

THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB



SPRING 1986

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*FRONT COVER
PHOTOGRAPH SHOWS
TREASURER ROGER
SMALLMAN AND HIS
WIFE JEAN.*

THE WORTHING WHEEL***SPRING 1986*******

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 its General Committee.

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COMMITTEE NEWS

Roger Smallman had confirmation of the booking from the Chatsworth Hotel and the disco for the next Club Dinner on 15th November 1986

Jim and Connie have informed the committee of the poor conditions in the Clubroom kitchen since the builders had started work. They suggest that a complaint should be made to the Council and some recompense made for the inconvenience. The Secretary was asked to write an appropriate letter to the Council. To add insult to injury Roger Smallman had received a letter from the Borough Council notifying a Clubroom rent increase of 50p (now up to £10) per week from April 1st. He passed this and other relevant information to John Mansell for inclusion in the letter of complaint to the Council.

Andy Smith reported a very successful Arunners Relay event for the Club team, with overall fourth place and a fast run from Andy Boyle.

Angela Toppin has volunteered to organise the Club Dinner for 1986!

THE WASHINGTON BOSTAL.

When I was a kid of about fifteen, and in the early throes of cycling enthusiasm, my greatest pal was a fellow Littlehamptonian by the name of Frank Randall. His buck - teeth earned him the nickname of "Toofy", but he couldn't half ride a bike, and he couldn't half sprint! I cherish our friendship, which only lasted a very few years until he died in a drowning accident.

Our regular "straining" circuit was Arundel - Storrington - Long Furlong - Angmering and home to Littlehampton, with "primes" at the top of Arundel High Street, Whiteways Lodge and the Washington Bostal. The early post-war A.24 meandered down from Horsham through the villages of Ashington and Washington (I think Findon was by-passed just after the war), and we picked it up at the staggered junction just North of the Frankland Arms. We immediately hit the Washington Bostal: this is the bit where you warm up before the evening "10", and it looked much the same then as it does now, although the bend half-way up was sharper, and the top of the hill was about 15 feet higher. (It was sliced off during the construction of the Washington by-pass).

I usually chugged up the Bostal in the role of one of the lesser lights, while Frank stormed up pretending to be Gino Bartali, in the Giro d'Italia - "he waltzed up the hill, and vanished from their ken", to quote "Cycling". Unlike Bartali, Frank would wait for me at the top, (I couldn't climb then, either!), but as we recovered our breath, neither of us knew that we were roughly at the place where the Excelsior was founded.

"Bostal" is Saxon in origin, a combination of two words; "beorh" (a hill or mountain), and "stegele" (a rising path or stile), and thus translates fairly readily to "a hill - path". The "old" Bostal is in fact not the old Bostal at all, but part of a relatively new turnpike route linking Worthing to the Horsham Road. Before 1804, when that road was opened, our little fishing village was ignored, and the main route went from Horsham to Shoreham via Southwater, Buck's Barn, West Grinstead, Partridge Green, Ashurst, Steyning, Bramber and Upper Beeding. In fact the bit from Horsham to the port of Steyning was the

first turnpike road in Sussex, opened in 1696.

The previous Bostal path was probably not the first local path to Findon, but it was regarded as an ancient route even in 1804. It was soon lost, obliterated by the turnpike builders, and mourned bitterly by my Edwardian source! I wonder if our more modern road-builders found any trace of it when they built the A.24 dual carriageway?

"Bostals" are not rare, of course - two that spring to mind straight away are the Steyning one, and the even more local "Bost Hill", which connects High Salvington to the A.24. There is a connection with the turnpike days here, as it was known for many years as Paygate lane, as the Southern turnpike cottage stood in the angle the lane makes with the A.24. just North of where the narrow lane joins the London road. The turnpike cottage stood there until just after the second world war.

According to Excelsiorite Dick Long, writing as "Dick Turpin" in the Christmas 1905 edition of the Worthing Gazette, the Washington Bostal had its own ghost. He and a doctor friend had ridden down from London on their Ordinaries, and after refreshing (too liberally perhaps?) at the Franklands Arms, stayed as guests at Westring House, where they heard of the ghost. Going back to the Bostal about midnight, they were nearly run down by a screaming staring-eyed figure on a "quaint old-fashioned bicycle, the like of which I have not seen for years". This apparition careered on down the hill, smashing through the bushes on the bend (sharper then, remember?), and Dick and his companion dashed after it to render assistance. What they found was macabre: the remains of a Boneshaker bicycle entangled with a mouldering skeleton, while nearby lay a rotting bag containing silverware stolen from Westring

House many years previously. I enjoyed Dick's story, written in the best Dickensian Christmas ghost tradition, but it sounds like a load of old bostals to me!

I wish you all a Happy New Bostal

John Grant.

P.S. Dick Long was a prolific writer, regularly allowed a column and more in the Gazette, (eat your heart out Bob Withers!), perhaps because Charles Fibbens, who owned the paper, was also secretary of the Excelsior at the time!

CLIMBING WITH THE KITTENS

If you've ever hurt yourself during a competition and ended up hobbling into the Doctor's surgery you'll know how frustrating it is to hear him say "You've probably pulled a muscle. Rest it for a couple of weeks and we'll see how it is then." Or "I'd say it was the cartilage. Don't do anything for a month". And then, after days of pain, you resort to a visit to the Hospital - only to hear them say "We can't really see anything but you've almost certainly torn the ligaments". Well I went through this after retiring from the SCA 12 hour. It didn't sink in straight away, but after a few days the fact was there glaring in front of me like a red traffic light. No more racing! My season was finished!

Two weeks later I was going crazy with frustration, when out of the gloom jumped one of my bright ideas. "I know, maybe if I am fit enough, I could ride a couple of Hill Climbs. At least I would finish the season on a happier note and it would be useful to know the courses". I perked up at this idea.

My theory was that as long as I did not attempt any distance I could survive a few minutes of climbing. So a large part of the training would involve pushing weights. All I needed then, to finalise my schedule was a hill to climb near enough to home for me to transfer to the weights while still warm. I chose two climbs of High Salvington Hill circling via Findon Valley and Offington Corner. Three and a half weeks after the SCA 12 'Jim Broome' and I were back in action.

John Spooner had told me about the Catford Hill Climb, so by the time my first event arrived it had been included to make three entries in all. The ESCA climb was my first event. This starts on the outskirts of Hartfield and finishes in the Ashdown Forest. As this is a long climb, nearly two miles, and has various gradients, none of them steep, I realised that gears were essential. And so Angela Toppins little red racer came to my rescue once more. Being a novice climber I found myself chosen to be first man off. As the seconds ticked away I felt as if it had been months since I had last raced. The timekeeper said "You know you don't get a push, do you?". I nodded, checking my toe-straps again. "GO". Now I thought Tens were hectic but every second counts in hill climbs. Each gear change will lose two seconds or more. Three hundred yards up the road I could have given up - I was gasping. The air, being deperately dragged in, was seering my throat. A clumsy change from outer to inner chain ring had me estimating time lost. I steadied myself and concentrated on firm rhythmical peddling. A few minutes later I crossed the line, relieved and pleased to have finished my first event in over two months. I can't say I was happy with my time. I was 33 seconds behind the winner, Calvin Gough, and 16 seconds behind Steve Barnes. But I cheered up after a while at the realisation that I was only 1 second behind Pete Baker, who was fifth.

Nevertheless, 10 seconds is a lot in hill climbing and 33 seconds is a hammering.

Something had to change if I wanted to do better. I needed a tougher hill. Then I remembered one a friend had talked about off the Storrington - Amberley road. This one was more like it - an uneven, bumpy climb up on to the Downs with its steepest section on a sharp left hander, being about one in five or six. I had sixty-nine inches on the fixed wheel as I set out to thrash the hill. It took four minutes eighteen seconds to get where I wanted to be. Okay! Lets see how near I can get to four minutes in the two weeks before my next event. I was visiting a clubmate during the week when I was asked if I was going to ride the Club Hillclimb. I had not planned to, but I said yes.

The result is now written on the Hillclimb Cup. Everything came together at the same time. I stood high on the pedals and, although feeling close to cracking at one point, was determined to keep going until safely past the timekeeper. I can't describe how pleased I feel at being the winner of such an old and illustrious trophy.

It was one week to the end of my struggling. Whatever I did now would not make a great deal of difference to my performance. There was the need, though, to maintain fitness and also that four minute barrier to beat.

Monday evening, nursing a sore throat, I gave in after only a few yards on the first attempt of the hill. It was getting hard to face that damned hill. Turning around I went to the bottom and had another go. By this time I couldn't tell if I was going well without checking my watch and tonight things were bad. Fortunately a friend turned up to walk his dog and we spent the rest of the daylight

talking about gamekeepers, merlins and hobbies.

Tuesday night I ignored the friendly jaws of the gamekeepers dog to ride a pleasing 4.06 and 4.08. I knew then that I could beat the four minutes. The next day I produced 4.01 and a 4.22. Tomorrow it would be! I started fast and the momentum helped on the steepest section. Not allowing myself to slow I sat down with my hands close together on the tops and pushed hard to finish at 3.56. Evening was settling over the countryside as I turned to descend. I was turning my back on the Downs and the climb, leaving them to the pheasants and the winter. I was not sorry to turn my back on the training.

The weekend was going to be a busy one. I was due to ride the Central Sussex Event on Saturday afternoon and the Catford the next day. Now Kidds Hill, or the Wall, as it is known, is a tough climb. It divides roughly in two, starting quite hard and then easing slightly before resuming steeper than ever. It finishes on almost level ground over which you would normally be sprinting. But when it concludes a lung-bursting climb it seems impossible to reach. I rode fixed with the gear around the middle sixties which was painfully too big. In fact a more suitable gear would have been around the top fifties. Having the right gear, or range of gears, is crucial, but I have found that it is not easy to establish just what the right gear might be. A hill and a gear feel very different in competition than when ridden at any other time. The next day, October 20th, would be the finish of my season - a season of highs and lows - from new best times to broken frames - from the glories of the Clarendon 4-up to hurting my leg so badly I couldn't get off my bike. This last event, the Catford, just had to be ridden; not for the chances of a fast time but because I love the histories and tradition in cycling. This event had

both.

I was one of the first competitors to arrive and the only important thing to be done was to check the gearing. Now it is interesting to see how different hill climb courses can be. This one, Yorkes Hill, is closed to traffic and is very short - just 660 yards. It averages 1 in 8 with sections of 1 in 4. A slow rider would take around two and a half minutes to ride it. The lane is narrow and reminded me of the roads that criss-cross the Surrey hills westwards of here. The road surface was starting to break up in diagonal humps, caused either by the roots of the overhanging beech trees or perhaps by a nomadic tribe of roadmenders seeking their fortune. It is a formidable hill, made more daunting by the high banks that rise up on either side. A comfortable gradient is reached only some forty feet from the finishing line. A few more yards and a junction with the next road, I must admit I lost my nerve at this point. I'd never experienced attacks of nerves in cycling until I started hill climbing. In fact, one of the problems in hill climbing is raising enough aggression to really attack a climb. It was then that I changed my gears from 56 inches to 54 inches. By this time large crowds of spectators were starting to turn up. Groups of riders from many different clubs were arriving and the tea and cake table had a growing queue. By the time the first rider had started it was difficult to move through the crowds and a marshall could be heard shouting through a loud-hailer for people to "stand back and clear the way". A roar of cheering and encouragement from down the hill indicated the approach of the rider and this increased, along with trumpets and air horns as he lunged and weaved his way up to the finish.

The tension was rising and I felt the need to be moving. Getting on the bike I twiddled the pedals up the road away from the finish area in an attempt to rein in the energies that were building up inside me - I felt slightly sick. Returning to the finish area I checked with my brother how things were going. Dibble of the San Fairy Ann was still fastest. He was to finish ninth with 2.03. I slowly made my way down to the start, weaving around enthusiastic spectators. It was quiet at the start with only the watchman relaxed and chatty. My start was unexpected - I heard "Ten seconds", then nothing until the word "GO". Pedalling furiously away from him I shouted "What sort of start do you call that?" - the next moment realising that I was absurdly undergeared. But these were all feeble attempts at trying not to face the truth. Even then I was trying to avoid the climb. A few more yards of sprinting and then the real work began. The gently winding, but steeply ascending, road was partly obscured by the high banks and made little wider than a footpath by the crowds pushing forward to see. "Up, up, up, up" The cheering gave me tremendous encouragement. Trying to concentrate and at the same time steering a course was distracting. But standing well forward and as high as I could I pulled and forced the pedals around. Everything that I knew about climbing was being put to the test and I was not going to give in - I charged at the line, zig-zagging through the spectators, who were ambling to and fro across the road behind the finish. Declining the assistance of a catcher I turned left at the junction and went up the road. Returning to the finish my brother, keeping track of the results, announced that I was, at present, in the first ten with a time of 2.15.6. Feeling pleased with myself I suggested that we make our way down the hill to watch the fast blokes come up.

It was a memorable experience, looking down on the crowds below. Sensing the excitement as each rider came up, I felt that this was probably what it was like back in the great days of the sport. We stood and watched good riders do good times and not-so-good times. The fifty-first starter was Steve Marchent, a renowned climber and later to be second in the National Hill Climb. His time of one minute fifty-two seconds seemed unbeatable but then the last man and course record holder, Phil Mason, rode well and, to cheers of approval, shared the trophy by finishing in exactly the same time. It was interesting that the Thanet RC had three riders in the top five, endorsing the theory that good riders draw each other on. The final result put me in twenty-second place. Now I was happy - my season had finished the way I wanted it to, with good memories of hard but unforgettable events. When I come to clear away start and results sheets I might just have to keep the Catford CC and the SCA 12 hour as well.

Note: The Catford CC celebrates its Centenary this year - what about entering a club team for the event?

CHRISTMAS BUFFET

Ray Douglass got lost on the one and a half mile journey from his house to Don's.

Dave Elson personally baked the most super coffee and walnut sponge.

Jean Smallman provided four dozen of her speciality, the star-topped mince pies.

Carol Stanbridge was so successful at selling raffle tickets that we ran out..... but Mike Stanbridge pulled us all back !

Stuart Gibbs was not too well and only managed three visits to the punch bowl.

Bradley Walters was nearly suffocated while trying to get a raffle ticket out.

Andy Boyle won the fancy dress prize and Karen Boyle brought a dog !

Sonia Mansell brought an apple tart and John o' Gatwick.

It was quieter than 1984 when Dave Hudson came.

Jim Hughes came as a comet and Connie is now known as Hayley.

Steve Jukes came amid rumours that he'd been out on his bike.

Angela Toppin again proved herself Queen of Sausage Rolls with 48 - she also managed 36 squat thrusts and 14 press-ups.

Bob Grange (co-ed) and Mike Gibbs (Production) supervised Don's distribution of the earliest ever Winter Mag.

Ron and Joan Mills - old campaigners at these do's - brought their own chairs.

Paul West lost Carol and brought a very savoury tart.

Den Jukes had a flan under one arm and Margaret under the other.

Tony Palmer was resplendent in a pair of dazzling off-the-toe sneakers.

Bob Withers had a smashing time.

Christine Barnett was the only lady to manage the full distance of the pre-meal run, which this year took riders to Findon-Long Furlong-France and Ferring.

Chris Beckingham represented Brighton Excelsior and at mince pies almost got the team prize.

Roger Smallman is to make good use of the remainder of the Christmas pudding - he's laying a new path to his bike shed.

John and Marvin Lucas were very well behaved - let out by Sheila under threat of losing their Christmas presents.

Peter Kibbles gained the last 'Poser of the Year' award, beating Paul West up the hill from Findon roundabout and leading the headwind line out along Palatine Road.

Dave, of the dancing toes, Dallimore was without his partner and remained seated throughout.

Andrew Lock cleaned up afterwards and Maureen Lock just made a mess of the kitchen.

The Building Fund should gain £17, so all the fun was profitable as well.

IT'S RUMOURED that Ray Douglass includes First Category road racing in his aims for 1986 - well he's got himself a copy of the BCF Handbook - that's a start isn't it?

IT'S RUMOURED that Dave Dallimore is second claim to Mick Jones.

SATURDAY RUN TO NEWHAVEN

I never knew it was so hilly. I did hills north of Southwick and Portslade I didn't know existed and only gathered where I was when we came out opposite Hangleton Windmill. From here we climbed east and north to Devil's Dyke and through Pyecombe to pick up Tony Palmer. The group was now complete; Andy Lock, Paul West, Mike Poland, Don Lock, Paul Toppin and Dave Hudson (our leader) having joined up at various points from Worthing.

It was cloudy, but the weather prospects were good. We pressed on over Clayton and then took Underhill Lane along the back of the Downs and out to Westmeston. A very muddy and gritty lane, which soon produced the first puncture, the grit getting through my rather worn tubs just east of Westmeston. When everyone said the spare was also going down I was disbelieving, but they were right, so suddenly, from a comfortable three spares, I was down to one.

A surprise northerly detour near Plumpton had us in another lane where Tony Palmer was the next puncture victim and Mike Poland fought off the attentions of a friendly young Alsatian. A call from Dave suggesting a free coffee and the sight of a large sawmills across the fields had me putting two and two together (and for once they made four) and there we were, just south of Cooksbridge level crossing on the A275 and not a couple of hundred yards from Dave's office, which does a nice line in free coffee and biscuits. The dirty-handed puncture men were able to clean up and it was a welcome and typical Dave Hudson surprise.

The stop and the punctures had, however, put us a little behind Dave's schedule, and this was made very clear as we now sped south, through

Lewes at the prison crossroads and then along the Ouse valley, with glimpses of the pretty villages of Rodmell and Piddinghoe. We hustled through Newhaven and down to the Marina Cafe. We were still a little late but Dave seemed happy and we were relieved. A fisherman's breakfast, which seemed to include most things that can be fried, plus a large cup of tea, seemed to be the popular order and these were soon refuelling the inner man.

Discussion here revealed that Paul Toppin, Paul West, Mike Poland and Andy Lock were heading straight for home, while Tony Palmer would accompany Dave and Don a little further. So with legs that had stiffened during the stop we climbed west out of Newhaven, then diverted to pass through that dreadful straggle called Peacehaven as far inland as roads and the occasional footpath would allow. Back on the A259, and at Rottingdean we split up; I can only recount now the roads taken by the remaining three. I understand the others were home by one o'clock.

Dave's next hill was up to Woodingdean, but no part of Woodingdean that anyone sensible ever cycles to. As you head north towards Woodingdean beware an innocuous little turning on the right called 'Compton' something or other. It just goes up and up and up for a very long while and eventually you return to the Falmer road by the Bread Factory, having done three miles and progressed barely two. Even Dave admitted to have done it only once before - in the van. At this point we let Tony Palmer suggest the route - it couldn't be as hilly - could it?

"When we reach the A27 we'll go straight over the flyover and into the University" said Mr. P, and that's what we did, to make three more who can now say they've been to University. A cycle path -

no wonder they are not used much if the state of this one was anything to go by- then took us into Stanmer Park and the ride up to the village was very pleasant on a day which was now both mild and sunny. The cycling joy was somewhat removed, though, as we tackled the part-gritty and part-cobbled bridlepath climb from the village northwest to come out on the Ditchling Beacon road. I may have grumbled at the climb but the area is a very beautiful one and when Tony told me that it is where they propose to take the Brighton Bypass - can I add my plaintive "NO". It would be a disgrace to desecrate the area with another strip of concrete.

At this point Tony planned an "across the golf course" approach to the rear of his home in Hollingdean. Before he departed he suggested the Royal Oak at Fulking as a suitable lunchtime venue for Dave and I.

So we pressed on to the top of Ditchling - I prefer the approach from the south - and after admiring the magnificent view of the Sussex Weald spread out before us we descended and turned east along the same Underhill Lane covered only a few hours earlier. A slog up Clayton, back through Pyecombe and, after recrossing the A23 we were soon settled in the Royal Oak in front of two large shandies. The inner man needed more attention and this time was satisfied with soup, roast beef sandwiches and Black Forest Gateaux. A pleasant rest was slightly spoiled by the realisation that I had another puncture. An inspection of the remaining spare prompted a pump and ride decision. We made Golding Barn first time, which was not too bad but next stop was before the cement works and as I left Dave at the flyover at Shoreham I went for the last spare and, pleased to say, it got me home. I reckon about 75 miles in good company and a pleasant day awheel,

if not all in the saddle. Don.

IT'S RUMOURED that a new Leeding is about to be hoist upon us this year. After a bit of leg-pulling about his fitness from brother Ian, we now have to contend with big brother Trevor. Very strong and with no respect - he'll half wheel anyone. He plans a full takeover of the evening tens and most short distance events in the first year. His frames include a Kawasaki, a Honda and a Suzuki!

REASONS?

"If it's dry it will probably be too windy,
If it's not windy it will most likely be too cold,
If it's not cold then it will probably be wet".....

NO, JUST ROTTEN EXCUSES - ON YER BIKE!

JUST A NOTE ABOUT POSSIBLE 12 HOUR RIDES IN 1986

Roy Holden, Micky Mansell, Pete Danckwardt, Andy Smith, Don Lock, Reg Searle, Mike Stanbridge, Andy Boyle, Clive Goward, Bob Withers - and there could be more.

It must be emphasised they are only possibles. In addition to those who rode last year, the most definite statement of intention to make a debut in '86 comes from Andy Boyle. Others like Mike Stanbridge, Bob Withers and Clive Goward appear to have gained interest after the Worthing Marathon article in our last issue, and upon the suggestion made in that item, that more should try the challenge of just riding to finish. Andy Smith, to be fair, seems unwilling to be committed at the moment, but does not rule it out and might be attracted by the Best All-Rounder Competition. Pete Danckwardt would like to complete the British Best All-Rounder Competition again but still has

doubts about his back lasting over the longer distances.

There's a lot more who could finish a 12 hour among our members and you would be surprised at the mileage you could achieve. Tackled with the initial intention of just finishing removes worries about the distance- next time round though you could try and do a little better and almost certainly would.

IT'LL NEVER FLY!

George Parkinson of Blackpool is trying to patent a bicycle with 100 gears (British patent application 2 160 272).

The rear wheel of Parkinson's bike has a conventional Sturmey Archer five-speed hub gear. The pedal wheel has a four-speed Derailleur gear set, also of conventional design. The Derailleur mechanism can shift the drive chain onto one of four different-sized sprocket wheels. In combination this gives a choice of 20 gear speeds.

Additionally, the rear hub gear has five different-sized sprockets on its main drive spindle. The chain can be moved between any of these, by another Derailleur-style gear shift. So the total number of gear speeds is 100. (Taken from New Scientist, January 1986)

This must surely be one patent that will fail - each separate item is patented already! If you think about it, with the right selection of sprockets you could get every gear from one inch to 100! However, I'm sure that there must be about 30 gears which overlap or are unobtainable because of chain angle etc. What's more the whole lot would weigh in at about 81b, so maybe you would need that one inch gear to get the bike up a

one-in-five. Just think of the problem of knowing which gear you are in, let alone selecting the right gear!

AND TO GO WITH YOUR 100 GEAR BIKE....

Cycling Dress.

On a journey to Eastbourne a young man on a tricycle came towards me. Upon his head he wore a cricket cap, a gorgeous canopy of red, white and blue. His blazer, black and yellow, his knickers white, stockings blue, his shoes tan canvas with yellow laces. His gloves were evidently a ladies' pai-lavendar. His tricycle was painted a vivid yellow.

from "Premier", in 1888.

Come on, all you posers, you haven't even started yet!

AND TO THE OTHER EXTREME....

Dick Long, alias Dick Turpin, was a fixed-wheel enthusiast. He had experimented with "speed-gears" and with free-wheels, and it was only in 1903 that he decided that to take the revolutionary step of putting a brake on his "jigger". While others, like Arthur Kay, a Horsham-based "Excelsior" belted out medal rides of 100 miles in 5.42 on 115/91" two-speed hub, Dick stuck loyally to his fixed - wheel.

"Ah, you free-wheelists; for you the mad, headlong rush downhill at a speed you never realise. But you know not the exhilarating joy which is for the fixed-wheel rider behind you, with the pedals carrying his feet round to a tune which will infuse life into an Egyptian mummy!

Taste, my free-wheeling pleasure-seeker! You will want more, and farewell to the clumsy speed gear with its levers and rods, its pinions and ratchets, and its occasional lapses into uselessness.

For pedalling down hill will teach quick pedalling; then you can with comfort ride a single gear low enough to ride hills with comfort".

Sam Clark offered similar advice to those admiring his new 1906 machine,

"... a speedy-looking little jigger, with twenty-six inch wheels and small Paris tyres. I shall expect our Champion Veteran to exhibit a turn of speed again this year.

Sam is like myself, he does not appreciate the lazy free-wheel, or the luxurious change-speed gears.

This year, for the first time, he is indulging in a brake, which little refinement I have used and like for three years now".

IT'S RUMOURED that Andy Lock, temporarily the owner of two cars, had a slight mishap a while back - he bumped into the back of one with the other! Difficult problems could arise here. Who does he sue? How do you complete the insurance claim and, as Andy said, "I must see that my no-claim bonus is not affected". The news sent shares in insurance companies crashing to an all time low. The Prudential have begged him to use taxis, but he said the chocolate gets all over his fingers!

OVERHEARD at circuit training; "Thats my fault, I was away on honeymoon at the time and someone did it for me". We've heard of delegation, but that's

ridiculous.

AFTER a very muddy ride and a couple of fights with a tub and some rim cement, as the rider said "it's nothing a good Swarfega bath can't put right."

"HALLO" said our long distance enthusiast to the couple from the West Kent Road Club. They were joining us as guests on a Sunday club run. Having noticed the Randonneur badges, our member asked, "Have you done many Randonnees?". "Did the Paris-Brest-Paris in 1984" was the reply. "How far is that and how long did it take you." "Oh, it's about 750 miles and it took around 69 hours." Glad our own long-distance enthusiast didn't start on about his own miserable efforts!

The Channel Tunnel news has disappointed Ray Douglass, who was hoping very much for a road link. **IT'S RUMOURED** that he had plans very well advanced for an EEC 24 hour event.

NOW THIS is a diet I think I could stick with. Demonstrated by Dave Dallimore at the V.T.T.A. luncheon recently. Dave was aghast at the thought of butter on his roll - definitely not, said he. Also, Dave provided his own drink, a bottle of Marks and Spencer's low calorie tonic water. But when the baked potatoes came round Dave chose the biggest, and when the boiled potatoes were served another monster found it's way onto his plate. This, you would think, was enough, but when they served Brian Cox's empty seat (he was unable to attend) with a large portion of Black Forest Gateau Dave soon demolished that as well as his own. Still, he was celebrating, for he had just been informed that his 1985 30 time of 1.10.57 was a Surrey-Sussex Group record for a 48 year old, so we'll let him off this time!

THE GHOST OF DAVE HUDSON PAST perhaps? We are all becoming aware of Dave's love of the early morning start and the long run, but was he about in 1927? Roger Smallman asked the question after spotting these notes in 'Cycling' of the 15th July of that year:

"N.C.U. Private members runs

"Northern section : Sat. meet Regents Park 3.30 p.m. for the w/e at Philpotts Tea Gardens, Dial Post, nr. Worthing.

"Eastern : Sat. meet midnight, London Bridge, Monument side, for moonlight ride to Worthing. Breakfast about 6 a.m. St Annes Tea Rooms. Tea: Tom Smith's Crawley.

Sussex: Sat midnight ride to Winchester. Meet Old Shoreham Bridge, 11.45 p.m.

THE WOODHATCH BASH

- (Another of those Dave Hudson Saturday morning runs)

Saturday 18th January was dirty, always grey, and at times drizzle was in the air. The roads, particularly the lanes, were wet and muddy. It was, however, quite mild and a tail wind on the outward journey did not cause too much difficulty on the return.

The usual 7.30 start saw a group of six depart from Offington. With Dave were the two Pauls, Toppin and West, Ian Leeding, Tony Palmer and Don Lock. Comments by some that they had to be back by one o'clock had Dave pushing the pace along through Ashington, Dragons Green and Southwater. In no time at all we were tackling the lanes north of Horsham and we were soon into

Surrey and the picturesque village of Newdigate. I just had time to spot the new shingles on the church spire without losing a back wheel and we were passing east of Holmwood and into the Betchworth area. Just a short while later and we were at our destination, the transport cafe at Woodhatch.

It had been a fairly brisk pace all the way and with the following wind we had made it by 10 o'clock despite stops for Don to deal with a tub that would keep creeping round the rim, (a case for tub tape, perhaps). The muddy lanes had turned us into a diabolical looking bunch and the West Indian in the cafe could well have thought we were taking a racial mickey.

Dave had suffered a puncture on arrival, but it wasn't that which influenced him, more likely he'd been calculating what the pace would have to be against the wind to be back by one. Well, whatever, he suddenly announced through a mouthful of egg and bangers, that he was staying out later, so we were without our leader for the return.

Away from Woodhatch just after 10.30 we gave any more lanes a miss and hit the red road down through the ever-developing Gatwick Airport, through the industrial edge of Crawley and out of Horsham. My word, what changes along here as major works proceed on the east/west northern by-pass of this town. The immediate effect as far as we were concerned was simply more mud. Changing about in typical chain-gang fashion kept the pace quite high and even with a stop for nature in Horsham we were making good time. After a final thrash up the old Washington Bostal, we arrived more sedately back at Offington by 12.50. About 75 miles could be put down in our diaries for the morning's efforts and it really did demonstrate the advantage of making an early start.

OR - to provide an alternative view -

MUD, MUD, MUD!

Those of us who moan about to-day's degenerate road surfaces as we swish along on eight atmospheres of exotic Italian silk, might spare a thought for our Edwardian forebears, to whom "Tarring" meant only a village near Worthing. Apart from a couple of experimental tarred stretches near Horsham, Henfield and Sompting, Sussex roads were unbonded, and Surrey was little better - experimental sections only, at Leatherhead, Godalming and Milford. Apart from a few idyllic dry days after a shower when the roads were in "fine fettle", cycling got you muddy or dusty. "Dick Turpin" writes, in May 1907.....

Some Excelsior boys, rising early a day or two back, must be becoming "healthy, wealthy and wise," as the proverb promises. All that happened, as they pedalled through the rain to Horsham, Crawley and Redhill, was that they were smothered in mud. Later the weather cleared, and the sluggards cycled in comfort. Oh, these proverbs, how they mislead us. The proverb, I mean, has quite gone out of date, which warns us against sitting up half the night. I say "Early to bed, early to rise, makes the wheelman get covered in slimy mud pies."

After finishing some small tyre repair a day or to ago, I unthinkingly commenced to clean my bike. Yes, fancy cleaning it! The trusty steed trembled nervously at the unwonted experience. Then "Phew!" exclaimed the back tyre. It was too sudden a shock.

And the tyre has not been its old self since I removed that three months' accumulation of road material. In two days three patches have been put

on, the valve twice re-seated, and an old patch re-fixed. The tyre leaks more rapidly now! I must put the mud back.

Dick Turpin.

By the way, Worthing's only bit of asphalt, apart from the promenade, was a short stretch outside the old town hall, by the present west entrance to the Guildbourne Centre, which was laid some years before to minimise the intrusion of traffic noise into the council chamber.

EAST SUSSEX CYCLING ASSOCIATION

Remainder of the Road Time Trials Programme for 1986

Date	Distance	Time /Fee	Promoter
April 19th (Saturday)	10 miles	14.30 £1.20	R. Humphrey 4, Ebenezer Cottages Framfield, Uckfield East Sussex, TN22 5NR
April 20th (Sunday)	25 miles G837	8.00 £1.20	R. Humphrey, as above
June 1st (Sunday)	50 miles G853	7.00 £1.20	P.L. Baker 174, Stonehouse Drive St. Leonards on Sea East Sussex, TN38 9DN
June 22nd (Sunday)	25 miles G837	7.00 £1.20	A. Kraft 50, Addison Road Hove, East Sussex BN3 1TP
July 20th (Sunday)	Open 50 G865	6.00 £1.70	B. Holt 49, Princes Road Eastbourne East Sussex, BN23 6HS

August 10th (Sunday)	Open 50 G853	7.00 £1.40	S. Dennis 105 Home Park Oxted, Surrey
September 6th (Saturday)	Open 10 G?	14.30 £1.40	M. M. Burgess 7, Sandridge Road Crowborough East Sussex, TN6 1JE
September 7th (Sunday)	Open 25 G837	8.00 £1.40	M. M. Burgess, as above
October 5th (Sunday)	Open Hill Climb	10.30 £1.40	R. Howard 37, Forest Road Tunbridge Wells Kent

Anyone requiring more information regarding any of the above events, please contact the Association Racing Secretary- M.M. Burgess, at the address given above, or telephone Crowborough 61754.

AN APOLOGY...

The last Magazine gave the result of the Most Improved Rider award correctly for the winner but not the minor placings. Clive Goward achieved an improvement of 1.93 mph between his Ten Mile times for 1984 and 1985. This would have put him in second place behind Bob Withers and not as shown in the last issue. Paul Toppin.

DAVE DEFAULTS!

The Saturday morning excursion to Portsdown Hill planned for February 15th was the best attended yet and it was a shame that the organiser, Dave, could make it only as far as Chichester due to some other pressing engagement.

We left promptly at 7.30 from the Water Board Depot on the Arundel Road and headed west with a tail wind and some apprehension as to the return journey. John Lucas had nipped out for a paper and had omitted to tell Sheila that he was going to Portsmouth to get it. Ian Leeding brought brother Trevor along who, having got round the 62 miles of the Reliability Trial, was now after a new day's mileage record. Mike Poland was there, and it was just as well, for he was the only one who knew the way after Dave left us. Tony Palmer, Paul West, Don and Andy Lock and - surprise, surprise - Mike Gibbs (we didn't think he had an alarm that would go off before 8.30! - he explained he was just late getting home Friday night). We were joined by Mike Coyle just before Arundel and so we were eleven with Dave at the helm.

Along the A27 to Arundel, but from there we kept to the south going through Binsted and Walberton, Barnham and out to Oving, getting back to the A27 at Bognor Bridge on the Chichester by-pass. Mike then took over and we sailed through Southbourne and Emsworth and then took the old road through to Havant and did a quick walk through the precinct to come out at Beddingham. With the smell of egg and bacon in our nostrils we were soon climbing over the M3 and the old A3 and at the summit of Portsdown. The aptly named Crowsnest Cafe was to provide a good breakfast even though the lady proprietor had a face that would have cracked if she'd tried smiling! Mike Gibbs had managed this far with only one short turn at the front (down Hammerpot - his brakes wouldn't hold him) and now he planned to do better on the return - to stay at the back all the time. Well, he was about to double his 1986 mileage, so we didn't argue.

Perhaps Dave would not have approved of the return journey which was brisk despite the headwind and came straight east along the A27 red road. The coming racing season seemed to be in their minds as little sorties up Crossbush and the like were thrown in to test each other out. The two Mikes - Gibbs and Poland - remained aloof from all this and arrived just a couple of minutes down. John Lucas stayed with it but looked rather distressed at the Worthing sign and moaned about his two weeks out with Flo - sorry, Flu'.

A return trip of about 70 miles and home well before one o'clock. It was cold but sunny and the wind was never too bad. Should have done somebody some good.

CLUB EVENTS LIST 1986

If you haven't got a copy from Paul Toppin, here is the list!

Date	Start	Distance	Course
22nd March	14.30	10	G914
20th April	08.00	25	G938
18th May	08.00	30	G938+
8th June	07.00	50	G952
24th June	19.00	25	G938
26th June	19.30	15	Ashington cct
3rd July	19.30	15	"
12th October	15.00	Hill Climb	Bury Hill
18th October	15.00	GPdG	G914

WARTIME CYCLING

With the Club's centenary fast approaching, I thought members might be interested to hear of another club, not nearly so well-known, that was founded forty years ago and has since faded into

oblivion. In fact, there must be very few people now who have ever heard of the South Burma Road Club, or remember it's brief existence. But founded it was, in Rangoon, on 20th August 1945, by three servicemen whose cycling had sadly been interrupted by the war. As far as I can remember the membership never exceeded six, but enthusiasm made up for lack of numbers and a programme of social meetings and time trials was planned.

Now the first and most pressing need was to obtain bicycles, but in war-devastated Burma bicycles were at a premium and prices locally were out of our reach. However, one of our number, Ron, a sergeant in Army Field Security, had a number of useful contacts and I tried the R.A.F. authorities - combined ops. in fact - and many weeks later we had arranged, through Service sources, a supply of machines for "recreational purposes". Three packing cases duly arrived and, with great glee, we unpacked and assembled three very solid, sit-up-and-beg bikes of the type once used by the English country constabulary.

We were mobile at last and I have a photo of three of us, with our mounts, in front of the Sule Pagoda in Central Rangoon at the start of our first club run. Our racing programme was promptly put into effect and, having found a flat five-mile stretch on the road to Mandalay, (now I know where the song comes from Ed) we ran our first ten - having decided that the heat, the bikes and not least ourselves, were unsuited to a twenty-five. We had to take turns with both bikes and watch and the times just do not bear thinking about, although we all improved these on the second time out.

And that, to be honest, is about all I can tell you about the S.B.R.C., for in mid December 1945 I sailed in the good ship Nea Hallas for

England, home and glory. But just to finish with, I must pay tribute to our own Harry O'Toole who, unfit himself to serve in the forces, kept in touch with all the serving Excelsiorites and ensured that they returned to the Club to see it into it's second half -century.

Maurice Reeve-Black

THE SUSSEX BEST ALL ROUNDER based on the S.C.A. 50, 100 and 12 hour events is once again to be sponsored by JOHN SPOONER CYCLES of South Farm Road, Worthing. The first three places will be generously awarded £30, £20 and £10. Lets see if we can get some Worthing names in to that finishing order; after all it is a local bike shop.

Freddie (Flat-cap) Clayton has just returned from a wonderful holiday in Singapore. **IT'S RUMOURED** though that he missed the bike so much that he pedalled a taxi for two weeks.

IT'S RUMOURED that in a discussion about John Gilbert's ability to ride without gloves, even in these arctic conditions, John Lucas was heard to say, "but have you felt his hands, they're lovely and warm". Now isn't that nice.

THE MEDIUM GEAR TEN

The 1986 season started with this on Saturday 22nd February and as one rider was heard to comment "it seems far too close to Christmas". It was bitterly cold but, thankful for small mercies, there was only the slightest of easterly drifts, after days of strong winds.

Mike Gibbs and Tony Palmer were thankful to hold the watches and did not have to think of excuses why they could not ride. The course was

the normal Evening tens course at Washington which, with its undulations, provides possibly a stiffer test for the 72" gear. A good number were riding fixed but the majority had normal gears with the prohibited ones blocked off.

The result was predictable in that Andy Smith was a comfortable winner and perhaps, to those who have trained with him, it was no surprise to find Ian Leeding taking a very deserved second place, ahead of Mick Mansell. The first handicap award went to John Adams who only just missed a 20 mph ride and should knock minutes off this in the summer.

The full result:

1st	Andy Smith	24.56	sc	24.56
2nd	Ian Leeding	25.50	1.30	24.20
3rd	Mick Mansell	26.17	1.00	25.17
4th	Andrew Lock	27.03	1.30	25.33
5th	Marvin Lucas	27.11	3.00	24.11
	Colin Miller	27.11	2.30	24.41
7th	Andy Boyle	27.52	1.00	26.52
8th	Trevor Leeding	27.58	3.00	24.58
9th	Robert Downham	28.05	2.00	26.05
10th	Clive Goward	28.22	2.30	25.52
11th	Ken Atkins	29.18	3.00	26.18
12th	John Adams	30.29	6.30	23.59
13th	Chris Sweet	30.44	6.30	24.14
14th	Mike Stanbridge	32.20	6.30	25.50
15th	Reg Searle	34.31	7.00	27.31

CIRCUIT EVENT Sunday 23rd February

Full Result:

1st	Andy Smith	46.18	sc	46.18
2nd	Roy Holden	49.27	2.30	46.57
3rd	Colin Miller	51.02	4.00	47.02

4th	Bob Withers	51.39	4.00	47.39
5th	Robert Downham	52.08	3.30	48.38
6th	Ian Leeding	53.17	2.30	50.47
7th	Andy Boyle	54.03	2.00	52.03
8th	Giles Brandon	54.08	6.00	48.08
9th	Trevor Leeding	54.15	4.30	49.45
10th	Ken Atkins	55.18	5.00	50.18
11th	Clive Goward	55.45	4.00	51.45
12th	Christine Barnett	61.04	5.00	55.04
13th	Mike Stanbridge	62.38	12.00	50.38

So a comfortable double for Andy Smith on this first weekend of 1986 club competition, although he was not impressed with his time. Most found conditions to be very hard with a bitterly cold and strong north-easterly wind that made for a real fight from Clapham back to Offington. The Findon Valley stretch to the finish was not too bad, while the only really assisted section was the climb from Findon to the top of Long Furlong which could be taken in the saddle and with quite a big gear. Ian Leeding's 6th place hides the misfortune of a puncture and had he not suffered this he must have pushed Roy hard for the second spot. Andy Boyle fell at the Clapham junction which was still a bit damp after a light overnight snow flurry. He was soon on his way again just feeling rather sore but fortunately no real damage to self or bike.

Highlight of the Medium Gear Ten and the Circuit was the catering. New Social Secretary Carol Stanbridge has set a high standard with lots of hot tea, cake and other goodies. If this goes on we shall have to keep our events more secret - on the Sunday two Lewes riders were seen buying teas!

AND A WELCOME to the following new members

Peter Nightingale, Peter Marsh, Ian Maxwell,

Christopher Sweet, A. Livesey , Richard Pigott and Nicholas Pigott and finally Trevor Leeding.

It's good to see so many of these names already in the results of time trials and other events, listed in this magazine. Advice to new members - the best way to get to know club members is to appear on all the start lines - you'll find the long-standing club members either racing or holding your bike up while yet another holds the watch. If they don't speak to you at the clubroom you'll find they will when they have to pass a minute supporting your bike!

ENCOURAGING ISN'T IT?

That was the comment from Mike Stanbridge who provided the following extracts from Berkshire Structures Plan, and it is good to see that some counties can give more thought to the needs of the cyclist than was managed by West Sussex (see earlier issue). The only thing that worries me is that if we don't watch out we might find ourselves segregated away from the very roads upon which we have (at present) the right to ride.

Provision for Cyclists (Policies T16-T18)

T16 The County Council will take account of the particular needs of cyclists when designing new roads and road improvement schemes. In established urban areas traffic management measures will be implemented to improve access for, and enhance safety of, cyclists.

T17 In consultation with District Councils, the County Council will undertake studies of individual towns to identify areas where accidents occur frequently, quantify existing, and latent, demand for cycling facilities and to determine the feasibility of creating segregated or recommended

cycling routes.

T18 The County Council will encourage the provision of cycle parking at suitable locations in town centres and in conjunction with major developments. The County Council appreciates problems faced by cyclists, particularly in urban areas where little attention has traditionally been paid to providing suitable safe facilities. In line with the Department of Transport's policy to promote cycling as a regular mode of transport and to create a safer environment for cyclists, the County Council is keen to explore possibilities for constructing new or improved routes to cater for the needs of growing numbers of cyclists.

Whilst promoting segregated facilities as the safest form of provision for cyclists, in locations where space and cost prohibit their construction, consideration will be given to allowing cyclists to share pedestrian surfaces, or to use traffic management schemes designed to assist buses.

In addition to the increased use of cycles for work, school, shopping and other regular trips there is a growing interest in cycling for leisure. The County Council will investigate the possibility of implementing recreational routes. As it is unlikely that sufficient financial resources will be available to cover such schemes, the County Council will investigate the possibilities of involving volunteer bodies.

Ten cycle schemes have been constructed since 1982 and a large number are currently programmed or awaiting assessment. Policies T16-T18 are intended to give greater recognition to the need to create a safer environment for cyclists, bearing in mind the difficulties they face in

sharing roads with motorised traffic.

BUT REMEMBER....

Mr. G.F. Roumieu, a Surrey coroner, made the following remarks about a motor-car fatality.

"There was an opinion given abroad that it was the duty of everyone to get out of the way of motor-cars. Whilst it was a very good thing for people to get out of the way, it was also a good thing for the drivers of cars to get out of the way of pedestrians, who had an equal right on the road. Everyone had a perfect right to use the road in reason, and the drivers of motor-cars must not get hold of the idea that it was the duty of pedestrians to get out of their way"

This revolutionary opinion was given when this century was a little over six years old, and the speed limit was 12 mph. The motor-car was a fairly recent addition to our road traffic, but there had already been a string of fatalities due to bad driving.

While we might agree in part with the noble Mr. Roumieu, we must also take care that we don't, similarly, assume that it is everyone else's duty to get out of the way of the bicycle. After all, we have eyes and brakes, too.

.....BONESHAKER.

PING PONG 1986

Central Sussex were again our opponents, following last years epic battles both of which, home and away, went to them 5-4. The first match consisting of six singles and three doubles was played at our clubroom and it was keenly contested. We had early success in the singles but

they pulled back to three all, then the first two doubles went one each, leaving everything on the last game. The tension was high and the pressure on John Grant and Roger Smallman.... was enormous... could they stand firm? Could they give the Club it's first win? The answer was in the affirmative and we were winners by that same narrow margin of 5-4.

Full results were; (Central names first)

Paul James lost to Keith Dodman	17-21
Paul Lipscombe lost to Don Lock	17-21
Garry Moore beat Andy Lock	21-19
Tim Goddard lost to Mike Gibbs	13-21
Clare Teague beat Roger Smallman	21-17
Kevin Penfold beat John Grant	21-13

Ron Ewart lost to	Keith Dodman	15-21
Joe James	Don Lock	

Paul Lipscombe beat	Andy Lock	21-18
Paul James	Mike Gibbs	

Tim Goddard lost to	John Grant	17-21
Clare Teague	Roger Smallman	

Part two meant a trip to the Central's clubroom at Staplefield and we had to make two team changes. Roger Smallman and Don Lock were unable to play so in came Paul Toppin and Dave Dallimore. With Central's team being strengthened by the inclusion of Keith Bramham it seemed that the balance may have been tipped in their favour. The way things started was pretty disastrous; at the end of the six singles we trailed by an unbeatable 5-1. All we could do in the doubles was to try and gain some respectability. In this we were in fact very successful for we won all three and in the end only went down by the odd game.

Full results:

Keith Dodman lost to Joe James	15-21
Dave Dallimore lost to Clare Teague	16-21
Mike Gibbs lost to Kevin Bramham	16-21
Andy Lock lost to Paul Lipscombe	19-21
John Grant beat Tim Goddard	21-14
Paul Toppin lost to Kevin Bramham	14-21

Mike Gibbs beat	Joe James	21-16
Paul Toppin	Paul Lipscombe	

Keith Dodman beat	Kevin Bramham	21-16
Dave Dallimore	Kevin Penfold	

Andy Lock beat	Tim Goddard	21-11
John Grant	Clare Teague	

So we now trail three matches to one.. or 19 games to 17.. or ... one interesting statistic for the recent matches is that we scored 336 points to their 325 why worry, we all enjoyed it!

RELIABILITY TRIAL 1986

A cold north east wind blew out of an overcast sky for the start of the 1986 Reliability Trial as the riders for the 50 km and 100 km events assembled at the Downlands Hotel, Worthing.

The promoter, Paul West, was unfortunately unwell and unable to turn out to start the groups, so Roger Smallman nobly gave up his opportunity of riding the event to act as a timekeeper.

There were 22 riders for each distance; I chose to ride with other club members over the 100 km course in 4.5 hours. 8 riders started in the group for the same distance over 5 hours, including Mike Mansell and members of the Worthing CTC and Brighton Excelsior CC. The 4.5 hour group comprised 8 members from WECC namely Ken Atkins, Ian and Trevor Leeding, David Priest (who had

ridden over the course the previous week), Andy Smith, Graham Tooley and myself. The fast group over 3.5 hours consisted of riders from the Lewes Wanderers, Regent CC and hangers on A. Green and Richard Smith.

The first group departed at 9.00 am with the 4.5 hour group leaving 10 minutes later, heading towards Offington and then turning north against the wind to Washington where left to Parham and Coldwaltham, a nice easy part this, with the wind slightly behind and reasonably flat roads. After Coldwaltham, left down the A29 to the first check with Ian Reader at the bottom of Bury Hill. It was at this point that our group met up with the riders of the 5 hour group and with both groups leaving the check at the same time the bunch became very fragmented as the 150 metre climb was accomplished. The rise in the cold air left many gasping whilst others appeared to ride with ease. Descending to Whiteways and Fairmile Bottom meant big gears for some so that the group could reform before the right turn through Slindon village, past 'The Old Bakery', a favoured tea venue in days gone by, to Eartham where a further drag along the top of the Downs was endured. Left again, with the wind behind us, and many riders dived into vest pockets for sustenance. Mike Mansell had joined up with our group now, showing just how easy it was to ride the hills, with Ian and Trevor Leeding half-wheeling each other and Graham Tooley shooting off the front. It made it a struggle for the unfit riders, like me, to hang on.

Left at Pilleygreen Lodges for the long descent to Goodwood Motor Circuit to check with Stuart Gibbs; here the fast group caught up with us but we were able to escape while they checked in and consumed their rations. With the Trundle ahead memories of the World Championships Road

Race came up and we recalled the names of our heroes who had ridden this very road, although somewhat faster. As the drag went on we were passed by the fast group, and Mike Mansell, not to be outdone, with saddlebag, mudguards, dynamo, jacket and all that goes to make up the complete CTC ensemble, gave chase - caught and dropped the roadmen and superfast time triallists of the group - even the pro gave up, saying he had a stiff link in his chain. I seemed to have at least 100 in mine!

With the summit of Goodwood crossed the long descent to Charlton followed where we turned right through the lanes to Upwaltham. These lanes were very muddy and I experienced two rear punctures in this section. The rapid descent of Duncton Hill was too short for many of us to recover from the long drag from Upwaltham, however another puncture occurred, resulting in a more thorough inspection of the pressure cover. A thin sliver of glass had caused all the trouble. Ian lent me another inner tube, this was quickly replaced and we were off again for the final check at Bury where we turned left through to Houghton and along the Hardriders course to Storrington. This portion of the route was tough with its continuous ups and downs and a nagging cold headwind causing the group to break up, leaving only six at Storrington. Mike Mansell, realising that he would be an hour early for his time, decided to find a tea place and take the rest of the ride at a more leisurely pace. This left Ian, Trevor, Andy Smith, Ken Atkins and myself.

On the rise out of Storrington Mike and Carol Stanbridge were spotted walking their tandem after puncturing many times and running out of patches. They accepted the loan of a puncture outfit to allow them to continue homeward. Later it was learnt that they walked all the way home to

Worthing! All that remained was the climb up Steyning Bostal; it had been the subject of conversation for many miles. Ken and Ian had tried it out earlier in the week whilst Trevor admitted that he had never ridden it. Andy was non-committal and I dreaded it.

On arrival at Steyning my rear tyre deflated again - it proved to be a lifting patch - so I hurriedly inflated it in order to catch the others but they had gone and I was left to struggle on my own. The climb from the White Horse is shorter than the alternative route but includes an additional steeper section which, at the end of a 100 km ride, becomes a real struggle.

With the climb over, a nice downhill tailwind finish to check in with Roger Smallman showed that I had arrived with 10 minutes to spare. I felt very pleased, especially after getting 4 punctures. Jean Smallman and Carol West provided teas that were most welcome on a very cold windswept downland.

The event was a successful promotion with all proceeds going to the Sussex Spina Bifida and Hydrocephalus Association. In all about £30 was raised.

The 15 successful riders over 100 km were:

3 hours	Simon Barnes	Lewes
	Tony Deacon	Lewes
	Martin White	Lewes
	Ian Burgess	Lewes
4 hours	M. Bloom	CWCC
	M. Hanbury	BCF
4.5 hours	Ken Atkins	WECC
	Ian Leeding	WECC

	Trevor Leeding	WECC
	Dave Priest	WECC
	Andy Smith	WECC
	Tony Palmer	WECC
5 hours	D. Fox	CTC
	Peter King	WECC
	Mick Mansell	WECC

The 50 km event, which also had 22 entrants, riding over 2.5 or 3 hours, had a similar route to the 100 km through to Bury village check point but then turned left through to Houghton and returned along under the Downs for the climb over from Steyning.

The 12 qualifiers over 50 km were:

2.5 hours	Clive Goward	WECC
	Robert Downham	WECC
	Bradley Walters	WECC
	Marvin Lucas	WECC
	John Lucas	WECC
	Mrs Sheila Lucas	WECC
	C. Milson	Unattached
3 hour	Peter Kibbles	WECC
	John Adams	WECC
	Chris Sweet	WECC
	Keith Dodman	WECC
	Mike Gibbs	WECC

IT'S RUMOURED that, with Paul West being ill for the Reliability Trial, Tony Palmer bought all his stock of used inner tubes and covers, thus ensuring frequent stops to rest (and repair the punctures !)

IF YOU DIDN'T GET THERE....

The Annual General Meeting was held on the 18th February 1986 and this is what you missed...

Matters arising from the AGM of 24th February, 1985.

Membership fees and event entry fees had been increased following the decision at the last AGM, and the cost of trophies and engraving was covered by the receipts from entry fees.

The Club Dinner had successfully included an extension and a disco of varied musical taste.

The Club Centenary had been discussed by the General Committee and the outcome reported below under Item 4.

Reg Searles children were now Life Members. Ian Leeding got his amended Reliability Trial Certificate. The certificates were being redesigned by Keith Dodman.

No satisfactory conclusion had been reached regarding the claims against Harry Wilson (photographer). The General Committee had pursued the matter but had had no response from Wilson.

Item 2 on the Agenda - to adopt the Annual Report and Balance Sheet.

Christine Barnett pointed out that the report had omitted her '50' record! Mike Stanbridge proposed that the report be adopted, was seconded by Andy Lock and the vote carried.

On the Treasurers report and Balance sheet, Cliff Hawkins asked whether more interest could be gained in other accounts. Roger Smallman explained

that the Committee had discussed the placing of the accounts at length and the present arrangement was the best possible. Dave Hudson asked whether all the interest was placed in the Capital account (the Building Fund). This was the case. Roger Smallman informed the meeting that £750 had been donated to the Building Fund from Don Cooper. The money was from the estate of the late Denis Dean. The Building Fund was now nearly £1800. On a proposal by Paul West, seconded by Bob Withers, the meeting agreed to adopt the Balance Sheet.

Item 3 on the Agenda - Election of Officers and Committee.

President

On a proposal by Paul West, seconded by Don Lock, Ray Douglass was re-elected President.

The list of Life Vice-Presidents was read to the meeting as follows; J. Hughes, Mrs Connie Hughes, Brian Weir, Ray Douglass, Maurice Reeve-Black, John Mansell and Don Lock.

Vice-Presidents

The present Vice-Presidents were re-elected en bloc; Ron Mills, Roger Smallman, Tony Palmer, Dave Hudson, Mike Gibbs and Phil Walters. On a proposal by Dave Hudson, seconded by Alan Matthews, John Grant was duly elected as a Vice-President for his work on the Club History.

General Committee members were elected as follows;

Chairman	Tony Palmer
Secretary	Ken Atkins
Assistant Secretary	Bob Grange
Treasurer	Roger Smallman
Assistant Treasurer	Angela Toppin

Social Secretary
Runs/Touring Secretary
Road and Track Secreatry
Club Events Secretary
Press Secretary
Magazine Editor
Evening Tens Secretary
Race Writer
Club Coach
BCF Representative
Committee members

Carol Stanbridge
Paul West
Paul West
Paul Toppin
Bob Withers
Don Lock
Andy Boyle
Keith Dodman
Andy Smith
Paul West
Dave Hudson
Mike Gibbs

Runs Committee

Tony Palmer
John Lucas
Dave Hudson

Social Committee

Carol West
Connie Hughes
Jean Smallman

Timekeepers

M. Ford-Dunn
A. 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

Den Jukes
Pete Reeves
Dave Funnell

Alan Matthews
Mike Gibbs
Ian Reader

Handicappers

Brian Weir
ARay Douglass

Don Lock
Colin Miller

Tony Palmer
Keith Dodman
Alf Dawes
Andy Boyle

Norman Wright
Dave Funnell
Paul West

John Grant was re-elected as the Worthing and District Sports Council Representative.

The Worthing Youth Council had not called the representative to any meetings and on a proposal by Bob Grange, seconded by Andy Boyle, the post was disbanded.

Reg Searle was re-elected as auditor

Item 4 on the Agenda - "That the General Committee be empowered to organise the Club's Centenary celebrations as it deems necessary"

The Chairman outlined the background to the proposal and read out the list of 28 items selected by the committee as suitable for further investigation. The meeting was in favour of this proposal.

Item 4a on the Agenda - Alterations to Rules - that Racing Rule 6 be amended thus; "Points to be awarded for each riders placing in each event; Schoolboys and Ladies best six placings and other riders best eight placings to be aggregated." Proposed by Paul West, seconded by Bob Withers.

Paul West explained that there were now up to 15 events in the Ten series, thus the rule change would ensure that more than half would have to be ridden to qualify and would also reduce the chance of a tie. The meeting voted in favour.

Pete Danckwardt asked if a series entry was needed to qualify. This was not the case, the best eight rides would count. Don Lock stressed that a

proper entry form must be handed in for each event entered (by the previous Tuesday, unless a Series entry was made) for the event to count in the overall Championship.

Any Other Business

a) Jim Highes proposed that the price of the canteen provisions be raised to keep up with increases in coffee and tea prices. Don Lock suggested that the price increases were left to Jim's discretion, was seconded by Bradley Walters and the meeting voted in favour.

b) Brian Cox asked for volunteers to act as controls in the forthcoming Randonneur event.

c) Ian Leeding proposed that the club consider re-designing the racing jerseys. Alan Matthews asked why and was told that there were better materials now available. It was pointed out that there were £180 worth of jerseys in stock, though these were long-sleeved. Brian Cox and Andy Smith both noted that the present design was expensive to produce. Roy Holden felt that the new designs should be submitted before firm decisions were made. Andy Lock proposed that the meeting consider looking into new designs and if the meeting was in favour then the initial proposers should submit their designs, with costs, materials and availability to the General Committee. The rules were checked to ensure that only the colours were registered, and not the design. Roy Holden pointed out that the BCF would have to approve the new design. The vote on the proposal was 21 for and 16 against. Tony Palmer asked Ian Leeding to submit designs etc to the committee. Andy Lock noted that by the time all the necessary procedures had been taken the next AGM could approve the design.

d) Proposals for events in 1987

The following events were proposed: Open 25, Open Hardriders, Open Road Race, Kermesse (subject to necessary approval), Open 10 and an Open Randonneur.

Paul West proposed that the Rules and Records were updated; Keith Dodman agreed but suggested that it coincide with the Centenary Year. Mike Stanbridge proposed an amendment that the Rules and Records thus be updated at the end of 1986, was seconded by Andy Lock and the meeting agreed.

CLUB RUNS LIST FOR MARCH AND APRIL

Date	Elevenises	Tea
2nd March	Lewes	Newhaven
8th March	See Dave Hudson for details	
9th March	Storrington	Arundel
	(Willow Tree cafe)	
16th March	Fontwell	Adversane
23rd March	Randonee - see Brain Cox for details	
28th March	Cowfold	Dial Post
30th March	Slaugham	Brighton
31st March	Five Oaks	Fontwell
6th April	Newhaven	Henfield
13th April	Lewes	Cowfold
20th April	Littlehampton	Arundel
26th April	See Dave Hudson for details	
27th April	Cowfold	Broadbridge Heath

Note - All runs except those on March 8th and 23rd and April 26th leave the clubroom within ten minutes of 9.00 am. If you attend a run where Paul West is not present, please let him know who was in attendance to enable him to maintain a points record for the Attendance Trophy. If you have any suggestions for Runs venues contact Paul West.

A GENTLE REMINDER...

At the Evening Tens, no cars are to be parked on the road near the start. Buses and other traffic use this road and congestion will cause complaints which could lead to the loss of the use of this course. Members are requested to park vehicles at events on the same side of the road to avoid any crossing of the road.

THE BUILDING FUND

As will be seen elsewhere in this issue our Building Fund has received a great boost; a cheque for no less than £750, for which we thank Don Cooper. Don wishes it to be taken in memory of our late Vice-Presidents Dennis and Barbara Dean. Don has been associated with the Club for 40 years and although not cycling for some years has always been a keen follower of our fortunes. He frequently helps out with marshalling. Nowadays he walks as many miles as some of us manage on our bikes, thinking nothing of a stroll out to the Hammerpot to have a look at a time-trial, and this from his home in East Worthing. He greatly enjoyed his days awheel with the Excelsior and hopes that this donation will encourage us to keep working to achieve the aim of our own clubroom:

Thanks Don - it certainly will.

THE BUILDING FUND NOW STANDS AT £1766

STOP PRESS - Dave Hudson would like names of 'definite' riders for his all-day 200(!) mile ride on June 7th by April 29th - any others interested contact Dave for details