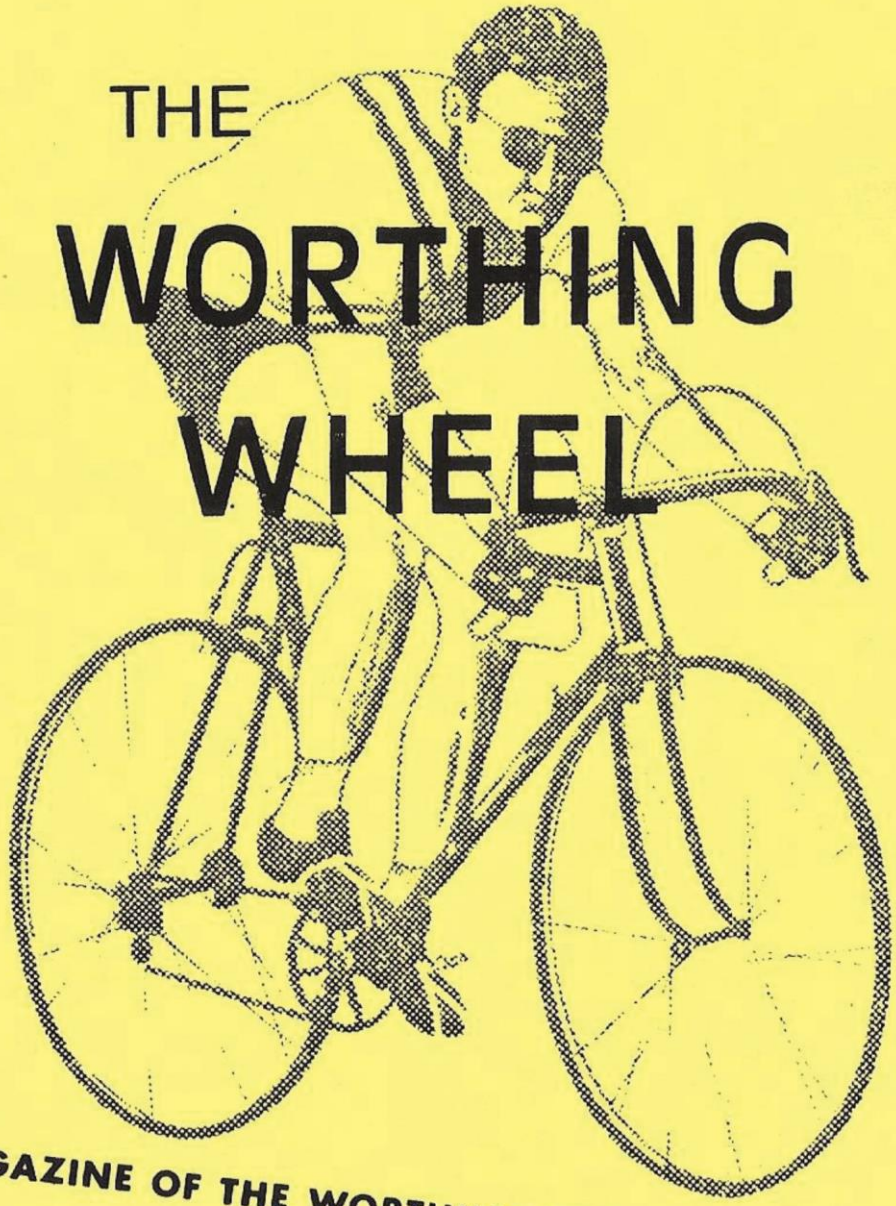
THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

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THE WORTHING WHEEL ********** SPRING 1985****

Worthing Excelsior Cycling Club's quarterly magazine. The Club meets at Broadwater Parish Rooms between 7.30 and 10.30. on Tuesdays. Canteen available until 10.p.m.

The opinions expressed herein are those of the individual contributor and not necessarily of the Club or of its General Committee.

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INSURING YOUR BIKE (With acknowledgments to Which ? magazine)

In England and Wales about 120,000 bikes were stolen in 1983 and it is thought that the number for 1984 will be even higher.

If you have a house contents insurance you can normally get an extension for the bike at anything from £1 to £5. There are a few policies, usually the more expensive that include a bike at no additional cost. If you have a number of machines it is worthwhile to shop around - it could even be worth changing your contents policy to a Company which has low extension rates.

Check that you will get adequate cover, for example, some companies give a maximum per bike of £150 and will require extra premium for anything higher. Also look at the excess (the part of any claim which you will not be able to recover from the insurer). There may be specific exclusions, like cycles left unlocked when away from the insured address. Most policies cover liability for causing injury or damage to others.

If you do not have a contents policy there are a small number of companies which issue a separate policy. Cycle shops and cycling organisations like the Cyclists Touring Club and the British Cycling Federation also have special arrangements which they can offer to members.

Five separate policies found by 'Which ?'

come from Cornhill, General Accident, Prudential, Pearl and Refuge. They give the following particulars:-

Cornhill £15 for £150. Excess £15 or £30, depending on the area. Maximum cover £150. Personal accident (P/L) and Public liability (P/L) included. A bit heavy on the exclusions:- Accessories, unless stolen with the bike, business purposes, racing/competitions, students, cycles left unlocked in the street.

General Accident £15 for £100 scale up to £30 for £500. Excess 10% with £15 minimum. Maximum cover £500. Exclusions, same as Cornhill although cover is included for students. P/A and P/L included.

Prudential £12.50 up to £200 and £2 per £50 extra. Excess £10. Maximum cover £500 but higher requirements can be negotiated. Exclusions, same as for General Accident but very importantly they do not exclude racing or competitions. Another variation is that business is covered. When left in the street the bike is only covered if locked and if locked to a secure article and with front wheel secured ! P/A and P/L included.

Pearl £3 up to £100, £1 for each additional £50 of cover. Minimum premium £14. Excess £10. No limit on amount of cover. Covers business and students. Same unlocked requirements as Cornhill. Nasty one here is that accessories are not covered even when stolen with the cycle ! P/L included but not P/A.

Refuge £10 for £150 and £10 per £50 extra! Also while they will cover business use and students this doubles the premium ! Otherwise exclusions are the same as Pearl. This policy does not include P/A or P/L.

All policies exclude wear and tear.

One of the best extensions to a contents policy would seem to be Co-Operative which has a flat rate of £5 or £6 depending probably on area, for £500 of cover. There is no excess. Maximum cover per bike is £500. Of all the exclusions listed for Cornhill's separate policy, only Accessories and wear and tear are listed, so racing/competitions is not removed

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OF HARDEN HUBS AND RUSTY CHAINS

Littlehampton, 15th April, Good Friday. Up at three (a.m.), after six hours fitful sleep. To-day was Good Friday, and Roger Kempson and I, members of the Littlehampton C & A.C., were off to Herne Hill, to see the big S.C.C.U. International Meeting. Three Shredded Wheat and a glass of water, hack off a couple of monumental door-steps for bonk food (try not to wake Mum and Dad), down to the shed to give the Dawes a final checkover, then up to Wick by a quarter-past-four, to meet Roger. We'd arranged some weeks before to ride up together to see this meeting, one of the most important in the calendar, and set off intentionally early to beat the queues and be in time to see the heats of the White Hope Sprint. "Hi Roger, - smashing morning, a bit chilly, but not a breath of wind,

and looks like being a great day. Your lights O.K ? we'll need 'em for a bit."

We set off, through Angmering, across the A.27 and onto the winding lane through Clapham towards Long Furlong, to join the Horsham Road at Findon. This had been set out in 1802 and completed in 1804,and while it had since been metalled, was still a fairly narrow single carriageway which meandered along between land boundaries. It's been 'improved' since, even the bend half way down the Washington Bostel is a ghost of what it was. Past the Frankland Arms, through Ashington and Dial Post, with scarcely a glance at the Gables restaurant. Now a high-class eating place, the Gables was for years the Sunday afternoon Mecca for West Sussex cyclists - I've heard tell of two hundred and more bikes parked there in its Post-war hey-day. (I think we saw our first car of the day in Dial Post).

Through Horsham and onto the A.29, and through Kingsfold with the effort and early-morning sun warming our legs, when there was an early hint of the trouble to come, as I felt my back wheel binding slightly. I was riding Constrictor "Asp" rims, on double-fixed Harden hubs, which were something very new; they looked a bit like the "Airlite", with wide flanges, but there the similarity ended. There were no cones, as they had non-adjustable ball races, which were rumoured to be war surplus, out of submarines' (I never heard this proved). There was the nub of the problem, they could not be

adjusted. We pumped a bit of grease in and a few tiny flakes of metal came out with the ooze from the right-hand side, and the wheel ran freely again.

Through Beare Green, and on towards Dorking, and ahead of us, on a slight rise, was a little old boy on his way to work on the farm. He must have been seventy at least, and his sprung leather saddle was down on the top tube of his utility bike. Even so, he could barely reach the pedals, and the machine rocked from side to sideas he stretched his leather-gaitered legs, his decrepitating chain protesting squink - squonk as he battled his sturdy bedstead along. "Morning, nice day", squink - squonk, "Marnin", squink - squonk, as we left him in our elegant wake.

Mickelham by-pass, home of a failed pre-war cycle-path experiment. We stayed on the road - the paths were dreadful, even then. Roger suggested a sandwich and a wet as we were half-way, so down we sat. Within minutes, squink - squonk, past came old Alf, with that same unchanging rhythm. I swear his legs went like that in his sleep, he looked as tho' he'd never stop. More grease into that hub, more bits of metal out of it, then onward again. After a couple of miles, I ventured, "That old boy must have turned off", but no, two miles further, there he was, squink - squonk, squink - squonk, legs pumping with that same unstoppable rhythm, uphill and down. We were to pass him and be re-passed twice more on that trip, and I began

to feel a deal of sympathy for the Ancient Mariner as our albatross squink - squonked by once again.

We called at Auntie's then surrendered our bikes to the mercies of the Herne Hill mass cycle park, and at about half-past nine, joined the tail of the five-deep queue in Burbage Road. We got in just in time to see the last two heats of the White Hope sprint - the place was packed. My diary says "saw Harris, Van Vliet, Bannister and Johnny Bampton", and I can remember very little of the meeting, apart from two horrifying crashes, one when Eugen Kamber and Jackie Heid tangled, yards from the line. I think Kamber crossed the line first, and Heid must have been eight feet in the air at the time. The other crash occurred during the warm-up. Des Clayton and Dave Fleming (Portsmouth North End) were flat out round the final banking when a front tub burst like a rifle-shot. Their front (wooden) rims turned to firewood at about 50 m.p.h and you can imagine the rest - they were both out cold for a while. Fortunately they were all mended with iodine and bandages, although bits of international star peeped out of some funny places in their clothes. Anyway, enough of blood and bandage..... it was a good meeting in a packed stadium,with bags of atmosphere, and it finished much too soon.

A half-dozen pumps of grease into the protesting hub, off to Wimbledon for a bath and a meal, and an evening of chatting to Auntie, then to bed, to a deep and untroubled sleep.

In deference to Auntie's genteel custom of not getting up too early, it was fully half-past eight before we set off, grease-gun at the ready.

It was a hot Easter Saturday, and those few motorists with petrol coupons were on the road as early as we were, and going the same way, to the coast. My C.T.C. diary says cryptically "Took eight hours coming back, shake in back Harden, puncture, stripped nut, 65 miles". My memory of the journey is a blur of fighting along with a gradually stiffening back wheel, of ever-more-frequent stops to pump grease into that hub. I remember we bought a 2lb tin at a wayside garage and used it all before we got home, getting pure grinding paste out in return. For some reason we came the whole way down the A.29, and by Billingshurst the hub was so badly worn that the wheel was clouting the chain stay. How we got up Bury, and whether I had to pedal down Whiteways, I shall never know, but I recall that I took a large and bloody chunk out of my thumb when mending that puncture. Roger left me at Wick, possibly mumbling under his breath, as I battled on the last mile or so into Littlehampton.

I bought a penny orange at Watts the greengrocers, opposite the Congregational Church. Pop Watts grinned at me - "What have you been up to - seen your face?" and turned me towards a mirror. Red eyes and a blistered nose stared sorely out of a sea of black - I was filthy.

On Sunday morning I got up and delivered my

papers on my "made -of-bits-from-the-dump" paper-round bike, and had a dejected look at the wreckage of my lovely Harden hub. The only whole bits were the central core of the ball-race and three ball-bearings, badly scored and flatted. The rest was a mangle consisting of a couple of halves and unrecogniseable bits. Despite the stories of where you could get replacement ball-races, I never found any(submarines or ball-races) and those wheels were eventually re-built with wide flange Airlites.

Hey-ho! Those were the days!

John Grant

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MEMORIES

At an S.C.A.Rally round about 1950, I think it was, I was asked to run the last leg of a Ladies relay race. Representing the Excelsior , of course. In a borrowed pair of socks, they belonged to John Baker, I was delighted when we won.

The trophies, yes trophies even for that kind of event, were not presented until some time later. By that time I was in hospital for some mechanical repairs. Can you imagine then, one Sunday afternoon as I lay back recovering , when suddenly in marched about20 cyclists holding aloft the trophy and a large bottle of 'mineral water'.

I cannot recall how the intrusion was received by the rest of the ward, but for me it was the best medicine possible.

Con.

IT'S RUMOURED that John (Hot Hands) Gilbert can fry an egg on the back of his hands, or bring a mug of cold milk to the boil, just by holding it for a minute.

CLUB RELIABILITY TRIAL 3RD FEBRUARY 1985

A slightly different format saw a 33 and a 66 mile ride on offer. Both started from and returned to Washington village green. The longer had a Petersfield check and simple route directions - out keeping north of the Downs and back keeping south. A climb of Harting looked inevitable. The shorter route went out to Pulborough, then via Bury (the only major climb) to Fontwell, and home via Arundel and Long Furlong, or, if you preferred it, up Whiteways and through Storrington.

Twenty eight went for the long one, with most of them taking the longest time standard of Five hours, presumably as insurance against a continuation of the very cold easterly winds that had prevailed for some days. Forty three settled for the shorter route with over half of them compromising on the middle time of Two and a quarter hours.

The weather was in fact very kind - we were so lucky. It was dry and reasonably mild with a light easterly breeze. The wind helped on the way out and caused no great struggle on the return. Only those suffering because of a lack of miles found completion of the course within selected time limits to be difficult.

The event this year was run in aid of

Dr. Barnado's, and with the entry fees and profit and donations at Jean Smallman's tea and refreshments stall at the finish a total of £53 was raised for them.

The Blue Peter Cafe near the Station at Petersfield kindly assisted by doing the check for us, and no doubt enjoyed quite a boost to their normal takings for a February Sunday morning. The cuppas and toasted sandwiches went down a treat.

Roger Smallman held the watch, while Bernie Bethell took a couple of hours off from rocking the new addition to the family to cover the Pulborough check. Den and Steve Jukes were at Arundel and John Grant officiated at Fontwell.

Successful participants were:-

66 in 4hrs.20mins.	T.Deacon	Lewes
	M.White	"
	Miss.M.Priest	Crawley
	N.Schillinger	"
	D.Edmondson	"
	F.Rishman	"
	M.Bloom	"
66 in 4hrs.40mins.	J.Albrect	Unattached
	K.Spilman	"
	S.Curry	"
66 in 5hrs.	A.Smith	W.E.C.C.
	M.Mansell	"
	P.Toppin	"
	M.Gibbs	"
	D.Lock	"
	P.West	"
	P.King	"

	A.Palmer	W.E.C.C.
	D.Elson/	
	C.Barnett	"
	K.Dodman	"
	G.Wall	C.T.C.
	K.Bramham	Central Sx.
	R.Wells	"
	P.Cox	Crawley
33 in 2hrs.5mins.	S.Johnson	B'ton M.
	W.Holden	W.E.C.C.
	R.Withers	"
33 in 2hrs.15mins.	C.Beckingham	B'ton Excel.
	R.Hill	Crawley
	S.Gibbs	W.E.C.C.
	W.Procter	"
	R.Downham	"
	B.Walters	"
	I.Leeding	"
	J.Lucas	"
	M.Lucas	"
	A.Lock	"
	R.Laker	Central Sx.
	M.Albrect	Unattached
	K.Tilbury	"
33 in 2hrs.25mins	P.Kibbles	W.E.C.C.
	M.Poland	"
	C.Goward	"
	D.Hudson	"

It was nice to see three tandems out for Worthing. Dave and Christine had no trouble on the long route but Mike and Carol Stanbridge suffered on the short route with a lack of miles while Brian and Betty Cox suffered from three

punctures and finished up borrowing an inner tube. Nice to see the return of these machines though.

All told quite a successful and enjoyable event.

IT'S RUMOURED that Bradley Walters is to challenge Paul West for the title of 'Mechanic of the Year'. It is recorded that something has happened on every outing this year so it sounds like a serious threat to Paul's hitherto impregnable position.

THE 1984 TOURIST TRIAL

The 1984 Tourist Trial Competition for the Argent Memorial Bowl was held on the 23rd September. The competition in this event has always been very tightly fought and the result always close. This year proved to be no exception to the rule. In fact a battle of the titans was about to commence. The competitors were John Mansell, a prolific past winner, Tony Palmer, Brian Cox,(defending champion), and Ray Douglass (all previous winners), Don Lock, no mean brain there, ace tourist Dave Hudson and young Andrew Lock full of enthusiasm and not to be underestimated, and finally, on temporary leave from Portugal, much travelled and experienced Dick Wiseman. The day started dull and overcast and so it remained for the rest of the day.

Organiser Roger Smallman had us starting opposite the Lamb public house at Durrington,

9 o'clock sharp. After much studying of maps and scratching of heads we started separately heading north via High Salvington, Findon to Washington and then to Thakeham for a much welcome elevenses supplied by Jean Smallman. After several whispered questions we were despatched to find our way to lunch at Copsale, keeping our eyes peeled for clues and waiting for figures to jump out of hedges and ask questions like "What hamlet could well have government connections" and "What famous author lived at a certain building". Following several miles of most enjoyable riding we arrived at lunch. After the break we had a speed judging contest where Don was only 3 seconds adrift, and then a ride down a disused railway track on the old Shoreham - Horsham line, and via a very interesting route to Ashurst and tea at Washington Village Hall.

What a superb salad tea was laid on for us by the ladies. Jean Smallman, Connie Hughes, Maureen Lock, Betty Cox and Sonia Mansell, they did us proud. We are very fortunate in this Club to have so many ladies to help out on occasions like these. We were joined at tea by many other club members, non combatants which reminded me, with apologies to Shakespeare.

" For he today that rides this trial with me
" shall be my brother; be he ne-er so vile,
" This day shall gentle his condition
(John Mansell please note)
"and cyclists in Excelsior now a resting
" shall think themselves accursed that they

" were not,
" and hold their manhoods cheap while any speaks,
" that rode with us upon Saint Smallman's day "

With the excellent tea behind us, we then faced a written questionnaire, and what a tough one it was, as indicated by the groans of the participants.

The final result was:-

1st.	Ray Douglass	46 points
2nd.	John Mansell	45
3rd.	Tony Palmer	44
	Brian Cox	44
5th.	Don Lock	43
6th.	Andrew Lock	34
7th.	Dave Hudson	29 (rode only half)
8th.	Dick Wiseman	26

Altogether a most enjoyable day in the saddle and beautifully organised by Roger Smallman.

Towards the end of this magazine are some of the questions and answers and the route to follow, for those who would like to have a ride over it during the coming, hopefully sunny days.

Ray Douglass.

Have you heard about Paul West's new self destruct tubs? You look at the road race start sheet- weigh up how long you will be able to stay with the bunch and set the time fuse accordingly. He insists though that the puncture in the first 100 yards of the Perfs Pedal race was a malfunction.

THE MEDIUM GEAR TEN

What a clever Club events Secretary we have, Paul Toppin must be congratulated, such a superb weekend to open our time trial season, after one of the coldest spells on record. Saturday afternoon the 23rd February was relatively mild with just a bit of wind from the south-west. It was dry and sunny.

It was however, still too early for many of our racing men to get back onto the racing bike; still many waiting for new frames or resprays or new legs ! There were ten entries and Andy Boyle had the distinction of being the first to complete an event in the 1985 season. He was first off and first back in a more than respectable 28.31 to win the handicap section. It was the first outing for young Marvin Lucas (son of 'Ole John') and it is not an event that either of them will forget. Marvin collected two punctures and finished on his Dad's bike,and Dad had to walk home. The outstanding ride was that from Andy Smith who with a time of 25.04 was 1½ minutes clear of the rest.

Roger Smallman and Tony Palmer controlled the timepieces and our Ed.had a stab at the handicapping.

Result:

1st. Andy Smith	25.04	0.15.	24.49
2nd. Stuart Gibbs	26.21	0.35.	25.46
3rd. Andy Lock	26.29	Sc	26.29
4th. Mike Mansell	27.55	0.45	27.10

5th.	Robert Downham	28.21. 2.00.	26.21
6th.	Andy Boyle	28.31. 4.00.	24.31
7th.	Mike Gibbs	28.48. 2.15.	26.33
8th.	Reg Searle	32.42. 5.20.	27.22
9th.	Mike Stanbridge	32.46. 5.00.	27.46
10th.	Marvin Lucas	37.12. 5.00.	32.12
PTT.	Reg Daniell	27.54	
PTT	David Priest	30.01	

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Hon.Sec. John Mansell,now a baggage handler at Gatwick,is enjoying himself driving three ton trucks, conveyor belts and little buggies. He draws some amusement from the buggies for they are called 'Douglas(s)' and run on calor gas. He says he gives them a kick every time he starts up! And this from the man who seems to have a lifetime loan of the Presidential Tent!

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CLUB CIRCUIT EVENT

A beautiful morning which was overshadowed by a most unfortunate accident at Offington which left Mike Gibbs in Worthing Hospital. Mike, at the time of writing, is making a good recovery from a fractured skull. We all wish him a speedy and complete recovery.

There were 15 entries with Reg Searle being the first to set off on the two laps of Long Furlong on his trike. Andy Smith after his ride of the previous afternoon was the favourite and Mike Coyle was expected to be

the chief opposition. It was also to be the first competitive outing for Carmen Grange, wife of Bob.

It was Ray Douglass who held the watch this time and his recordings, as riders passed him the first time clearly showed the way things were developing. Fastest at this point was Mike Coyle in 22.14 but Andy Smith was only one second down. Mike Mansell and Andy Lock filled the next two places on 23.19 and 23.21. Then another close pair with Don Lock on 23.53 and Graham Tooley on 23.57. Don had punctured and changed his front wheel with a passing Paul Toppin,and had probably lost ½ to ¾ of a minute. Mike Stanbridge had also suffered a puncture and retired. Other half way times were:- Stuart Gibbs 24.16. Bob Grange 25.32 Andy Boyle 25.55 Mike Gibbs 25.59 Robert Downham 26.18 Bob Withers 26.20 Reg. Searle 31.12 and Carmen Grange 33.16.

Two things contributed to the placings of the first two during the second lap. Mike Coyle cornered too fast at Clapham and fell heavily. Not a good start to his season;he was having a fair number of contacts with the tarmac in last years road races. The other was Andy Smith sighting Don up the road and putting in such a storming finish to catch him that he managed to equal exactly his time for lap 1.

Mike Mansell was pulling himself a few seconds clear for third spot, while Bob Grange was doing a good job of making a mess of the handicapper's calculations.

Full result:

1st.	Andy Smith	44.30.	0.30.	44.00
2nd.	Mike Coyle	46.21.	0.30.	45.51
3rd.	Mike Mansell	46.50.	1.30.	45.20
4th.	Andy Lock	47.08.	SC.	47.08
5th.	Don Lock	47.36.	2.00.	45.36
6th.	Graham Tooley	48.42.	3.00.	45.42
7th.	Stuart Gibbs	48.53.	2.30.	46.23
8th.	Bob Grange	51.16.	9.00.	42.16
9th.	Andy Boyle	52.04.	8.30.	43.34
10th.	Robert Downham	52.56.	6.00.	46.56
11th.	Bob Withers	53.23.	9.30.	43.53
12th.	Reg Searle (T)	63.13.	20.00.	43.13
13th.	Carmen Grange	67.09.	13.00.	54.09
PTT.	Jonnie Betteridge	49.42.		

A superb start to the season then for Andy Smith with two wins in two Club events.

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IT'S RUMOURED that Mike Mansell who is very keen on conservation is to have a look at some of our vets! Another group though suggests they are not worth saving.

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QUADRATHON 1984

Claimed as "The World's Toughest Race" the quadrathon consists of a 2 mile swim, a 50 km. walk, a 100 mile cycle ride and a 26.2 mile marathon. Each quite an athletic achievement, but done consecutively, a mind-bending stamina test, only to be attempted by a dedicated all-round fitness person.

I became involved when a friend, Roger Osgood, asked if I would look after him in the event. I knew that he had completed 100's and 12hours and that he had run the Isle of Wight Marathon. I knew therefore that he had a lot of stamina and determination and I readily agreed to assist.

The day arrived and we reported at the Brighton start and had the bike checked. The bike was left then with the organisers who would transport it to Tunbridge Wells, where we would pick it up much later.

The swim was to have been between the Piers but because of the weather forecast it was wisely moved to the Marina. While the briefing was going on I was able to have a look at the opposition. Apart from a few extroverts they all looked quite normal. One had run the length of the Himalaya's and another was last year's runner up. Roger had come 14th in 1983 and hoped to improve on that.

As the contestants lined up for the 2 mile swim the weather had changed. The sky was grey and the sea was so rough waves were breaking over the Marina Wall.

A gun fired and off went the swimmers. One width of the Marina was enough to sort the wheat from the chaff. In fact one swimmer only just got across the Marina before being fished out. Altogether 19 contestants gave up during the swim - the water was so cold.

It was difficult to see Roger but eventually he got back and into the changing room. He looked frozen. He had been in the water 1 hour 13 minutes. Quickly though he changed to his walking

gear, and was off on his journey to Tunbridge Wells.

I drove up to the Race Course and saw Roger going very strongly having already passed some earlier starters. I always think that race walking is one of the least elegant of sports.

I went ahead in heavy rain and early darkness to wait at Woodingdean. Somehow I missed him and eventually caught him at Falmer. He was still going well and unbothered by the wet. I brewed up at Lewes, although when he came he did not want to stop so took tea, rice, and peaches while on the move. Not having a bottle cage walkers need to be topped up quite often!

At every lay-by helpers were parked, and crowds watched outside pubs as the competitors came past. It reminded me of similar nights helping in the now sadly departed Catford 24 hour.

On this stretch I missed Roger for nearly two hours. He had walked past me while I was checking the map. To make matters worse , an ambulance came along with lights flashing - I suspected that Roger might be inside it - Roger had the same thoughts about me!

The next change point was at the cricket ground at Tunbridge Wells, but by the time I had parked, Roger had changed, collected his bike and gone. Back to the car - his running shoes were tied to the door handle - and off in pursuit, determined not to let him out of my sight again.

I was amazed at his speed on the bike - over evens on the flat and this after the swim and 6½ hours walking. The roads were quite hilly in places and after about 50 miles we turned into Brands Hatch motor circuit. It was my first visit and Roger was lapping steadily. Little groups would form but the competitors lack of experience showed as not many were able to take advantage of intelligent pacing.

The circuit was marked out with several hundred road lamps and it was quite a sight to watch from the pits. Helpers were brewing up and cooking food and the time past very quickly. A number of competitors were feeling the strain by now and the two hills on the circuit became very tough indeed.

Several riders were not sure of their lap score, but it must have been difficult to note everybody through, even though the lap end was floodlit.

Sunday dawned dull and wet and spirits were low. I fed Roger every two laps, just a drink and rice mostly, and I came a bit concerned that he would get hunger knock. This did not happen though and he finished the ride quite cheerfully.

After a change of clothing, Roger was now on the last stage - the 26 miles to be run to Gravesend. I tried to keep in close touch for I felt this was a crucial part of the race. I tried to gauge his mood as I was now way beyond my own experience of both physical and mental effort. I thought the best thing I could do was

to be closely available all the time. In this way we got to within about ten miles of the finish.

At this point Roger was told by a marshall that he was in eighth place. It was the best tonic that he could have had.

He visibly lifted, and although obviously very tired he said that he knew he would make it now.

Make it he did. The last part was a detour round Gravesend. Not the most suitable name I thought for the finish of such an event. I went on ahead now so as to be ready for him after the finish.

He came along the last stretch of road to a tremendous reception from the large crowd present. As he crossed the line he had taken a total of 18.37.54 and he was in fact 9th.

After a medical check and a shower he was ready for lunch!

Roger went to work the next day as usual. He did admit to being a bit stiff !!! But otherwise O.K.

The winners time was 16.08.08 and comparisons of stage times are interesting.

	swim	walk	cycle	run
Winner	1.09.21	5.20.29	5.00.12.	4.04.12
Roger	1.13.11	6.30.43	6.16.16.	4.05.46

For my part it was a tremendous experience and one that I will long remember. Setting aside all else, think of the time that we know it is necessary to put into cycle training, then think of the added time for practising swimming, walking and running. How many top cyclists or runners can swim 2 miles? Imagine riding the

S.C.A.100 and then running home to Brighton, all after walking to the start. Call the competitors what you will, for sheer courage and determination, they need a lot to equal them.

Brian Cox.

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THE G.C.R.I. INCIDENT

On Friday 1st March a dozen or so of W.E.C.C. members spent the evening at this Rustington establishment as guests of Andy Smith and Bob Grange who spend their employment there. Darts, dominoes, draughts, pool, shovehalfpenny and table tennis were the ingredients of a thankfully lighthearted competition which with good grace we allowed them to win.....! In an interval for food and drink provided free we came into our own, getting six into the first six in the queue. We also managed more second helpings than they managed first and in about the same time.

A good evening with a friendly crowd and it seems that donations towards the food and drink will also have made a nice contribution to the Club's Building Fund.

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ITS RUMOURED THAT Steve Jukes is to take a refresher course run jointly by the C.T.C. and the R.T.T.C. First session will concern itself with the proper method of addressing the machine and mounting. Second session will move on quite quickly to actual riding techniques!

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ANNUAL GENERAL MEETING

About a third of the membership attended and a small number apologized for their non-attendance. It could therefore be said that nearly two-thirds really couldn't care less. It is to be hoped that they will remember their apathy when not agreeing with some club decision taken at the meeting, or by the new Committee in the future.

The formal business with last year's minutes, matters arising and the Secretary's and Treasurer's reports and the approval of the Balance sheet were soon disposed of. The rapid acceptance of the two reports and the accounts was in itself a vote of thanks to the two officials responsible, John Mansell and Roger Smallman.

The election of officers also proceeded very smoothly with Reg Searle breaking the club record for the number of nominations at any one meeting, with his tape recording of "propose re-election" or with another tape "propose re-election en-block". With various seconders and unanimous approval the following will serve in 1985.

President: Ray Douglass

Life Vice Presidents: Jim Hughes, Connie Hughes, Brian Weir, Ray Douglass, Maurice Reeve-Black, John Mansell, Don Lock.

Vice Presidents: Ron Mills, Roger Smallman, Tony Palmer and Dave Hudson.
Mike Gibbs was elected to Vice President, the meeting being reminded

of his invaluable services and general contribution to the club's success. Phil Walters, (Bradley's Dad) was also elected. The meeting were informed how he had been instrumental in arranging considerable sponsorship and support from Hunting Hivolt, and of his enthusiasm and interest in the future success of the Club. Both nominations were enthusiastically approved.

Chairman: Tony Palmer
Secretary: John Mansell
Assistant Secretary: Bob Grange
Treasurer: Roger Smallman
Assistant Treasurer: Angela Walker
Social Secretary: Andrew Lock
Runs/Touring Secretary: Bradley Walters
Road/Track Secretary: Paul West
Club Events Secretary: Paul Toppin
Press Secretary: Bob Withers
Magazine Editor: Don Lock
Evening Tens Secretary: Paul West
Race Writer: Keith Dodman
Club Coach: Andrew Smith
B.C.F.Representative: Paul West
Committee members: Mike Gibbs and Dave Hudson
Runs Committee: Ian Leeding, Dave Hudson, and Ray Douglass
Social Committee: Connie Hughes, Margaret Jukes Carol Stanbridge.
Timekeepers: Martin Ford-Dunn, Alf Dawes, Tony Palmer, Brian Weir, Brian Cox, George Cannons, John Mansell, Don Lock, Roger Smallman, Ray Douglass, Ivan Morris, Betty Cox, Norman Wright, John Grant.

Assistant timekeepers: Dennis Jukes, Pete Reeves Dave Funnell, Alan Matthews, Mike Gibbs, Ian Reeder

Handicappers: Brian Weir, Ray Douglass, Tony Palmer, Keith Dodman, Alf Dawes, Don Lock, Colin Miller, Norman Wright, Dave Funnell, Paul West.

Worthing & Dist. Sports Council: John Grant

Worthing Youth Council: Bradley Walters.

Amendments to rules:

Membership fees: adult £7.00. Juniors (under 18 on 1st January) £3.00. Second Claim and Associate members £1.00

Club events fees: Seniors 40p Juniors 20p

Evening tens fees: 20p per ride or £2 for the whole series. Private time trials 30p.

Women's and Junior Best All Rounder competitions in future to be based on best average m.p.h. over two ten mile and two twenty five mile performances.

In any other business there was a long discussion on the subject of live or dico music at the Annual Dinner. The majority seemed to favour Disco but provided they could present it well and be prepared to play some older tunes that could be danced to rather than 'danced to' !!

In response to the footnotes in the Secretary's report the views of the membership were sought regarding the celebration of the Club Centenary. The Chairman called on John Grant to explain

the uncertainty of the actual founding date, and John pointed out that the 1937 minutes are clear in considering that year as the Golden Jubilee. It was proposed that a sub-committee we set up to evaluate suggestions for the celebration of our Centenary. Ian Reeder and Bob Grange agreed to join John Grant on this sub-committee. Some of the suggestions put forward at the meeting were a 100 mile time trial, a short history of the Club be published, special tee-shirts, specially engraved medals, or perhaps some significant step forward in the Club's aim to own its own Headquarters.

The Chairman read a letter from Maurice Reeve-Black. Maurice expressed the hope that perhaps the Centenary would see the starting of the new Clubroom and enclosed the very generous donation of £50 . This would be placed to that fund.
The promotion of the following open events in 1986 was approved: A ten, a 25, a Hardriders, a Road Race, and a Kermesse. Also a Randonnee.

It was resolved that the Club Hardriders Championship for the Young Cup would be incorporated into the new Open Hardriders.

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Have you heard that Paul Toppin and Angela Walker keep a pet rabbit in their second floor flat . When it needs to answer the calls of nature, its a bit too much trouble to take it for a proper walk in the garden so Paul lets it out of the window on a long....

..... length of elastic!

ITS RUMOURED that Joe Simpson very much enjoyed being able to present his award for the fastest lady in last year's evening ten series at the A.G.M. The kiss he said was a bonus but it didn't last long enough. For the next series he is proposing an award for the slowest lady, he hopes then that he may be able to catch her, but if not at least the presentation ceremony could go a bit slower.

Introducing your new coach Andy Smith

Andy arrived in this part of the world from the 'hard men' county of Yorkshire. He was previously a member of a Club but did not venture much into the competitive side of the sport. He joined us in 1982 but 1984 was his first full season of time trialling and we all noticed the steady improvement maintained to the end of that year. Times were brought down until now he has a 10 of 23.05, a 25 of 1.0.57 a 50 of 2.3.29 and a 100 of 4.29.31. But Andy is not by any means content with these times, pleased though he is at the improvement, he regards them as no more than average and he has a very determined and dedicated approach to the continued improvement of his own performance. He wants to know much more about the science of training, and was a willing volunteer to take on a British Cycling

Federation Club coaching course, which he will start on immediately. He already has ideas for winter training and he is very keen to get the extra knowledge which will help him - help us. He appreciates the need to encourage the younger riders, which must be a priority. He hopes that the older experienced riders will help him.

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CLUB RUNS (Leave from Clubroom 9.a.m. Morning break 11 a.m. Tea 4 p.m.)

May 5.	Dial Post	Fontwell
12.	Pulborough	Arundel
19.	Adversane (lunch at Kirdford)	Fontwell
26.	Slaugham	Cowfold
Jun. 2.	Hickstead	Dial Post
9.	Cowfold	Adversane
16.	Fishbourne	Five Oaks
30.	Arundel (lunch at Petworth)	Fontwell
Jly. 7.	Adversane	Arundel
14.	Fontwell	Dial Post
21.	Lewes	Rottingdean
28.	Fishbourne	Five Oaks

We shall try to include three months runs in future issues. 23rd June is omitted because we are that day promoting the Surrey League Road Race. See Paul West who will need help. Any ideas for runs will be welcome. Give them to Bradley Walters or any member of the runs committee, that's Ray Douglass, Dave Hudson and Ian Leeding.

THE S.C.A. HILLY 2-UP

We had three teams in this, run on a super morning on March 10th. The course from the Hammerpot at Angmering, was in some doubt until the last moment because of road works and traffic lights. The decision was made to stick to the original route, which took riders through Findon, Washington and Storrington to Whiteways and down to Slindon, with a final leg back on the A.27 to finish near the start, a distance of just over 25 miles. The lights were at Storrington but were red for only a very short time and did not cause too much delay even to the unlucky ones.

Favourites were the Regent pairing of Barry Coomber and Vernon Smith after their first and second in the East Sussex Hardriders, and they lived up to this with a time of 1hr.4mins.7sec. Last year Simon Barnes of Lewes had ridden to first place with the Lewes express Tony Deacon, but this time was partnered by a Deacon training mate, Martin White (he of the Spooner workshop), and had to be content with second spot with a time of 1.4.44. This , as it turned out was a bit lucky because a fine effort from Steve Dennis and Alan Starsmeare of East Grinstead gave them a time of 1.4.51 but this included a 40 second late start.

Best of the Worthing teams was Mick Mansell and Andy Smith, but Andy had not been well in the weeks and Mick had been ill during the night, so they were short of their true form.

Nevertheless a time of 1.5.20 saw them collect the fourth place prize. I managed to hang in with Roy Holden and had a slightly more comfortable ride than in '84. We again picked up the best veteran team medals. Our time of 1.7.3. was fifth overall. Dave Dallimore having his first race of the season rode with Mick Jones and while neither of them are yet in top gear they seemed to enjoy their ride finishing 9th with a time of 1.9.23 -Don-

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IT'S RUMOURED that Stuart Gibbs has royal blood and should in future be treated like royalty. This is based on the fact that, like the royal personages, Stuart never carries any money on him either.

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THE FIFTY FIFTY SALE

Dave Hudson's latest idea for raising money for the New Clubroom Building Fund, the Fifty-Fifty sale on March 12th was a most successful evening. Dave organised and was ably assisted by auctioneer for the night, Andy Lock. Members and friends turned up in good numbers and there was a mass of cycling and other goodies brought forward for sale. It was both good fun and profitable, with more than £56 going towards the Fund. We shall have to have another one next winter so keep save all those bits that could do someone else a good turn.

It's rumoured that Dave Dallimore may conduct the next auction with something of the Estate

Agent's expertise. Instead of "What am I offered for this clapped out wheel", it will be " Here is an opportunity for a first time purchaser, a chance not to be missed, - an excellent chance for the keen 'Do It Yourself' man - In need of some refurbishment and modernisation - John - Grants available. In fact nothing that a 're-building' Society can't put right".

****

IT'S RUMOURED that Keith Dodman was a little upset at all the rude comments about the out-dated design of the present club certificates. Well he did design them quite a few years ago. A new aerodynamic machine perhaps? What fork rake is that 3 inches cor ! Whats that funny shirt he's wearing - - - and as for those sunglasses... So the Committee have given him the job of coming up with something new. I would say that they were an immense improve-ment on the ones we had before .... but then not many of you go back that far I suppose.

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SUSSEX C.A.10

The afternoon of Saturday 16th March was not one where grown people were intended to race about with short shorts and bare arms. Snow flurries and a bitter cold wind are not ideal climatic conditions for doing a 25 minute gasp and grovel around the Washington ten course,and those who did are,depending on your viewpoint, either mad or magnificent.

The Worthing had twelve who rode and we were hopeful that perhaps we could steal the top individual honours, but a class performance from East Grinstead's Steve Dennis soon put a stop to such thoughts. He was out on his own with a very good 23 minutes 49 seconds. We did however manage to fill the next three places - pity there was no team award. Mick Mansell produced a good time of 24.37 to take second place, but the ride which really surprised a lot of people, not least in the Worthing,was that of Dave Elson who on the ex-Steve Jukes machine slotted into third spot on 24.47. Andy Smith struggling with a mechanical problem was fourth with 25.00.

The other club times were:- John Lucas 25.51, Ian Leeding 26.25, Paul West 27.03, Robert Downham 27.08, David Priest 30.17, Marvin Lucas 30.24, Christine Barnett 30.41, Reg Searle 36.33, Carmen Grange 36.36.

But it was that ride of Dave Elson that had them talking. There will much interest in all future rides.

Don.

SUSSEX C.A.25

There may have been no snow flurries for this but it was not a morning to go around gasping great lungfulls of rarified air. Only the fittest whose breathing was presumably less demanding and therefore more controlled sounded at all comfortable as they made their way out to the Westhampnett turn. Even these were reduced in number as the north easterly seemed to make the return even harder. Several failed to start and

several more failed to finish.

From those who made the full course Simon Barnes ride for his Lewes Club stood out head and shoulders above the rest. If he can cover the course in those conditions in 1 hour and 12 seconds then in the summer he should be comfortably doing 55's. From Worthing's point of view we did well but not quite well enough. Andy Smith showed us a good lead with his 1.3.27 effort for seoond plaoe and training partner Mick Mansell was close behind in fourth spot on 1.4.13. Ian Leeding was our third team counter and his time of 1.7.51 was a fine ride,but Lewes with Martin White third in 1.3.51 and P.Gates 1.7.1. gave them the team award.

Rest of the Worthing times were:- Robert Downham 1.11.52, Bob Grange 1.12.36, Peter King 1.16.25, Reg Searle 1.33.47.

----------Don

CLUB TEN 23RD MARCH

This event more than anything else so far, gave a clear indication of the potential of twelve year old Marvin Lucas. Son of old hand John, and receiving the benefit of all John's experience, Marvin can be our next G.H.S. ten finalist. Keeping his gears low, riding smoothly but with considerable determination and enthusiasm, he sped round the Washington course on a rather wet afternoon in 28.27. An improvement of nearly two minutes and there's lots more to come in

the very near future.

It was again Andy Smith who showed the way round to bring his victories in three club events this year to three. His time of 23.50 reflected milder conditions but roundabouts and corners had to be treated with caution and for March it was a very fair performance. Andy Lock (is he coming back or just messing about?) rode into second spot. As he was still chocking up the remains of flue , let's give him the benefit of the doubt and go for the former. His time was 25.12 and he seemed reasonably satisfied. The only other to get into the 25 minute bracket was Ian Leeding with 25.57 and a comfortable third place.

Full result	Actual	Handicap
1st. Andy Smith	23.50	23.50
2nd. Andy Look	25.12	23.22
3rd. Ian Leeding	25.57	23.57
4th. Tony Palmer	26.16	23.45
5th. Jonnie Betteridge	26.31	23.51
6th. Paul West	26.51	24.51
7th. Robert Downham	26.59	24.29
8th. Reg Daniell	27.08	24.08
9th. Andy Boyle	28.12	25.02
10th.Marvin Lucas	28.27	21.57
11th.David Priest	29.13	22.43
12th.Peter Kibbles	30.04	26.04
13th.Mike Stanbridge	32.31	26.31
P.T.T. Colin Miller	26.27	
P.T.T. Bradley Walters	27.02	

A deserved win in the handicap section for Marvin with other other youngster David Priest

also improving all the time in second place.

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IT'S RUMOURED that Mike Poland has started jogging. He's been seen in the High Salvington area of Worthing early morning. Is he going to tackle a marathon shortly. Watch out Colin Miller.

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EASTER ROUND UP

On the time trial front it was the Crawley to Shoreham and back on Good Friday that saw the first action. We had Andy Smith having his second outing in this 42½ mile event and he recorded 1.52.10 behind John Oakes of Anglia Sport who won in 1.41.35 beating Tony Deacon of Lewes by just 18 seconds. Dave Dallimore rode the veterans event which was won yet again by John Woodburn. Woodburn's time was 1.43.26, Dave's 1.56.32. It seemed a reasonably good morning with some assistance from the wind on the return half. By Sunday the weather, in the New Forest area, had turned particularly nasty. Very heavy rain and a strong southerly wind did not make for an enjoyable ride in the Bournemouth veterans 25. Tony Palmer and Don Look travelled down to this and when you've spent money on petrol you ride! Don recorded 1.3.21 for sixth place overall and Tony 1.10.19.

Monday saw a number down to ride the Bec 25 on the A.24 course around Horsham. The wind by now was gale force and some had to ride through a heavy shower. Tony Goodsell managed 1.3.02 for third spot behind winner Ron Keeble of Wren

Wheelers who recorded 1.2.30. If Keeble was some 10 minutes outside of his best it gives an idea of the conditions. Dave Dallimore managed 1.8.17 and Andy Smith 1.8.32 and these three scored our first team win of the season. Reg Searle took three wheels round, but admits the wind ensured that he only had two on the road most of the time, and finished in 1.36.26.

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RANDONNEE EVENTS - MARCH 24TH

A good entry for both events was received and we ended up with 60 riders for the 100Km and 44 for the 200Km.

Club entrants numbered 11 in the "big one" and 9 for the "Populaire", led by President Ray Douglass.

The first group in the 200Km were away at 8 a.m. sharp and the second a few minutes later.

At 8.30 a.m. the first of the 100Km riders went off with later groups at 5 minute intervals. Several late arrivals also drifted off and the control closed at 9.30 a.m. Thanks to Betty and Andrew Lock for officiating. Controls along the route were staffed by Mike Poland, secret control at Alfold Crossways, and Maureen Lock at Petworth. When I arrived at Petworth I thought that the control was full of helpers cars, just like a 12 hour. I was quite surprised when I found that Maureen was at the entrance to the local Horticultural Society's shop, and members were crowding in to buy their seed potatoes and peat! So much for fame.

The route was the same for both events for the first 100Km. The start was at Washington and then riders journeyed out to Billingshurst and through Alfold, Loxwood, Plaistow and Northchapel to Petworth. Some caught a shower north of Petworth and others suffered the same fate after Midhurst. Perhaps the most attractive part of the route was from Singleton to Upwaltham along the back of the Downs.

Back at Toat Cafe, on the A.29 north of Pulborough, Roger and Jean Smallman were kept busy in stamping cards at the half-way 200 Km point and the early finishers of the 100 Km.

The second half was out through Steyning and along the back of the Downs to Poynings. From here it went north up to Albourne and then east via Hurstpierpoint and Ditchling to the Plumpton control manned by John Grant. Next came the return passing through Wivelsfield and Burgess Hill to Ian Reeder at the Hickstead control, and finally home (The Toat Cafe) via Shermanbury, Partridge Green and Ashington.

Apart from the odd shower in the morning the weather was very kind. Dry and bright for most of the day with a southerly wind from which riders were often sheltered by the Downs.

Club finishers in the 100Km were:- Ray Douglass, Charles Brazier, Bob Withers, Peter Kibbles, Clive Goward, John Wiseman, Tony Palmer and Peter Shaw. Also very nice to see old friend Dennis Lednor riding round and still enjoying the bike. In the 200 Km. Dave Hudson, Don Lock, Keith Dodman, Andy Smith, Mick Mansell and Paul West.

The events seemed to be well received and most riders appeared to have had an enjoyable day out on the bike. One entrant rode to the start from Kingston, rode the 200Km and pedalled off back to Kingston at the end without even a stop for a cuppa. At the other end of the scale, one lady who told me that she had never attempted any sort of long cycling ride before, finished the 100 Km with about an hour to spare. From her remarks to her friends, she had had a good day out, had been to a museum (!) and was well satisfied with her performanoe.

Are you going to ride next year ?

Brian Cox

THE SPRING ROAD RACE 6TH APRIL

This event could have been a bit of a disaster had it not been for the last minute efforts of Paul West. Mike Coyle was admittedly having his first go at promoting but so many things were nearly left undone that but for Paul's timely intervention the name of Worthing Excelsior would not have been too highly thought of. It's good that others are prepared to have a go but if it's your first time then speak to others in the Club who have done it before. If you ride events yourself you must notice all that is put in to a promotion and it just doesn't happen. Behind the scenes there has to be someone doing some hard work.

The event on the day went off without any

undue incidents. The Ashurst circuit clearly is not hilly enough to really break up the fields, so again there was still a big bunch together over the final few miles. The junior/third category senior classification meant the levelling of strengths and abilities with the 86" gear restriction. The time of 2 hours 11 minutes for the distance (somewhere between 45 and 48 miles) also indicates a rather non-aggressive field.

We fielded three who performed reasonably well. Ian Leeding was with the main bunch until the last five miles and was to finish about 2 minutes behind the winner. Bradley Walters had stayed in contact for some 40 miles before, in his words, his legs went. It seems that at this point they went - through the short cut back to the event H.Q. Stuart Gibbs started disastrously, pulling his wheel over in the first half mile and never getting back on despite a chase for about 29 miles.

The winner was Steve Rowland a junior with the sponsored Dinnington R.C. with George Mcmenemy from Southampton Wheelers second, Peter Cole and Colin McDermot Festival third and fourth. Oly Accola Southdown Velo was fifth and at last a Sussex rider with Martin Penfold in sixth spot.

PLEASE NOTE THE DATE OF THE INTER*CLUB*25 WITH BOGNOR HAS BEEN CHANGED . IT WILL NOW BE ON 9TH JUNE INSTEAD OF 28TH JULY. THE COURSE IS THE BOGNOR ONE P922/25. REMEMBER THIS INCORPORATES THE CLUB CHAMPIONSHIP TWENTY FIVE

TABLE TENNIS - FOR SOME - PING - PONG FOR OTHERS

Chairman Tony Palmer was to blame - he arranged the home and away confrontations with arch rivals Central Sussex. Some of them actually play other than in the clubroom! But we were game... and after a week or two trying to find the table and then repairing it (thanks Bradley) - we were ready - well nearly. The team under Captain Mike (I remember Johny Leach) Gibbs, was John Grant, Colin Miller, Keith Dodman and Andrew and Don Lock. Six (one game) singles and three (one game) doubles was the format. At their place we went down narrowly 5-4. At our place we went down narrowly 5-4. But the free refreshments at both places won hands down. And you know something good came out of it - both Mike Gibbs and our Ed can now claim to have beaten Paul Lipscombe.
Come back Dick Wiseman - all is forgiven.

THE TOURIST TRIAL AGAIN

Earlier in this issue our Pressy said we would include the route and some of the questions of last year's event in case you would like to try and find tour way round during the summer, so here you are:-

Route - Section 1. And remember you start from the Lamb at Durrington.

Plan a route to Map Ref.116181, noting the following conditions:-

The route will be within vertical grid lines

11 & 13. Pass 1 church on your left and 3 on your right, a windmill and a hospital.(Not necessarily in that order) Enter a village 3km from the start by a lane which seems to be annoyed. When is the first postal collection at the end of this lane? Do not approach within ½km of Washington round-about. Answer the following:-

Church No.1.When are morning prayers on weekdays?

Church No.2.What is the Vicar's name?

Church No.3.Where can the keys be obtained?

Section 11. The lunch stop is at M.R.171249. To get there you may use brown and yellow roads, bridleways and paths,but not more than 1/5th km red road. Go through spot height 20, and a hamlet which could well have Government connections. What is the name of the pub ? In a village nearby visit a building which is a memorial to a notable author. Arrive at this building directly from the south. Who was the author? Give the year of his birth....and death.... Ride along the edge of a wood at a height of 54m. Shortly after leaving the red road, find a route which will bring you directly to the lunch stop from a N.W.direction.

Section 111. (1) Speed judging (We'll skip this) (11) Take the shortest possible route to M.R. 184225, then use 0.4km 'A' road travelling west. From there go south to join a 'B' road and ride to a village within km sq 1716. Look at the pubs on the way. What is the name of the village church ? Continue to the village hall at M.R. 121131 by means of brown, yellow and 'A' roads. Reach the hall by means of a public road. What is there at Beggars Bush? and Buncton ?

Hope you enjoy the trip - at least you will not have the other 150 questions to spoil your tea!

Did you hear how the Editor's dog ate John Lucas's entry form and fee, and it cost £65 to recover the odd 30p. Well now Paul Toppin has been offering Maureen Lock some insurance. Don heard it as "Vets" insurance and wondered if the policy paid out every time you failed to beat your age standard, while Andrew thought it was "Pets" insurance and asked if he could include his girlfriend.

Is this the new secret stuff for long distance riding ..... seen at Odiham on a trial run for the Club's 200Km randonnee - Dave Hudson with frozen fruit slush forcing its way from the top of his drinking bottle ? No, I don't think so. Dave was very surprised and was falling about..... with laughter - I think!

THE DUGGIE ARGENT MEMORIAL BUILDING FUND

In each issue from now on we shall reserve a space in which to announce the current state of this fund. Remember we started only last year with the £200 from Duggie's son and you can see what has been achieved already. The first thousand is the hardest.

→ £630.00 ←

If anyone would like to make a donation to the fund it would,of course,be most welcome.