up that prize. Interest in 12's has been very considerably revived in this area by the reinstatement of the Sussex C.A. event thanks to the enormous amount of work put in by Ray Douglass in its organisation. Last year Don Lock who has beaten 240 on two occasions (Many moons ago Ed.) came close with an effort of 238. If the talk is followed by entry

forms 1983's event should see an increase in the overall entry and more than last years three riders from Worthing. This Club has a tremendous tradition among the County Clubs in long distance riding and Joe's bonus is under threat. Paul Toppin made a well publicised but disastrous first attempt at the distance last year and will have learnt an enormous amount he should prove leading Club rider, he'll obviously be out to put Don in his place but could we look forward to a team win and perhaps an updating of the 1964 team record Dave Funnell, Don Lock and John Mansell 729.98 - that makes just 243.33 each since the A.G.M. a '12' is once again a counter in our B.A.R.

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It's rumoured that new 'slim line' Coachy Gibbs has got a new whistle. Only trouble was he had to make the circuit training intervals 30 seconds rather than 20 to give him a rest between blows.

-0-0-0-0-0-0-0-0-0-0-0

Seen on a bonk bag. "John Spooner Cycles". It is understood he plans to prove it when the weather is warmer.

# GENERAL SECRETARY'S REPORT - 1982

A successful year? Depends on how its measured - if you used membership numbers, finance, new club records, open event promotions or total club event entries as a gauge, then your answer must surely be "yes". However, if your criteria included the number of open event victories or Sussex Championship wins, perhaps you wouldn't be quite so enthusiastically positive.

Contd. on page 8.

# TEE AND OFFICER

WORTHING

CELSIOR CYCLING CLUB

Affliated to N.C.U., S.C.U.U., S.R.R.A.

(Founded 1887),

Mr. B. Martin.	Mr. W. Stephenson.	Mrs. M. Noakes.	Mr. E. Reynolds.	Mr. A. B. Smith.	A. A. Chripper.	Handicappers:	Mr. A. A. Chipper.
Mr. J. Holland.	Mr. A. Tickner.	Mr. W. B. Stone.	Captain (Cycle Section): Mr. E. Reynolds.	Sub-Captain:	Hon. Treasurer:	Time-keepers:	Mr. W. Argent.

Mr. W. B. Stone.

.C.U. Delegates: Mr. H. R. Stevenson.

S.R.R.A. Delegates:

Mr. W. F. Chessell

Mr. J. Holland.

Mr. A. E. Patching. Mr. W. Argent.
Mr. S. T. Saywell. Mr. A. E. Patching.
S.C.M. Delegates; S.C.C.U. Delegate:

... Mr. E. Beynolde. Mr. C. Bryant. Mr. F. Monery. Mr. F. W. Chessell

Hon. Race Secretary: Mr. C. Bryant, 22, Bridge Road, Worthing. Hon. Club Secretary: Mr. W. Argent, Glendale, 25, North Street, Worthing.

Hon. Assistant Secretary: Mr. C. B. Legg, 10,

# Committee:

Head Quarters - ST. ANNE'S TEA BOOMS Patrons: MAJOR LORD WINTERTON, M.P.

THE MAYOR (Alderman W. GARDINER). DEPUTY MAYOR (Alderman A. NICHOLS). Councillor W. W. SMITH.

President:

T. A. DURANT, ESQ.

Vice-Presidents:

V. COWAN, ESQ. MRS. T. A. DURANT. D. V. ERLAM, ESQ. MRS. C. FIBBENS.

J. A. V. CROCKFORD, ESQ. E. F. H. CROUCH, E8Q. S. S. HARRIS, ESQ.

A. G. NOAKES, ESQ. F. HEARSEY, ESQ.

W. PEATFIELD, ESQ."

H. HAYNES, ESQ. (Australia) W. E. BARKER, ESQ.

Contd. from page 6.
General Secretary's Report

RACING - The inter-club '25' with Bognor was held for the first time since 1965, and with each club's six best riders forming the team we managed to win by some nine minutes.

Four of our members regularly competed at Preston Park track, and there is talk of their being joined by a further four in the coming season.

Club events, which included two early season '10's' on the new Steyning by-pass course, frequently attracted entries in excess of 20, and although 9 of our 23 trophies were won by the Locks (man and boy) the remainder were shared between a further ten members.

New club records were set by our senior men, schoolboys and ladies at distances ranging from ten miles to one hundred miles, and included several updated place-to-place times. Once more we conquered the rest of Sussex to regain the 25 mile team championship - a trophy which, incidentally, we presented to the S.C.A., in 1926. Paul Toppin placed second in the Sussex Best All Rounder competition (a real B.A.R. this including the 12 hour) and Andy Lock was successful in the County divisional schoolboy road-race championship.

TOURING, CLUB RUNS AND EXCURSIONS - The tourist trial was won by a rejuvenated Tony Palmer and the season-long touring B.A.R. by Dave Hudson, who not only arranged trips to the Rotterdam "6" and the Rouen weekend together with the all-night ride in June, but was also the chief instigator behind our participation in the National 400km. randonee.

OPEN EVENTS .- Four open events were promoted.

RELIABILITY TRIALS - 50km. and 100km. rides were held on a very wet and very hard February Sunday, the 42

entries resulting in only 19 certificates being awarded.

10 MILE TIME TRIAL - This event was run on a Saturday afternoon, with 91 competitors, once more being impeccably organised and once more being cursed with appalling weather.

25 MILE TIME TRIAL - More than 100 riders entered this well-established event - the winner breaking the event record with an excellent 54.41.

ROAD-RACE - Ashurst village hall provided us with the Headquarters for this 45 mile, all category event successfully staged in the spring.

MISCELLANEOUS ACTIVITIES - The monthly fund-raising and the Milk Race draws both contributed handsomely to the club treasury - our thanks are certainly owed to Dave Hudson and Carol and Bill Procter. Thank-you's are also due to the Cox's, Brian and Betty, and the Hughes, Jim and Connie, for the various lumps of catering equipment now on the club inventory.

John Grant has continued with his researches into our distant past, and repeats his plea for any old photos of club interest or further details of club history.

Our participation in the Chatsmore Fete, with a small stand and a set of rollers, was repeated, thus enabling us to make a donation to multiple-sclerosis research.

The annual dinner was held for the second year at the Windmill in Littlehampton and again seemed to be enjoyed by the majority of those present. It has therefore been re-booked for '83.

Our membership at 31st December totalled 127, an increase of 11 during the 12 months under review.

Please note that our present Chairman, Press Secretary and Runs Secretary have all indicated that they will

not be available for re-election in the coming year. So if you have any ideas for suitable nominees for any of these positions, please discuss it with them before the A.G.M.. This could save a lot of people a lot of time.

In closing this report, I bring to your attention the following events in 1983. If you require further details, please contact the person named.

Open Road Race	9th April	Roy Holden
Open 25	15th May	Ray Douglass
Open 10	2nd July	Paul Toppin
Sussex 100	10th July	Val Stringer
Open Road Race	16th July	Norman Wright
National 400km.	Randonee 23/24th Jul	ly Dave Hudson
Sussex 12 Hour	7th August	Ray Douglass
Club Dinner	12th November	Norman Wright

John Mansell - General Secretary.

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It's rumoured that John Mansell bid £35 for a Co-op trade bike at a recent auction. Is this some secret weapon to be launched into the Club scene - or is it to decorate wife Sonia's lounge?

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# SUSSEX RECORDS

Would anyone having any details (place to place, standard distances or competition records) please

let me know for the S.C.A. is endeavouring to get an up to date list compiled.

Contact was made with Tim Mackay who went for a number of the records in the early sixties and so far the following list is put together. You can see there are lots of blanks and we are sure there must have been many improvements over the years.

Tim, incidentally, lives up in Manchester area now but on his own admission has lost touch with the racing scene. He still retains membership of the CTC. and has made visits in the '82 season to the Worlds at Leicester and the National 12 hr. He sends his regards to all Sussex cyclists who remember him and thanks those who helped him in his record attempts. He gets down to Horsham now and again to visit his mother and is going to try and make one of these coincide with the Annual S.C.A. Lunch.

The list so far is:-

# Worthing/Horsham and back

Solo Dave Funnell W.E.C.C. 1.41.11
Tandem. Tim Mackay with Alan Robinson 1.31.47.

# Brighton/Crawley and back

Solo Frank Blake (B.M.) 1.58.37
Tandem: Arthur Thorpe/Colin Whittingham (Uckfield)
1.42.13

# Brighton/Ford and back

Solo : E.S. Howell (Prestonville Nomads) 1.58.45 Tandem

# Brighton/Chichester and back

Solo: Tim Mackay 2.43.27 Tandem

# Brighton/Hastings and back

Solo Tandem

# Chichester/Hastings or vice versa (one way)

Solo:T. Mackay 2.52.09

Tandem: T. Mackay/A. Robinson 2.55.10

# "ON THE GRASS"

Remember the last Grant epic, "How I Got the Bug?" It was on a hot afternoon in August 1946: remember? with the band going "Oompah" and the bunting fluttering? As I said, we reformed the Old Littlehampton C & A.C. soon after, and of course had the usual activities, club night at the Co-op Hall at the back of the "Locomotive" (and later the Boys Club) when the Chichester, Bognor and Lancing mobs used to come over and chat up our birds, and the Sunday clubrun, which Pop Mason would lead in his ginger-brown plus-six suit - how I cursed the pain of rat-trap pedals as they cut into my plimsolls on the hills around Hindhead and Winchester. How I envied the blokes who could afford the proper gear.

On top of this, in the summer we would hire the St. Flora's Road sports field two nights a week for training. Up we'd troll on our bikes, whip off brakes and saddlebags, turn the back wheel round onto 76" (we were all on fixed) and off we'd go. Each evening usually consisted of a longish warm-up in a chaingang, followed by some organised racing, usually a few sprints followed by a'Devil'or a points race (we called 'em "point-to-points" then, like the horsey lot, sounded a lot posher). These evenings were very popular, and a lot of people would come in from the surrounding clubs and join in, even on occasions from Brighton. Charlie Lednor would often be there, giving useful tips on training and techniques (he was quite a powerful grass-track rider in his day), and his son Denis would come with him.

I recall he always wore a yellow vest (he was usually way out in front anyway) and a heavily barred crash-hat, much more effective than some of the tokens that are sold today. Before Charlie came along we were advised by the Football Club trainer.

Equipment was a bit basic by todays standards - most of us had just the one bike, which had to do for everything, and generally as I've said, you just turned the back wheel round to your higher gear. A few aristocrats had all the right gear, sprints and number sixes, and even proper shorts and stuff. I recall my mum knitted my first one, closely modelled on Gino Bartali's but without the pockets, while my track mitts were a pair of old plain leather gloves with the fingers cut short. Racing shorts? I'll never live this down, but I've got to tell - they were a pair of old W.A.A.F. "passion killers", taken in and with the elastic taken out of the bottoms - no one ever really noticed the difference (I think) (Oh! where are they now? Ed.)

The racing itself was fun, but often extremely hairy: if the track was too wet or too dry it was very slippery, and even when it was just right you could see the back wheel you were following sliding about - no banking on grass-tracks. The inside of the track was marked with lime-wash and little flags. The truly brave would occasionally pick these up in their left-hand pedal, but I didn't fancy falling on On top of this, although there was on optimum shape for a grass-track, the layout was very much in the hands of the groundsman, whose prime duty was to the hallowed velvet of the cricket table, and you got some interesting shapes. For example Littlehampton was a sort of rhombus, with a vicious dip in the last corner which caught many out, including the Brighton Stanley pursuit team, who landed up in an untidy heap on the wet August Bank holiday of 1948 while at Chichester, Priory Park was like a billiard table

a well-tended cricket outfield, but with a very tight last bend by the Pavilion.

Funny how you take things for granted when you're young! Little did I realise that a lot of the meetings we rode at were quite ancient - Priory Park's Whit Monday meeting dated back to about 1870. while there were combined sports meetings in Worthing at Homefield Park, Beach House Park and the People's Park (which may have been Homefield) in the 1880's. I suppose we all assumed that they would just continue to happen, but it wasn't to be .... by the time I'd returned from serving in the R.A.F., all or most of them had died. It's easy to point the finger at canned entertainment as the culprit, but it must have been a terrible job organising them - in 1903. the Excelsior started organising the August cycling and athletics meeting at the turn of the year, and were still dotting i's and crossing t's a week beforehand, and to go through all that hard work to make a loss must have been too much for the dedicated people who ran them.

I suppose we've gained a lot, being able to have road-races legitimately, and to ride time-trials dressed as cyclists rather than as Max Wall, but in the process we've lost a little of the magic - if following a wheel in a tight bunch, with the roar of "tubs" and the whirr of gears in your ears, makes your pulse race, you'd have loved the grass, following a slithering wooden wheel with its Dunlop No. 6 tubular kicking up the occasional puff of lime-wash, the crowd (yes, crowd!) shouting your name, and yes, I nearly forgot,... e bunting fluttering and the band going "Oompah".

John Grant.

Its rumoured that Mrs Chitty taught John Grant to play the piano. Is he really that old??

Its rumoured that to avoid all his weekend chores, Cliff Hawkins has entered the Isle of Wight Road Races. It is understood Stephen Jukes is assisting with arrangements, he will not be riding himself as he considers the prize money chicken feed !!

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Its rumoured that Dave Hudson has received another fund-raising cheque from Derek Powell, to ensure this one is not torn up, Derek wrapped it in thick silver paper.

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#### RELIABILITY TRIAL

It was just like stepping back in time, one year in fact, to the day. The event, the wind, the rain were all still there, even the temperature was similar, very cold.

The occasion was the annual reliability trial over  $50 \text{km}_2$  and 100 km. around the highways and byways of West Sussex. Entrants mustered at the start at Washington, signing on in the wet, windy conditions, 13 for the 50 km. distance in either 2,  $2\frac{1}{4}$  or  $2\frac{1}{2}$  hours with the majority going for the  $2\frac{1}{2}$  hours. In the 100 km. event most of the entrants went for the shortest time of 4 hours, 3 riders from Crawley Wheelers went for  $4\frac{1}{2}$  hours and Dave Hudson and Frank Rishman (Crawley Wheelers) attempting the 5 hour ride.

Both groups left the start on the A24 through Ashington to Dan Hill crossroads, Coolham to Billings-hurst, here the two courses separated, the shorter course group turning left to Wisborough Green, Kirdford, Petworth and Coldwaltham to the finish at Toat Cafe north of Pulborough. The 100km. group turned right,

north on the A29 through to Five Oaks, Bucks Green, Alfold, left to Loxwood where right through Plaistow to North Chapel, left to Petworth and then onto Midhurst, Singleton, Upwaltham, Duncton, Fittleworth and then onto the finish at Toat Cafe.

The 100km. group left at 9.30am in to the icy northwesterly wind. Andrew Lock puncturing just south of Coolham caused the group to break up, the Excelsior group of D. Lock, S. Gibbs, S. Jukes and R. West staying together whilst the remainder escaped. the time the 100km. riders arrived at the checkpoint (34 miles) just north of Petworth, the groups had split up even more. Paul West arrived first followed by 2 riders from the Crawley Wheelers and Graham The group who, with Andrew remained together approached the checkpoint from the wrong direction having gone off course in the Plaistow area claiming that a signpost had been turned around thereby misdirecting them. Whilst explaining their predicament to the Marshall, D. Hudson arrived complete with cape having used it as a sail from Northchapel southwards. Those who took the incorrect route abandoned their attempt at 100kms. in 4 hours to rest in a Petworth dafe. Dave continued to plod westwards to Midhurst with a fellow 100kms in 5 hours rider who both survived to finish with 5 minutes to Paul West arrived late after taking the wrong route near Duncton, M. Bloom (Crawley Wheelers) had to rest with other of his club members at a pub in Singleton making them late to finish. Tl Lainsbury completed the course also but, unfortunately, late.

The 50km. group including the tandem driven by Brian and Betty Cox departed at 9.35 following the 100km. group. Simon Roberts (B.E.C.C.) punctured in Ashington and being left by the remainder who later broke into smaller sections before reaching Billingshurst. At the checkpoint  $(20\frac{1}{2} \text{ miles})$  the tandem was first to appear with Brian and Betty Cox using

delaying tactics by hiding round a corner so as not to get to the checkpoint too early, they were followed in groups of two or three, Angela Walker having abandoned the ride near Kirdford, Bradley Walters and Jan Leeding who shared a pair of gloves were only too pleased to borrow some at the checkpoint.

At the Toat Cafe, Mike Gibbs and two riders from Brighton Excelsior completed their rides of 24 hours with minutes to spare. The remainder came in to the timekeeper, Roger Smallman, in two and threes all within the time.

#### Result;

# 50kms in 21 hours

T.	Roberts	Brighton	Excelsior	C.C.
S.	Merricks	Brighton	Excelsior	C.C.
M.	Gibbs	Worthing	Excelsior	C.C.

# $50 \text{ kms in } 2\frac{1}{2} \text{ hours}$

Mr	& Mrs B. Cox	(Tandem) Worthing Excelsior C.C
В.	Walters	Worthing Excelsior C.C.
W.	Procter	Worthing Excelsior C.C.
R.	Downham	Worthing Excelsior C.C.
	Leeding	Worthing Excelsior C.C.
R.	Searle	Worthing Excelsior C.C.
R.	Gray	Crawley Wheelers.

# 100kms in 5 hours

D.	Hudson	Worthing Excelsior C.C.
F.	Rishman	Crawley Wheelers.

14 riders entered the 50km event and 13 in the 100km distance.

Tony Palmer.

#### THOSE EARLY SEASON OUTINGS

The first event of the time trial calendar to attract entries fromnus this season was the Central Sussex Hilly 25.5 mile event on the 5th March. A gruelling course starting and finishing at Staplefield and including a climb of Handcross Hill in the second part of the race. Paul Toppin went round in a respectable 1.5.22 and Andrew Lock picked up the junior award with a ride of 1.6.17 Roy Holden completed his first event with 1.8.5., Don Lock recorded 1.8.47 and Steve Jukes went round in 1.11.30. Brian Phillips from East Grinstead, but riding for his new first claim Club, Manchester Wheelers, flashed round in a new course and event record of 59.54.

The East Sussex Hardriders on the following day was next and although we had some good times with riders well up in the result, it's got to be admitted that it was a good day and we should have gone faster. Best of ours was Richard Shipton, who finished 5th in 41.27, just five seconds ahead of Paul Toppin 6th. The team was completed by Andrew Lock 14th in 42.36, but our team was beaten into third place. Other times were: - Don Lock (25th) 43.55, Paul West (32nd) 44.34. Stuart Gibbs (36th) 44.52. Stephen Jukes 41st (45.37). Tom Lainsbury (58th) 48.59. Mike Gibbs (61st) 49.18. Bill Procter (66th) 51.24. The winner was again Brian Phillips this time riding in the East Grinstead colours and as the President of the E.S.C.A. He set up another event record going round the hilly 16.5 mile course in just 38.53.

The first S.C.A. promotion for '83 was the 25 mile 2 - UP, which, because of road works, had to be moved from the usual hilly course round Storrington and Houghton, to the Chichester road course. It was a most successful event as far as the W.E.C.C. was concerned. Paul Toppin and Andrew Lock rode well together and clinched a 7 seconds win over pre-race

favourites Colin Tamon and Paul Lipscombe of Central Sussex. Their time 59.23. Roy Holden and Don Lock managed fourth overall and picked up the fastest veterans medals with 1.1.29, Adrian Cooper and Mick Jones were fifth in 1.2.2, Graham Tooley and Paul West 12th in 1.4.17, Stuart Gibbs and Steve Jukes 14th with 1.5.27, Mike Kennard and Bill Procter 18th in 1.8.6 and Tom Lainsbury and Richard West 19th on 1.8.53. We had seven teams in a total field of 25 teams.

Paul Toppin continued his good early form and brought more success to the Club on the weekend of the 19th/20th March winning both of the S.C.A. promotions. In the 10 on the Saturday he recorded 23.38 which was just 6 seconds too good for Greg Hill of the Central Sussex. On the following day, and despite the Stuart Gibbs 18th Birthday party the night before, he just ducked under the hour to take the 25 in 59.58. In this we had Richard Shipton second in 1.0.27 and Andrew Lock equal fourth in 1.1.49. picked up the junior award and the three of them collected the team prize. Other Worthing times in the 10 were: - Adrian Cooper, a fine return to form this. 23.47, Andrew Lock 24.02, Richard Shipton 24.14, Graham Tooley 25.11, Don Lock 25.13, Stuart Gibbs 25.24. Steve Jukes 25.25, Bill Procter 26.30, Mike Gibbs 26.45, Mike Kennard 27.19, Robert Downham 28.31, John Wiseman 29.49 and Angela Walker 31.19.

In the 25, after Andrew we had Adrian Cooper with 1.3.16, Don Lock 1.5.30, Steve Jukes 1.5.33, Stuart Gibbs 1.5.36, Graham Tooley 1.5.50, Bill Procter 1.7.42 Andy Smith 1.8.3, Mike Kennard 1.8.21, Mike Gibbs 1.9.41, Tom Lainsbury 1.10112, Jeremy Russell 1.10.21, Peter Shaw 1.10.35, Bob Grange 1.12.2, John Wiseman 1.16.28, Reg Searle 1.22.34, Angela Walker 1.25.32.

The second visit to the Steyning 10 mile course on the 27th March resulted in the turning of the tables, with Paul Toppin recording 23.36 and putting 19 seconds into Andrew Lock. Graham Tooley was third with 24.32 and Mike Stanbridge took a deserved handicap award just ahead of Angela Walker who also did well with a personal best of 30.15.

#### Full Result:-

1st.	Paul Toppin	(Ser)	23.36	23.36
2nd	Andrew Lock	(0.30)	23.55	23.25
3rd	Graham Tooley	(1.10)	24.32	23.22
4th	Paul West	(2.50)	25.54	23.04
5th	Bill Procter	(2.20)	25.59	23.39
6th	Mike Kennard	(2.30)	26.10	23.40
7th	Richard West	(2.50)	26.23	23.33
8th	Tony Palmer	(2.30)	27.08	24.38
9th	Andrew Smith	(2.40)	27.20	24.40
10th	Tom Lainsbury	(3.20)	27.28	24.08
11th	Mike Stanbridge	(7.00)	29.07	22.07
12th	Chris Kennard	(4.30)	29.26	24.56
13th	Angela Walker	(7.30)	30.15	22.45
14th	Bradley Walters	(7.30)	30.39	23.09
15th	Reg Searle	(7.50)	31.28	23.38
16th	Robert Farrow	(7.00)	32.15	25.15

Don.

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It's rumoured that the Brighton Excelsior are going teatotal. The very restricted use which they have had recently of their Club room in Conway Street, Hove, has had them looking for alternative accomodation. It is understood that they have now moved to 'Waters Edge' and the location (more than an address) is, South of the Canal, East of Power Station, by the Turning Basin, Shoreham. Visitors will be welcome.





Sussex C.A. 2-Up Winners in 59.23 Andrew Lock and Paul Toppin



Sussex C.A. 2-Up Veterans Award Winners in 1.1.29

Don Lock and Roy Holden

# THE SPRING ROAD RACE

This must have been a success from most view points. We had an excess entry and were therefore able to have a full (allowed) field of 50 and 10 reserves. The quality of the entry was also considered good with plenty of first category riders. There was a good mixture of entries also, with most local clubs represented, and a fair number from farther afield. particularly Kent and South London. Financially we had kind support from the Anglia Building Society. plus the full card, and with some profit on the catering, thanks to our Social Ladies Linda Gibbs. Margaret Jukes and Carol Stanbridge, pressganged into service by the 'charms' of our new Social Secretary. Further, in a very mucky period so far as weather was concerned we were blessed with a very pleasant after-The St. John's ambulance was required only once for, unfortunately, a minor spill on the first lap. although it took time out near the finish to see to a crazy motorist who preferred spinning on his own roof to proceeding in the more normal manner. Glad to say no cyclists involved.

I observed this event from the rear: I know, had I been a rider the position would probably have been the same. I was in fact driving the Commissaire but I did learn quite a lot, like for example, how to finish about 7th, which isn't bad out of 50, without really doing anything at all. Colin Bateman of the Velo Club Etoile will, I hope, forgive being singled out for this mention, but he must realise that his number was the one which was at all times at the rear and therefore immediately in front of us. My comments are not derogatory, for I know very little about road racing, and Colin, as a First category rider obviously does, but I observed at close hand how it is possible, always on a wheel, to finish in a very creditable position. Only those who were clearly losing contact

with the race were allowed to drop behind him.

I could not help reflecting on the comment printed in a recent V.C. Etoile magazine that "time trialling was about as competitive as a solo round of golf!"

The four laps from Ashurst up to Partidge Greem out to West Grinstead on the A24, down to Ashington and Washington and then back through Wiston and up to Ashurst were stated to be 15 miles approx., (not an R.T.T.C. measurement I think): my British Leyland accessories mileometer made it 16¼, were not hilly enough and the riders who fairly regularly shelled out of the back, did so I feel through lack of stamina, fitness or perhaps even determination more than any toughness of the course. The speed was maintained throughout at around 25 mph. with variations from 20 - 30 mph. for an overall time of 2 hours 36 mins.

Doubt expressed by some local clubmen that the visitors would prove to strong for the Sussex based riders was not provem. Mark Williams from the Phoenix Club from Eastbourne rode strongly and easily and took the sprint by a length from Pete Wheeler of the Calleva with the Etoile's John Withey third also close up.

Worthing's quartet Adrian Cooper, Paul West, Paul Toppin and Graham Tooley had varying rides. They all maintained close contact with the leaders for two laps, with the exception of Graham Tooley who was the first to suffer mechanical trouble after about two miles. On lap three small breaks from the front, small both numerically and distance gained, occurred repeatedly, sometimes the gap was bridged but eventually five were out of sight and the Worthing jerseys were not there. Paul Toppin who had done a fair share of the work over the first two circuits had dropped back to sit in the bunch for a while, and had chosen just the wrong time. Thinking, perhaps of his 4-Up 50km. the following morning he called it a day at Ashurst at the end of lap three. Lap four saw a very disjointed field, a leading group of five

then Christian Yates dropping back and suffering, then another seven from which two were to detach themselves in a forward effort and Dave Brooker was to leave by the back door. The gap between these grew during lap four to about 1 minute. The main bunch numbering ten or so and including Adrian and Paul West was by now some three of four minutes adrift. Ian Kitching of the 34th Nomads was fourth and Paul Ridge of the V.C. Taunton was fifth. John Wilkin (he often rides our evening tens) from Ashford scored the last point for sixth.

Well done again Roy Holden for a successful promotion. The next one Norman Wright is organising so you can ride!

Don.

It's rumoured that Keith Dodman does a 'turn' at Westhammett.

Congratulations to Andrew Lock who has been selected as Worthing's Junior Sports Personality. Open to all junior sports boys and girls whatever their sport the 5 man selection Committee comprised of 3 members of the Worthing and District Sports Advisory Council and two members from the Local Press. He was picked from a large list of nominees. A trophy with replica will come Andrew's way but more importantly, another good plug for our sport of cycling. -Well done Andy!

It's rumoured that Roger Smallman has gone cotterless ----- fancy ---- and at his age as well.

#### ANNUAL DINNER 1982

(ANOTHER VIEW)-(I thought he'd forgotten I asked Ed.)

On the grounds that he already writes nearly 90% of this rag anyway, our noble leader asked me for a piece about the club dinner, so here goes -

My sproutes were a bit crisp, not to say almost raw - were yours O.K.? Apart from them mine was quite edible and Daphne thought the prawn cocktails were great, but then she always reckons that prawn cocktails are great - if left to her own devices, there wouldn't be a prawn left alive anywhere in the world, and all the mayonnaise wells would be dry. I think the pud was lemon meringue pie, but I can't remember much else.

Is that O.K. Don?

Oh, sorry, you meant me to write about all the whaffle and self-congratulation that goes on afterwards - why didn't you say?

Well, I got there a bit late - I'd spent about seven hours fixing vast quantities of photographs onto boards, then, with the display boards on Don's roof-rack on top of the rust-bucket, we puttered gently to the Windmill. We "puttered" on purpose, (well, its not the sort of thing you do accidentally, is it?) as the aileron control on the "bucket" is a bit limp and in that high wind we realised that the nearest decent runway is at Ford . . .

Anyway, we arrived at 6.45 to find the revels well under way, red faces and jolly chat abounded, and while I'd have liked to get me handiwork on display (modest as ever) there wasn't room. We got a drink, at last - difficult for places like the Windmill, if they staff for the rush they're twiddling

their thumbs during the meal, so one just has to wait one's turn for attention from the solitary attendant. At least it kept the early drinking within decent bounds.

The grub I've already dealt with, so on to the speeches - Chas Messenger got it right really - I'd just started to think "this is interesting" and he'd sat down, leaving us all wanting more. Reg Searle made a superb first of replying on behalf of the club - brief, concise and clear. Tried to kid me he was nervous, but I don't believe it - if he was, he made a good job of hiding it.

After that, the prizes...... it was nice to see that modest, quiet, self-effacing youngster walking off with an armful of pots and medals... who?.... why, Andrew Lock, of course - who else does that description fit? Paul also picked up a few, and it was nice to see so many of the new young riders walking up to shake the hand of our oldest inhabitant, spry 82 year old Dougie Argent, who was riding a bike round Worthing before most of their dads were born! Even yours truly, having threatened to expose what Ray Douglass really goes to America for, got a handicap worth about 5 m.p.h. in the Clapshaw, marched up for a 'gong'.

After that, and the inevitable award of the "Clubman of the Year" pot to Don, accompanied by his annual "gosh, what a nice surprise". The teeniest tiny gave Connie her prezzy, and we were off into the terpsichore (dancing). Unfortunately, I seemed to spend most of my time outside the door, coughing up bits of lung, thanks to a recurrent chest condition, but when stamina permitted I got in a couple of laps.

All too soon the evening was over, and another Wright extravaganza faded into memory, and as we once more puttered home (with the wind behind us this time)

my thoughts wandered ...... to gentler times, years ago, when the Worthing C.C. members had their annual whoopee and peanuts at The Lamb, Angmering, travelling there by horse-drawn cart and landau, or awheel and sang the night away on the slow, meandering journey back to Worthing. I hope they had as good a time as Daphne and I did, but I doubt it - they didn't have a Norman Wright to organise theirs: I know the lads 2 had a vote of thanks in committee, and many of us have said "thanks" to Norman for a good evening, but I'll use words I hope he's heard many times in the past.....

That was nice Norman, <u>let's</u> do it again!

John Grant

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After the issue of the last magazine there were two further 1982 mileage records, both would have beaten our Ed. who headed the list that appeared. (I hadn't received them - honest. Ed.) One, Dave Mills, came in with 10,252 and Keith Dodman - now we know how he managed that B.A.R. effort - is stated as having done 12,000!

# THE LAW IN FRANCE

Cyclists and pedestrians have won a great victory in the French courts and their Minister of Justice, M. Badinter described it as "very human". From now, if they have an accident with a car, van or lorry, the driver of that vehicle will be deemed at fault. The exception is in cases of 'force majeure' or circumstances out of drivers' control. The definition of 'force majeure' is still perhaps

too vague - an unforseeable and unchallengable circumstance, for example, if the vehicle is running backwards out of control down a road, or if the accident victim himself has behaved in an "unpredictable" manner.

The ruling arises from a test case in 1977: An elderly couple, knocked down and injured by a motorist, filed an action against him under Section 1384 of the French Civil Code which states:

"One is not only responsible for the damage caused my one's own fault but also for anything caused by persons or objects which are in ones control".

It thus did not depend on whether the driver was at fault. That he simply was the driver of the car made him responsible under civil law. The ruling in the Supreme Court of Appeal in Paris is likely to revolutionise the system of compensation claims, which often drag out for months between two insurance companies in the civil courts: and it has prompted insurance companies to raise car insurance premiums by up to 3%.

Already French drivers seem to be aware that their vehicles have brakes as well as horns. Perhaps the Treaty of Rome might be invoked, perhaps this law might be extended to the U.K.. We could certainly do with a change of attitude.

Don.



#### OF TIMES GONE BY.....

Last Wednesday, Mr W. Young, captain of the Excelsion Club, found himself at the head of a strong contingent, no fewer than 33 wheelmen being included in the muster. The cyclists proceeded to Roundston gate-house. where they were joined by 17 members of the Littlehampton Club who accompanied them to Worthing. The principal streets

were paraded and then there was a general dispersal, the second assembly taking place with lighted lamps at quarter past nine. The cyclists proceeded along the sea-front, and then the homeward journey of the visiting riders commenced, their Worthing brethren accompanying them as far as the North Star. The evening's proceedings were in all respects, thoroughly enjoyable and successful.

From the Worthing Gazette of the 22nd July 1891, a year when the Thames had frozen over, and the year of the first Roubaix - Paris, won by P. Mills.

# AND THAT BRIGHTON MOB WERE AT IT TOO!! (from the same paper, same issue, in fact)

On Thursday evening, Brighton Excelsior Cycling Club held the first handicap race of the series arranged for during season. The course was from Steyning to Shoreham, a distance of about five miles, for three prizes presented by the Captain.

Eleven members entered, but eight only came to the starting point. Mr Long (scratch) on a pneumatic tyred safety secured first prize, closely followed by Mr Christmas (1 minute start) on a cushion-tymed Ordinary. Mr Gardner (55 seconds start), on a pneumatic, took third prize. The other competitors were Messrs Sattin, Teakle, Prosser, Watson and Young.

Brighton Excelsior members who read this magazine (those of you who have had the lessons, that is) will be interested to know that John Grant has turned up several references to their club in the course of his research, and is recording them as carefully as he is for the stuff about the Worthing Excelsior.

#### Continuing our series of firsts;-

#### The First Closed Circuit Road Race

Our friend and second claim member, Mick Jones and Club coach Mike Gibbs, both old members of the Charlotteville C.C. may not be aware that it was the 'Ville which organised the 62\frac{3}{4} miles race on the famousBrooklands Motortrack on June 16th 1933, a bit before their time I suppose. It seems, however, that despite most appalling weather conditions — it poured with rain and there was thunder and lightening and gale force winds, — the crowd would you believe, was 10,000 strong.

The race which included 5 ascents of a motor test hill which had most riders, including the winner, walking, was full of incident. There were 14 finishers from a field of 91 and the 17 laps (the Hill Climb was only included every third lap) were covered in 2hours 55 minutes and lap speeds varied from 16 to 24 miles per hour. It was a race most worthily won by J.J. Salt of the Anfield B.C.. He finished 3 lengths ahead of W.F. Burl of the Marlborough and H. Sutton, Midla nd C. & A.C. was third. 'Cycling' provided a very handsome trophy to the winner.

The event was billed as a World's Championship Trial, and it was intended by its promoters that its main feature should be efforts by teams on continental lines. 'Cycling' was to comment in its report, the following week, "But you cannot teach time trial Englishmen to change their tactics with a single race. Team co-operation was conspicuous by its abscence.".

It doesn't look as though, things have changed much in 50 years - except for crowds of course - just fancy 10,000.

#### Nothing New in Mugging!

Extract from the 'South London Observer' of 1886

"Attention has been widely directed to the case of a bicyclist who, in defending himself against a gang of Leyton roughs, presented a revolver at the head of one of his assailants. The defendant, well known in cycling circles by his nom-de-plume "Faed", was arraigned at Stratford Petty Sessions to answer the charge and evidence showed that, while riding peaceably through a street in Leyton, he was pelted with stones and on alighting to punish the aggressor, was set upon by a gang of the foul mouthed, mischeevous loafers who are always to be found in suburban and provincial districts ready to insult and on occasion, assault any respectable passer-by who may be doing something they themselves are unable to One of these beauties, sardonically named 'Gentleman' not only violently assaulted the bicyclist but brought into evidence a butchers knife, although not apparently attempting to use it. Hereupon the sorely beset "Faed" produced his bulldog' to appal his assailants and so found his way into the session-house.

The case was dismissed by the justice who...
cautioned the defendant.... recommending cyclists
attacked to retaliate with their 'mauleys' or bludgeons
in preference to six-shooters. The worthy justice's
law may be sound but it is unpractical. He would
probably be astounded to learn that it is no unusual
thing for a cycling wallet to hold in reserve a handy
pistol when long and lonely night journeys are undertaken where an unscrupulous ruffian may waylay,
maltreat and rob a traveller who is sure to have cash
about him and is probably mounted on a costly machine
which can be converted into ready money".

#### THE WEEKEND THE RACING SEASON STARTED

Well, for most of us anyway, it's true that Paul Toppin and Paul West had made excursions into the road racing scene the two previous weekends, but the Club's season opened on the 26th February with the 10 on the Steyning course. At the instigation of Paul Toppin it was to be a 'medium gear', something which met with a majority approval if not unanimous support. On Sunday 27th February we followed up with the Circuit event, two laps round Long Furlong, about  $17\frac{1}{2}$  miles.

The usual crop of new frames and resprays were on show, and there were the usual crop of mechanical - and physical failures which is a regular feature of the opening events. The physical were covered by the usual ingenuity in reasons and excuses, but the mechanical were not so well disguised. Most spectacular was Roy Holden changing gear at the foot of the Long Furlong climb, where in the space of half a second, he seemed to write off his chain, gear mechanism and possibly his rear triangle. In the same event. Bradley Walters in his first race spent most of his time trying to keep chain in contact with chainring. The previous day had seen Don Lock with gleaming respray, but with an old block not at all willing to co-operate with a new chain, hence a rather poor D.N.S. start to the season.

1982 had started with a couple of surprise wins for Andrew Lock which woke Paul Toppin into life for the rest of that year. Would 1983 be the same? It was thought unlikely for both had wintered well, with plenty of training, so Paul should be well able to deal with him this time! The results were to show otherwise - Andrew clinched them both and in fine style. - The medium gear 10 in a pretty rapid 25.12 and the Circuit in 43.55, one of the fastest winning times since Nick Lelliott's course record of some years ago.

Was it the diet of Bovril and Mars Bars? Or was it something more sinister? On Saturday Paul had borrowed Don's front wheel and on Sunday had borrowed one from Andrew. Reports that cones were being loosened on the Monday are, of course, denied.

The circuit race saw initial rides for Bradley Walters, John Wiseman and Mike Stanbridge. Mention should also be made of Angela Walker's efforts in riding both and keeping herself off the bottom of the table in both events. Chris Kennard foolish enough to catch her a short way before the finish on Sunday found her difficult to pass as she put in a very determined finish.

#### Full Results;

#### The 10

1st.	Andrew Lock	25.12	0.45	24.27
2nd.	Paul Toppin	25.37	Sc	25.37
3rd.	Graham Tooley	26.16	1.35	24.41
4th.	Stuart Gibbs	26.37	1:10	25.27
5th.	Stephen Jukes	27.16	1.45	25.31
6th.	Richard West	27.30	3.30	24.00
7th.	Tom Lainsbury	28.46	4.10	24.36
8th.	Mike Kennard	28.56	2.25	26.31
9th.	Mike Gibbs	28.58	3.35	25.23
10th.	Bill Procter	29.37	3.10	26.27
11th:	Angela Walker	31.56	8.25	23.31
12th.	Reg Searle	32.17	6.05	26.12

The	Circui	<u>t</u>			Halfv	way
	1st.	Andrew Lock	43.55	0.45	43.10	21.47
	2nd	Paul Toppin	44.52	Ser.	44.52	22.08
	3rd	Adrian Cooper	45.05	3.00	42.05	22.25
	4th	Don Lock	46.03	1.45	44.18	22.53
	5th	Graham Tooley	46.39	2.15	44.24	23.14
	6th	Stuart Gibbs	47.51	1.30	46.21	24.04
	7th	Richard West	48.41	4.15	44.26	23.42
	8th	Stephen Jukes	48.58	1.45	47.13	23.58
	9th	Tom Lainsbury	51.43	6.15	45.28	25.25
	10th	Mike Gibbs	51.44	6.30	45.14	25.43
	11th	Norman Wright	52.59	7.00	45.59	26.19
	12th	Bill Procter	53.18	6.45	46.33	25.25
	13th	Mike Stanbridge	e56.07	11.00	45.07	27.40
	14th	Chris Kennard	56.25	7.00	49.25	27.47
	15th	Ian Leeding	56.57	7.00	49.57	28.42
	16th	John Wiseman	57.22	8.00	49.22	28.28
	17th	Angela Walker	57.25	12.00	45.25	28.39

Two members who presumably forgot to enter beforehand and rode private trials in the Circuit event were Robert Downham (56.20) and a welcome return after illness for Bill Patrick (54.04).

Bradley Walters59.42 11.00 48.42

59.26 12.00 47.26

29.28

30.27

Reg Searle

18th

19th

#### Introduction to a Randonee

Last August during the World Championships at Goodwood several randonee rides were organised by Audax U.K., and Brian suggested we enter the 80 kms. on the tandem. He assured me that they were fairly leisurely events with time to stop for a cuppa and enjoy the scenery. Having made arrangements for the rest of the family, dog, son and mother — in that order, we signed on at headquarters on a typical August summer day — high winds and showers.

We received our official bike number plate and a yellow card to be stamped along the route. At 9.45am a very assorted group of about 50 cyclists started off in style down Singleton Hill escorted by a policy motor-cyclist. The route we had been given told us that the first check would be at Butser Hill and seemed to take in as many hills as possible. Within the first few miles the group spread out and after a very hard ride we wighted Butser Hill and looked eagerly for the check. We swung into a car park and stopped at a group of people who looked at us in amazement. Realising they were nothing to do with our event we beat a hasty retreat only to discover we had missed the turning and had to go down to the bottom of the hill to turn round and so had to ride all the way up again. The stoker by this time was muttering dark threats about certain people not being able to map read and eventually we reached Chris Davies waiting to time everyone in. He was very worried as with the strong headwind only a few riders had checked in and time was getting short.

Off we went again and with the wind behind us we gradually started to pass riders along the way to Buriton and South Harting. We turned off to Bepton and then on to the second check at Midhurst. Just before arriving we had passed two riders from Gosport, and as our card was being checked the Marshall told us

we were the first to arrive. What a lovely surprise! We didn't event wait to let the ink dry so keen were we to get home first.

We rode as far as Duncton Hill and down came the rain and we had to stop to cape up. On looking back we could see the other two riders doing their best to catch up and we really tried our hardest all the way to Charlton.

The organiser must have been very sadistic because the event went up Charlton Hill to the finish and we were met with a cheer arriving back at headquarters at 1.50 pm. After a short time the other two came in and we had a good chat. Altogether it was a very enjoyable day but certainly one of the hardest rides I've ever done and I didn't see much of the scenery. It has certainly left me with great respect of riders in Randonees.

Betty Cox.

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It is rumoured that after the second film show Graham Tooley and Angela Walker are getting together on a new "Property" edition of the Khama Sutra entitled "The 69 positions of John Spooner's Cottage". (So thats how you spell it - Typist - I couldn't find it in the library!)

It's rumoured that Dave Hudson is having a re-wire.....

It's rumoured that Peter Shaw is now double-glazed.....

Is it true that John Lewis is a traffic warden? No emphatically denied. But have you seen the look alike .... only the voice is different... well you couldn't get another.....

# THE RULES OF THE ROAD

One of the best ways to get our sport removed from the roads is to act as though we have some special rights or priorities. We do not! When riding in races on the public highway we owe a particularly high duty of care not only to other road users, but for the preservation of our sport itself. Keep your head up - Keep a good look out a ahead - Remember early warning and good anticipation will not only help other traffic but will more likely ensure your safe passage and with the minimum of time and aggravation.

Some will be asleep, some will be simply innocent of your need, and of course some will take a stupid enjoyment in blocking your way - but remember that stupidity is no worse than the attitude of a cyclist who thinks he has some special privilege.

So think! Anticipate and avoid problems and remember the Highway Code. If you can't remember it, because you haven't read it, then get the bookrand read it before you get on your bike again.

We had reason to warn one rider after a recent event. The warning could have come from higher authority and that we certainly do not want.

# THE ANNUAL DINNER

With the last Norman Wright epic still fresh in our minds, I wondered whether members would like to read of the very first dinner of the club, in October (the 14th) 1891.

To set the scene, bear in mind that the "Excelsior" had been in formal being for a little over two years, yet because of the enthusiasm, was a vital and vibrant body. In addition, a small group of them had assisted a group of Littlehampton men in the formation of a club there (how closely history was to be parallelled in the late 1940's !), and a very firm mutual regard

and friendship had been built up. The spelling and punctuation, and the English, are totally asnthe original, and I make no apology for the "round-the-houses" style of some of the language - it was the norm. (see, he always pops up!)

Close of the cycling season. The Worthing Excelsion Cycling Club brought its season to a close on Wednesday, a social evening at the Lamb Inn, Angmering, having been jointly arranged with the Littlehampton Club.

Owing to the bad weather, the amalgamated runs by the clubs had to be abandoned, but several of the Littlehampton cyclists, in the face of a gusty wind, journeyed the four miles on wheels, while others drove over, and the Worthing cyclists reached the rendezvous by means of a wagonette. A capital cold collation was partaken on in the club room, the catering of the host, Mr J. Wilkinson, being of a very satisfactory nature. In the absence of Dr. J.M. Beverly, President of the Littlehampton Club, Mr E. Candler (Vice-President) presided, and the Worthing contingent of the company included; Messrs W. Young (Captain) J. Young (Chairman), E. Pullen (Vice), A. Hewer (Hon. Sec. ), G. Jeffree (Bugler), W. Whittington, W. Cox, E. Cox, W. Chaplin, W. Hoar, A. Bland, E. Cook, Tulley and R. Bacon.

#### The Toast List

After dinner, the Chairman gave the toast "Success to the Excelsior (Worthing) Cycling Club", speaking of cycling as the prince of sport. Unlike so many other sports, cycling was free from cruelty. Moreover, it was conducive to what was manly, and it had the advantage of widening sympathy and unanimity with one another. The Littlehampton club had foregone their weekly run on purpose to have a joint run with the Worthing or other clubs, and had thus done their best in endeavouring to cement feeling which

should exist among cyclists. He coupled with the toast the names of Mr HEWER and Mr W. YOUNG, who suitably replied, hoping that there would be many more of these jovial meetings. There had been good masters of the Worthing club, and the runs with Littlehampton had been most enjoyable. In return Mr Hewer proposed "Success to the Littlehampton Club", which was drunk with enthusiasm, - Mr CHOWNE and Mr HALE responded in appropriate terms, the latter remarking that such meetings as these ought to produce valuable information for cycling manufacturers, as to what was best suited to cycling in the way of tyres, whether cushion, pneumatic, or solid. Manufacturers did not know what to bring out for next year, and if there was any idea thrown out the makers would be glad of it. Pneumatic tyres were perfection, if the quality of the rubber was of the best. Cushions, however, at the present time, appeared to be most in demand. - The Chairman favoured the cushion tyre for road work, and spoke well of the latest improvement of the pneumatic casings. - Mr Young said he knew a newer tyre than the pneumatic had been introduced, and the "latest out" would doubtless be shown at the forthcoming Stanley Show. Mr Young spoke highly of local handicaps, and suggested that there should be a race held for the Littlehampton and Worthing Championship (applause). Other members also made a few remarks:-The harmony of the evening was sustained by the following members: Messrs A. Hale, E.R. Auld, E. Candler, Cooper, Hewer, H. Redman, A. Chowne and Lindfield.

The Lamb, and the Black Rabbit seemed to be popular for cycling functions - The Worthing Cyclists Club held their dinner at the Lamb also, in previous years. I can't find out who did what by way of entertainment, but I know that Mr Hewer was a dab hand with the spoons, a skill usually limited to true Cockneys. Those who "drove" obviously went by pony and trap, and I wonder what songs were sung in that

wagonetteon the slow journey back home.

John Grant.

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#### RULES IS RULES?

The Velo Club Etoile Merchant Investors is for the current year a fully sponsored Club duly registered with the Road Time Trials Council. Due to a misunderstanding as to further payment for affiliation to the Local District Council, and a breakdown somewhere in communications, they are, however, at the time of writing, not affiliated and their members are unable therefore to participate in time trials. involved is just £7.50 and they would pay it straight away but that is not acceptable. The London South say they have to apply again for re-affiliation, which will be considered at a future meeting. Let's hope that by the time you read this the problem will have been overcome for it is no great thing for the sport that riders should not be allowed to compete. my interpretation of the rule that the London South Council's powers in the matter are discretionary and I must wonder whether it wasn't in someone's ability to have made either more effort to contact. or a decision of acceptance when the fee was offerred.

Problems with the R.T.T.C. also beset the Eastbourne based Phoenix C.R.C. In this case, it's rule 5 that is considered to have been breached. This deals with Club names being too closely linked with that of a cycle trader. It's all right if you are fully sponsored with proper approved financial agreement but not otherwise. It must have been very frustrating for Jeremy Keen the S.C.A. Best All-Rounder of 1982 who I gather left Eastbourne Rovers to ride with the Phoenix for 1983. I hope no one round here changes the name of their cycle shop to Worthing Excelsior Cycles. Would we be all right as we were here first?

39.

Don.

#### ADDITION TO OUR RACING STRENGTH

Paul Reeves previously with the Bognor Regis Club has at the time of writing sought membership of the W.E.C.C. amd there is little doubt that subject to the usual formalities his application will be duly approved. He wants to ride track and particulary try pursuiting but is also keen to ride time trials and make up our team strength. Paul is not 18 until the end of June and already has created much comment in local racing by his very aggresive, even explosive style, by his use of very high gears, but mainly by reason of his superb times. His best 10 is a very small '21' and his 25 is down to 55.03. In 1982 he finished 7th in the National Junior Best All Rounder Championship. A very considerable addition to our team strength and the competition for our other riders will be great.

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#### THE CLUB SHOP

The following are available:-

From Jim and Con at the canteen:-

Club lapel badges (metal) £1.25

Club badges cloth (blue and white) 0.45p From Dave Hudson:-

Club biro's 0.20p

Racing Hats £1.00

For order, New dark blue pullovers with embroidered cyclist motif Club name. Prices (last order) approx £9.00. acrylic and £12.00 wool.

From Roy Holden:-

Skin suits or just skin tops in club colours also heavier weight racing/training/touring tops in club colours, with or without pockets and with long or short sleeves. Would have to be ordered. Contact Roy for details.

From Don Lock - only a few left at £2.00 and only very small sizes, sweateshirts and tee shirts with club badge design.

40.

