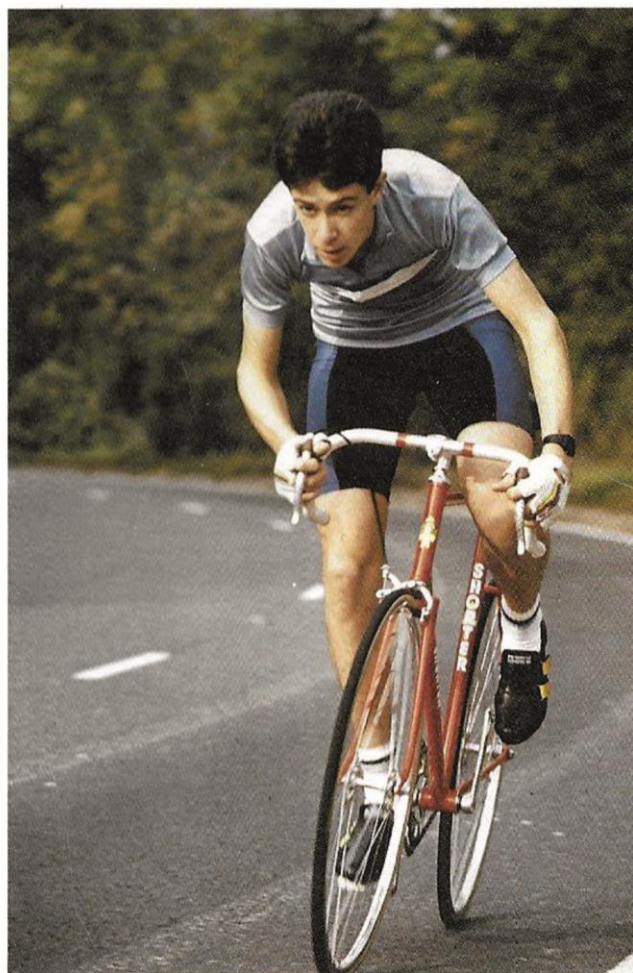


# THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB



WINTER 1988/1989

VOL 21 No 4

*FRONT COVER*

***NO, IT'S NOT PAUL TOPPING, IT'S YOUNGER BROTHER COLIN,  
PICTURED COMPETING IN THE 1988 HILL CLIMB***

**WINTER 1988/9=====THE WORTHING WHEEL=====**  
**WORTHING EXCELSIOR CYCLING CLUB'S=====**  
**QUARTERLY MAGAZINE=====**

Clubroom: Broadwater Parish Rooms: meetings every  
Tuesday 7.30 to 10.30. Canteen until 10.00.

Opinions expressed are those of the contributor and  
not necessarily of the Club or its Committee.

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## THE OPEN HARDRIDERS

This promotion had two problems, first there was the postal disruption and second we did not have a sponsor. The first problem was overcome largely by goodwill and ingenuity. I formed the opinion that given time we could quite quickly manage without the post. The R.T.T.C. gave a general dispensation about entry forms (so long as we had them before they started) and the telephone and 'bicycle post' came into their own. We finished up with 81 entries, which was only a little down on previous years. The second problem was solved by asking any members known to have their own businesses if they would pay for an advertisement in the event programme. In this way Cash and Prizes to the value of £225 were found and we would like to thank again : Les Frost of Morgan Frost Associates; John Spooner of John Spooner Cycles; Brian Weir of A&B Taxis; Ron Mills of Ron Mills Cycles; Mrs. Mike Slater and her Company Winster Hose Ltd; Regis Cycles; Chowne & Francis Ltd, and Arundel Stone, both introduced to us by member Ken Colquhoun, and finally Artworker with whom our promoter Andy Lock has regular business contact.

So to the day, and we once again had nice conditions, lots of marshalls and direction signs, a nice friendly reception and prize presentation in the Pulborough Village Hall, and all in all another good morning's sport which was well appreciated by the riders.

Cliff Dent of the Wembley Road Club who has been a great supporter of our promotions; he has supported our road race promotions and sea front kermesse over the years, has in the hardriders scored third spot on three consecutive occasions, but this year he managed the jump to the head of the table. His winning time being an excellent 1 hour 3 minutes 41 seconds. He was also a full minute clear of his team mate Barry Clarke who finished in 1.4.46. They did however, reverse their positions in the hill climb award - a



good thing, perhaps, that they didn't have a third man or they may have swept the board! In third place was the East Grinstead star, Steve Dennis in 1.4.53. We managed to squeeze two riders into the top ten, but only just. Andy Smith was ninth in 1.8.44 and Jason Buckley equal tenth on 1.9.55.

In the team award, which was again on the basis of fastest third man, it was very much a Sussex competition between East Grinstead, Central Sussex and Worthing. East Grinstead got the verdict by virtue of Steve Blackmore's ride, he being their third counter in equal tenth place. The Central, with third man Keith Harding in 16th place were next, while we had to settle for third place with Miles Davies completing our trio in 17th spot.

The full list of Worthing times is:

9th. Andy Smith	1.8.44
10th. Jason Buckley	1.9.55
17th. Miles Davies	1.12.39
22nd Pete Burgess	1.14.05
Mel Robertson	1.14.05
26th. Andrew Tarry	1.14.10
29th. Steve Gumbrill	1.14.54
35th. John Poland	1.16.31
40th. Ben Hockett	1.17.21
43rd. Nigel Coe	1.18.01
48th. Keith Hall	1.19.30
49th. Alan Stepney	1.19.34
50th. Colin Toppin	1.19.52
51st. Fraser Nurse	1.20.29
56th. Pepe Martello	1.23.10
58th. Jeremy Amer	1.26.44

Once again, several Worthing riders did not enter for the Club's own championship which was incorporated. This meant that Jason takes that trophy.

Have just noticed that on the result sheet the promoter comments about the wet and windy morning. It's funny how you get a different view from inside a car, I thought it was quite nice.

Don

## MISTAKEN IDENTITY

Our well travelled tandem pair are, of course, Mike Gibbs and stoker Dave Dallimore, and let's be straight, Mike is not the slimmest of athletes, being preceded to finishing lines by a waistline which is seen to put waves into the diagonals on the new racing vests.

So the incident which occurred on the start line of the Chippenham 3-up as our team of Andy Smith, Vern McClelland and Don Lock were about to start has understandably caused our Editor some concern. "Ah! Mr.Lock" says the timekeeper lady, "I know you. You ride tandem." "No not me" responds our Editor, adjusting his toe straps - anxious not to lose Andy and Vern too early. "Yes" insists the timekeeper, "You ride with Mr.Dallimore!" Don, we understand is now on a strict diet of Ryvita and Waistline salad cream..... thinly spread.

## GRAND PRIX DES GENTLEMEN

Seven teams assembled for this event on the Washington ten course on 22nd October. It was a pleasant afternoon with just a bit of wind from a southerly direction, enough to make the pacers know that they had been in a race. Fran Coe was first to depart the timekeeper with Mike Slater in tow. They were chased and eventually caught by Paul West with President Ray Douglass, hoping, no doubt, to cash in on the age standard for a youngster of 63.

The next team that of Ben (pocket rocket) Hocket and Mike Gibbs suffered an unfortunate accident at around the nine mile mark when going well, They were overtaking Peter Kibbles who was just out to watch and somehow Ben and Peter collided. Mike managed to avoid the bodies and bikes, Ben had only slight abrasions, but Peter had a nasty knock on his head. The team were, obviously unable to finish and Mike was soon heading for Worthing Casualty with Peter in his car. Fortunately the head X-Ray found



"nothing", sorry about that Peter, couldn't think how else to phrase it.

The family Steptoe - Darren and Alan were next and tried hard to keep clear of the Trevor Leeding/Don Lock pairing. At the bus shelter they were still 50 yards clear and then Don shot after them in great style only to shoot his mate off the back. With a quarter of a mile to go he tried again and this time with Trevor tightly in behind they succeeded to the tune of a few seconds at the line. Don it appears had gently urged Trevor to "go,go,go," during the event but at the finish was admonished by Trevor for not really shouting at him. Behind these two was the John Lucas bus driven this year by Andrew Tarry and they were really going. Last off,(the poll position!) came Mel Roberton out to extract all kind of effort from number one son Karl.

The full result was, as below, with ages and veteran standards in brackets. It was very tight on actual times, and that is a remarkable ride from Andrew Tarry, who should be able to produce some good performances next season, especially if he can get in plenty of good winter miles.

1st. Don Lock/Trevor Leeding	(52years	27.59)
	23.23	- +4.36
2nd. Ray Douglass/Paul West	(62years	30.16)
	26.49	+3.27
3rd. John Lucas/Andrew Tarry	(45years	26.30
	23.30	+3.00
4th. Alan Stepney/Darren Stepney	(41years	25.42)
	25.28	+0.14
5th. Mike Slater/Fran Coe	(44years	26.18)
	29.30	-3.12
6th. Mel Roberton/Karl Roberton	(40years	25.30)
	29.03	-3.33

In a private trial Neil Liston rode with Pepe Martello and recorded a very respectable 24.06.

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THE Editor reading a law journal at work the other day came across an advert for a new book called :-  
WESTS LAW OF DILAPIDATIONS and wondered whether it was a Paul West bike repair manual.

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### **1988 points competition result**

This is based on the aggregate of the riders handicap placings in all handicapped club events during the season. Non finishers in an event score one place more than the last finisher and non-entrants score two places more, so its the lowest score that wins. The top placings were:-

1st. Pepe Martello	65 points
2nd. Steve Gumbrill	75 points
3rd. Marvin Lucas	81 points
4th. Vern McClelland	87 points
5th. Colin Toppin	89 points
Mel Roberton	89 points

### **1988 Best All Rounder Tables**

#### **Senior : 1st.Vern McClelland**

12hr 218.975 m.	18.247 m.p.h.
100m 4.40.36	21.383 m.p.h.
50m 2.13.47	22.424 m.p.h.

Average miles per hour:

20.610 m.p.h

#### **2nd.Reg Searle**

12hr 173.078 m.	14.423 m.p.h.
100m 6.15.13	15.990 m.p.h.
50m 2.45.15	18.180 m.p.h.

Average miles per hour:

16.197 m.p.h.

#### **Junior : 1st.Marvin Lucas**

10m 22.45	26.374 m.p.h.
10m 23.01	26.068 m.p.h.
25m 1.2.15	24.096 m.p.h.
25m 1.2.28	24.013 m.p.h.

Average m.p.h.

25.137 m.p.h.

2nd. Colin Toppin

10m	24.17	24.708 m.p.h.
10m	24.20	24.658 m.p.h.
25m	1.5.33	22.883 m.p.h.
25m	1.5.37	22.860 m.p.h.
<u>Average m.p.h.</u>		<u>23.777 m.p.h.</u>

Veterans :

1st. Dave Dallimore

	<u>(time)</u>	<u>(Standard)</u>	<u>(+ or - m.p.h.)</u>
10m.	23.10	27.59	+ 4.458
25m.	58.43	1.11.39	+ 4.611
50m.	2.3.33	2.28.45	+ 4.114
Average m.p.h.+			<u>= 4.371</u>

2nd. Don Lock

10m.	24.13	27.46	+ 3.167
25m.	1.4.18	1.12.11	+ 2.547
50m	2.11.48	2.29.51	+ 2.742
Average m.p.h.+			<u>= 2.818</u>

3rd. Mike Gibbs

10m.	25.46	28.12	+ 2.009
25m.	1.4.19	1.12.43	+ 2.694
50m.	2.26.03	2.30.58	+ 0.603
Average m.p.h.+			<u>= 1.768</u>

4th. Reg Searle(solo)

10m.	29.50	29.20	- 0.143
25m.	1.15.43	1.15.29	- 0.061
50m.	2.45.15	2.36.42	- 0.991
Average m.p.h.-			<u>= 0.398</u>

5th. Reg Searle(trike)

10m.	31.00	33.35	+ 1.305
25m.	1.33.42	1.21.46	- 2.329
50m.	3.00.18	2.49.46	- 1.056
Average m.p.h.-			<u>= 0.693</u>



### **SUSSEX C.A. TIME TRIAL PROGRAMME 1989**

12th March 2-Up Handcross  
18th March 15m Circuit Event - Ashurst  
19th March 25m Chichester Road course  
21st May Team Championship 25m Cowfold  
11th June Open 50m - Worthing/Havant  
4th July 10m Wiston/Shoreham course  
9th July 100m Chichester/Worthing and district.  
13th August 12 hour - West Sussex  
10th or 17th September 25m championship. Chichester  
Road course.  
29th October Open Hill Climb. (To be decided)

### **EAST SUSSEX C.A. TIME TRIAL PROGRAMME 1989**

5th March 17m Hardriders Fairwarp.  
2nd April 2-Up 30m Laughton  
22nd April 10m + G.H.S. Schoolboys 10 Heat. Whitesmith  
23rd April 25m  
4th June 50m  
18th June 25m  
23rd July Open 100m  
6th August Open 50m  
2nd September Open 10m.  
3rd September Open 25m  
1st October Open Hill Climb.

### **PROVISIONAL CLUB TIME TRIAL PROGRAMME 1989**

25th February Afternoon 10 Washington  
26th February 16.5m Long Furlong  
1st April Afternoon 10 Washington  
9th April 25m. Chichester Road course.  
14th May 25m , Chichester Road course.  
6th June 15m (evening) Castle Goring, Arundel Road.  
20th June 10m Castle Goring/Angmering. (Team/T.T.)  
25th June 30m Chichester Road.  
27th June 25 Castle Goring/Tangmere (Team/T.T.)  
11th July 15m (evening) Castle Goring/Arundel Road.  
23rd July 25m Chichester Road



30th July Inter Club 25 Chichester Road course  
21st October 10m Grand Prix des Gents Washington

8th October Hill climb championship Bury Hill

Evening tens series Thursday 11th May to 10th August  
inclusive (14 events)

And please do remember that the Club championships for 50m, 100m, 12hours, and Hardriders are all in with the Sussex or Club Open promotions so two entry forms and fees are required. One going to the event promoter and the other to the Club events secretary.

### **MOST IMPROVED RIDER AWARD 1988**

An annual award for the rider showing the biggest miles per hour increase over bests of the previous three years. It was encouraging to learn from Tony Palmer just how many improvements there had been and how many calculations he had to make. It appears rightly that most of the improvements came from our younger members, but there were several veterans also still defying the years. Bob Withers and Alan Stepney making the top ten.

It was Darren Stepney who came out on top by reason of his ten mile times which reduced from 28.07 in 1987 to 24.57 by the end of last season giving an increase of 2.632 miles per hour. The Stepney family also provided second place in this competition with Dad, Alan bringing his times down, over the same period from 27.42 to 25.08 for an extra 2.212 m.p.h. Andrew Tarry was third, Ben Hockett fourth, Steve Gumbrill fifth, Marvin Lucas sixth, Jason Buckley seventh, Trevor Leeding eighth, Bob Withers ninth and Colin Toppin tenth.

### **WHAT'S THAT ?**

'One hundred and seventy two miles one foot, one hundred and seventy two miles two feet, one hundred and seventy two miles three feet" -----



It's Ray Douglass measuring next years twelve hour course. He's rumoured to be looking out for a yardstick to replace the foot-rule.'

### **HELP FOR THE UNDER SIXTEENS**

The Club's general committee has passed a resolution to subsidise the sale of racing vests to those still under sixteen years of age. Instead of the full cost price now in the region of £22/25, they will be charged just £15. To order contact Ian Leeding in the Clubroom on a Tuesday evening or at 16 West Way Lancing. Telephone: Worthing 761604.

### **ANNUAL DINNER AND PRIZE PRESENTATION**

By almost total agreement this was a most enjoyable evening. Everyone seemed to enjoy the meal which was just that little bit different to normal and quickly served by pleasant staff. The two speeches the first from our guest Eileen Gray and the response from our own Keith Harmer were both excellent. Mrs Gray, who has a regular column in 'Cycling' and is a member of the British Olympic Committee, was not only complimentary, but humorous, interesting and certainly provocative in her comments about our aims for our own clubroom. Keith in his debut, can't say "maiden" speech, for the club was brilliant dealing with the membership in age groups and stepping outside of that theme to talk about the ladies. His main point though was that we must encourage the "mighty minnows" a point incidentally which he works on both in committee and in practise.

The speeches had been of just the right length and we were soon into the business of the distribution of the silverware - and glassware - and other awards to those who have succeeded in the competitions of the season. Among the awards there were two new ones; There was the Tom Lainsbury Glass Tankard for the fastest veteran on standard in the evening tens. This is really lovely showing the old cycling group and



club name as it appears on our certificates. Also this year saw the first award of the Jim and Connie Hughes award for the outstanding junior. Marvin Lucas was the first recipient and received a club racing vest and a certificate. Finally there came the award for Clubman of the year. This is voted for by the committee and the result kept secret by the Secretary until the evening. It was most fitting that in 1988 it should go to our Treasurer Roger Smallman. He has been the Treasurer for ten years in which our size has grown considerably and the workload for Roger has likewise increased. But quite apart from that he and his wife Jean have done so much else, timekeeping marshalling, painting signs and catering. A very deserved award and well appreciated by all those who were present.

Dave Hudson completed his last stint with the fund raising draw; Paul and Carol West are going to take it over for next year; the lucky ones this time were Don Cooper £50 and Miles Davies £25.

The raffle then followed and Disco entertainment went through to one o'clock.

Thank you Christine Barnett for all the hard work of organising it.

Don.

#### SUSSEX CYCLISTS' ASSOCIATION HILL CLIMB

This was a new event on the calendar and came from the kind donation of a trophy by Mrs. Dawes in memory of her late husband Alf who had been such a stalwart of the Association for very many years.

The idea of a hill climb had two attractions to the Association's executive committee; firstly, we had no climb in our calendar, and secondly there was a good hill (Steyning Bostal) close to where Alf lived in North Lancing.

It was not possible to make the event an open one for 1988 but that is the intention in future years. For last season it was organised on a fairly informal



Association basis.

It was held on Sunday 30th October and attracted an entry of 26 including five from Worthing. In view of the increased interest in our own club championship and the National efforts of Mike Mansell, we should be able to considerably increase this number in 1989. If nothing else we have to continue where Jason Buckley left off, for in his very last ride for the Worthing Excelsior, Jason once again performed superbly, climbing to the summit in an unbeatable 3 minutes 44 seconds. The fact that he now resides in the U.S.A. however, should not cause us any problem for even if Mike Mansell cannot ride we have a ready candidate in young Andrew Tarry. He finished second just 10 seconds down on Jason confirming, if such was needed that his ride in our own event had been no fluke. It was another excellent ride. Stuart Collins of Brighton Mitre was third.

Our other riders were:- Steve Curry 6th in 4minutes 30seconds, Neil Coe 10th in 4.41 and Colin Miller last - but not least - in 6.50.

There is some doubt about being able to continue the use of Steyning Bostal for the climb because it does carry quite a lot of traffic, and there is very little parking space available. Both problems which would be worse if, as is to be hoped, an Open event attracted a larger field. The Association is to consider a hill in the Storrington area which is not a through road and has parking at the summit, for further details ----- watch this space.

#### SUSSEX C.A. BEST ALL ROUNDER 1988

Congratulations to Vern McClelland for his efforts which saw him finish in fifth place with an average m.p.h of 20.684 for 50m, 100m and 12hours. Reg Searle also finished the competition on his trike with an average of 15.383 m.p.h. The winner was Mark Jones of G.S.Stella with 22.404 m.p.h. It is interesting to

note that in the East Sussex Best All Rounder which is decided over the 25 mile, 50 mile and 100 mile distances only, there were 16 finishers, only three more. The only rider to finish both competitions was Peter Baker of Hastings. He was third in the S.C.A. and sixth in East Sussex.

Let us have a go at these competitions next year. Some of this "I'll ride if you will" might get a few more interested. Even if our top riders did not want to ride there's still enough from the 'middle of the bunch' to at least give Crawley Wheelers a bit more of a fight for the team award.

### **EAST SUSSEX C.A. RELIABILITY TRIAL**

Just less than fifty miles to be covered in 4 hours, a piece of cake!! Well that's how it looked on paper the day before - but on the morning - Oh! how things can change.

We were out to defend the team shield which we have held since this event was started three years ago, and we were very confident. As always we were treating it as a total club effort with riders of all calibre's from our record holders to our mighty minnows and veterans and ladies also represented. We would ride as a group, keep together, wait for the slowest, and probably still have time to stop somewhere for a cup of coffee. Well that was the plan.

Twenty three had entered from Worthing Excelsior, more than in the previous years, and despite efforts to get big teams together by Eastbourne and East Grinstead, we had the largest contingent. The morning of Sunday 20th November, following rather too closely on top of our previous night's Club Dinner and Dance, was however to dawn very wet and this was probably the reason why two of our entries failed to appear at the East Hoathly start - down to twenty one.

With capes and cagoules and a variety of less adequate "racing capes" of we went in a large group out through Halland, down The Broyle and on to Barcombe



Mills. Not only was it wet but it was very cold as well. However, the first stretch was flat and there was a helpful wind, so the first check at Barcombe was reached without incident. The rather over large group was breaking down slowly as some raced ahead and others, including Ray Douglas, doing his tortoise and the hare thing, went off the back. In the main we were all still together until somewhere in the Piltdown area Ben Hockett punctured. John Lucas helped him change the inner tube and we were on our way again. Time lost probably 7 or 8 minutes. Then about a mile farther on and Ben gets another puncture. "Didn't you check the inside of the cover?" We questioned. "Yes" replies John. This time Tony Palmer and John assist with the repair. Worried at the effect these delays might have on such old stagers as Dave Hudson, Keith Harmer and Mike Slater, we sent them on with Chris and Simon Macnamara, Andrew Slater and Alan Edwards to keep an eye on them. This was just as well for at the Nutley check Ben, would you believe, punctured again. With no more spares arrangements were made with checker Sylvia Burgess of the Lewes Wanderers that she would care for young Ben until the finish. There were a number of other volunteers for this far to be preferred way to spend the morning, but Ben insisted. A middlemarkers group came past and we despatched Sheila Lucas so that she could make up some time while we dealt with Ben. The fast group had gone past like the proverbial Bats out of Hell and some of us were getting apprehensive as Richard Shipton started talking of time and distance; he was beginning to calculate and the answers he was producing were not encouraging. The rain was now sleet, it was, if anything colder, we had lost a lot of time and only now starting on the decidedly hilly part of the route. With Ben gone we were down to 20. How were the other Clubs faring ? Was everything going to go wrong ? Up we climbed to Ashdown Forest, on towards Crowborough and then Rotherfield. We had collected Sheila, but the



urgency which had crept into the pace was causing problems. Paul Toppin and Tony Palmer, both having few miles in their legs this year, were finding it hard. The group was in danger of breaking up. The intake of Mars bars was noticeable! We had seen nothing of those that had gone ahead at the time of the second puncture, and where was Ray. Nobody knew but a number had a shrewd suspicion.

At the most northerly part of the route we were riding in blizzard conditions and the snow was starting to lay. We were however making better speed and as we turned south the terrain became easier and as we slowly took a more south westerly direction so the wind became more helpful. Morale was improving - a little!

At Stonegate we saw some of those who had gone ahead. They were sheltering in the Church Lytch Gate.....

was Dave Hudson brewing up? There was no sign of Andrew Tarry or of Ray Douglass. Ray was probably in a cafe enjoying a nice hot coffee, but Andrew, with his fitness and enthusiasm he could be in Maidstone!

Through Burwash and with Richard Shipton's strong right arm helping Sheila Lucas now and again, we were going well. At Cross in Hand it was south and nearly all downhill to the finish back at East Hoathly. About a mile before the finish we caught Ray, although he maintains he was waiting for us and getting a little worried "damned tortoise".

Sheila suffered an excruciating attack of cramp in riding the last small hill, and John had to fight off all those offering massage assistance. The next group came in and still with a minute or two to spare. Andrew Tarry had finished too quick so did not qualify. We had 19 however, who made it and we retained the shield comfortably.

Nineteen very cold and wet bodies made their way home satisfied, but quite a number were wondering whether there may not be better ways to spend a Sunday morning. The qualifiers were:- Ray Douglass, Dave



Hudson, Simon and Chris McNamara, Alan Edwards, Darren and Alan Stepney, Paul West, Keith Harmer, John and Sheila Lucas, Richard Shipton, Mike and Andrew Slater, Colin and Paul Toppin, Tony Palmer, Vern McClelland and yours truly.

Don.

### WHO'S IN THE COMIC

29th September In the triathlon results we find Kevin Spilman finishing 9th in the Bournemouth event. The Sussex 25 result appears and records Andy Smith third in 59.26 and Dave Dallimore fastest veteran in 1.2.37.

Dave shows again, this time with Mike Gibbs in the Lee Valley tandem 30 where they recorded 1.12.54 for tenth place

In road racing, in the Kent League event, Miles Davies gets a fourth place.

Up in Yorkshire Mike Mansell rides the two day four hill climbs promotion and collects a fourth place. He also gets a mention in the report: "and Mike Mansell (Worthing Excelsior) 3.12.5 setting a new trend in straight handlebars"

6th October. Kevin Spilman shows again, this time in 5th place in the Wakefield triathlon.

Marvin Lucas gets on the "Readers Letters Page" thanking the organiser of the G.H.S. Ten final.

In the Southend 10 Mike Gibbs and Dave Dallimore finish seventh in the tandem event with 22.35

The Bognor 25 result included Andy Smith 10th in 1.0.52 and Marvin Lucas fastest juvenile with a personal best of 1.2.15.

13th October. Dave Dallimore rides the Redmon Grand Prix des Gents with Chris Hill of the Poly and just makes the top ten.

20th October. And the Club name gets more hill climb coverage with Mike Mansell scoring tremendous 3rd and 4th places in the Catford and Bec hill climbs on the same day.

In road racing ever present Paul West scores again



finishing tenth in another of those Surrey League races.

Richard Shipton rides the Brighton Mitre 25 over on the East Sussex course and gets home fifth 27th October; Mike Mansell gets three mentions; down to ride the National Hill Climb, 5th in part one of the Chippenham two-stage hill climb and then ninth overall.

Miles Davies, ending the season well gets ninth in a Surrey League race.

In the Wessex V.T.T.A. 25, a two-up with one rider a veteran Andy Smith and Don Lock are fastest in the over 50's and third fastest overall with 55.53 - (the Editor doesn't believe it yet either!) (Pity they called Andy "Arthur")

3rd November: National Hill Climb Championship on Nick O'Pendle and Mike Mansell records an excellent 4 minutes 9 seconds for 24th place in a full field Messrs Andy Smith, Vern McClelland and Don Lock get fifth fastest in the Chippenham Wheelers 3-Up.

### **HANDLEBAR COMPUTERS**

Have you seen Keith Harmer's ? My word ! What a wopper! As well as giving speed and distance, it is rumoured to have short wave radio, a mini t.v., a word processor and... useful for the longer audax events, can produce toasted sandwiches.

### **EAST SUSSEX RELIABILITY TRIAL (SECOND OPINION)**

It was beginning to rain as I got the bike out of the garage early on the 20th of November but being reasonably optimistic by nature I convinced myself that by the time I got to East Hoathly it would have stopped; threw my rain cape into the back of the car and set off. I do not normally listen to local radio but finding the religious programmes on offer on Radios 1 - 3 a little heavy after such a late night, it had after all been the dinner/dance the evening before, I searched for something lighter on the radio and came across Southern Sound and the weather



forecast. Bad getting worse seemed to be the general theme with some snow on the hills. I thought back to the route sheet that I had read at breakfast, weren't we going in to the hills?

The Kings Head at East Hoathly had the familiar air of any cyclists gathering, cars were parked here there and everywhere, the presidential limousine had been allocated a spot right outside the pub, old friends from prior events were being greeted and a quick count of the starters hovering around showed the trophy was ours if we all got round. The weather was by now worsening (to be truthful it was raining cats and dogs and b.....cold), somebody spotted a Pederson, best described as a hammock on two wheels, we were assured by its rider that it was extremely comfortable and easy to ride; the fact is he went off course at the first turn and was never seen again. Charles Robson, the event organiser insisted on taking a photograph at the start, nearly getting himself killed in the process, the middle of the A22 on a bend is not the place to stand on a wet Sunday morning. At 9.01 precisely we were away.

One noticeable non starter was Richard Shipton. For our annual outing to the eastern part of the County we rely on Richard (in the absence of Marvin Lucas) to navigate us around his local training ground, however we pressed on regardless, the rain had by now turned to sleet and it was getting colder. The group was noticeably quiet, everybody concentrating on staying upright and in sight of Dave Hudson's dayglo yellow overshoes. At six miles we were joined by Richard, no penalties for late starts on these events fortunately and a sigh of relief that our "local man" was with us. We reached the first control without incident and handed in our check cards, 9 miles down 39 to go.

The next section was full of excitement, Darren **Stepney leading the way, spotted a Ferrari Testarossa** parked in a driveway and nearly caused a pile up as



he stopped to admire £85000 worth of shiny red metal. Our group split into two as Dave piled on the pressure at the front and Ben suffered no less than three punctures and had to be abandoned at the second control; and the road had taken on a progressively uphill angle.

"Wonderful views from this road" said the route guide, the fact was it was barely possible to see anything as the sleet was driving into our eyes and hurting more than somewhat and the road was getting steeper and the younger members of our group were visibly suffering from cold and wet. At Wadhurst we stopped for chocolate at the village shop, Dave said he would ride with the three youngest members and get them to the finish and the rest of us made our own way to the third checkpoint, Stonegate, 35 miles. By now the sleet had turned to snow and 13 miles of cycling alone did not seem very appealing, I turned to see that the main W.E.C.C. group had rejoined led by Don and Richard, "Two nasty hills ahead" they called, "keep going", and keep going we did. Burwash Common, Broad Oaks and Heathfield were memorable for one thing; snow. By now the snow was settling and driving into our faces in the viciously cold wind, time was running out and still several miles to cover, no sign of Dave and the youngsters or the Slater duo. Unsympathetically we did not stop when Sheila pulled up suddenly on the last climb, we did not realise she had suffered cramp, thinking only that her hat had slipped down over her eyes causing her to stop.

A slippery 2 mile descent saw us back to the finish with just eight minutes in hand but with probably not enough finishers to retain the trophy, where were the others? Four minutes to go and Dave appeared with three youngsters in tow, well done Dave for unselfishly bringing them through probably the hardest ride of their lives. Two minutes left and Mike Slater appeared without Andrew, "Give Andrew a shout, he's just behind." One minute left and a very



cold, wet and visibly distressed Andrew appeared, finishing with seconds to spare, too cold to get the final check card from his pocket.

Whoever won the trophy that day deserved it, the course was hard without the added problem of sleet and snow, thankfully for the third year running it was Worthing Excelsior. Congratulations to all who took part.

Keith Harmer

### **SUSSEX C.A. (ACCOUNTS)**

A perusal of the Association accounts for the year to 31st October 1988 shows a loss of £138. This is the first time for a number of years that the costs have exceeded the income, and while the balances remain reasonably healthy, it is clearly a matter of some concern. The principal reason was the withdrawal of the sponsorship of the Building Society for the 100m. Nine time trials plus season long competitions for senior and veteran best all rounders and a points competition plus the annual luncheon comprise the Associations calendar. It now has sixteen member clubs throughout the county.

If you have your own company or feel that your employer might be interested in sponsoring one of the events, please ask him and let Don Lock or Ray Douglass know. The kind of money that is required is small in business terms and even less when tax deducted, and the return can be every bit as good as straight advertising in papers and handouts that no one reads.

### **A THANK YOU**

The absence of Jim and Connie Hughes from the Club Dinner this year prevented the little presentation which had been planned, so on the Tuesday before Christmas this was put right. President Ray Douglass gave Connie a large bouquet of flowers - picked in Denton Gardens on the way up - No! of course not, they were fresh from the florists and looked very nice to.



It was a small thank you from their friends in the Club for all the hard work they put in during the year in the Clubroom canteen. A nice round of applause accompanied Ray's words. We do all thank you both very much, and no, Connie, you have not and never will be made redundant.

### **CHRISTMAS SPIRIT ?**

Overheard in the Clubroom (1)

Angela Toppin "I'm sorry John I've addressed your Christmas card to John Sheila and Marion"..... Live that one down Marvin.

(2)

"Although it goes against the grain I suppose I must wish you a Happy Christmas." President Ray Douglass to old adversary John Mansell. They're such good friends really.

### **OUR CENTRE SPREAD**

With the kind assistance of our printer and with thanks to Vern McClelland for the photographs it is nice to include some good action shots of four riders to whom we can look for success in Excelsior colours over the seasons to come. The Pictures were all taken in the Club Hill Climb on Bury Hill in October last. Big Trev, or Trevor Leeding to give him his full name should collect more road points and work his way to first category status. Neil Liston who rode so consistently in his first season must now look for more of the action and perhaps a climb to second category. Pepe Martello, now with more experience to go with his obvious enthusiasm should improve his time trial bests, especially at the longer distances. Jeremy Arnold looks set to make much faster time trials and can easily now move up to the middle distances, at least. He also wants to have a go at the track so that should give him more speed. All the best for 1989 to all of you.



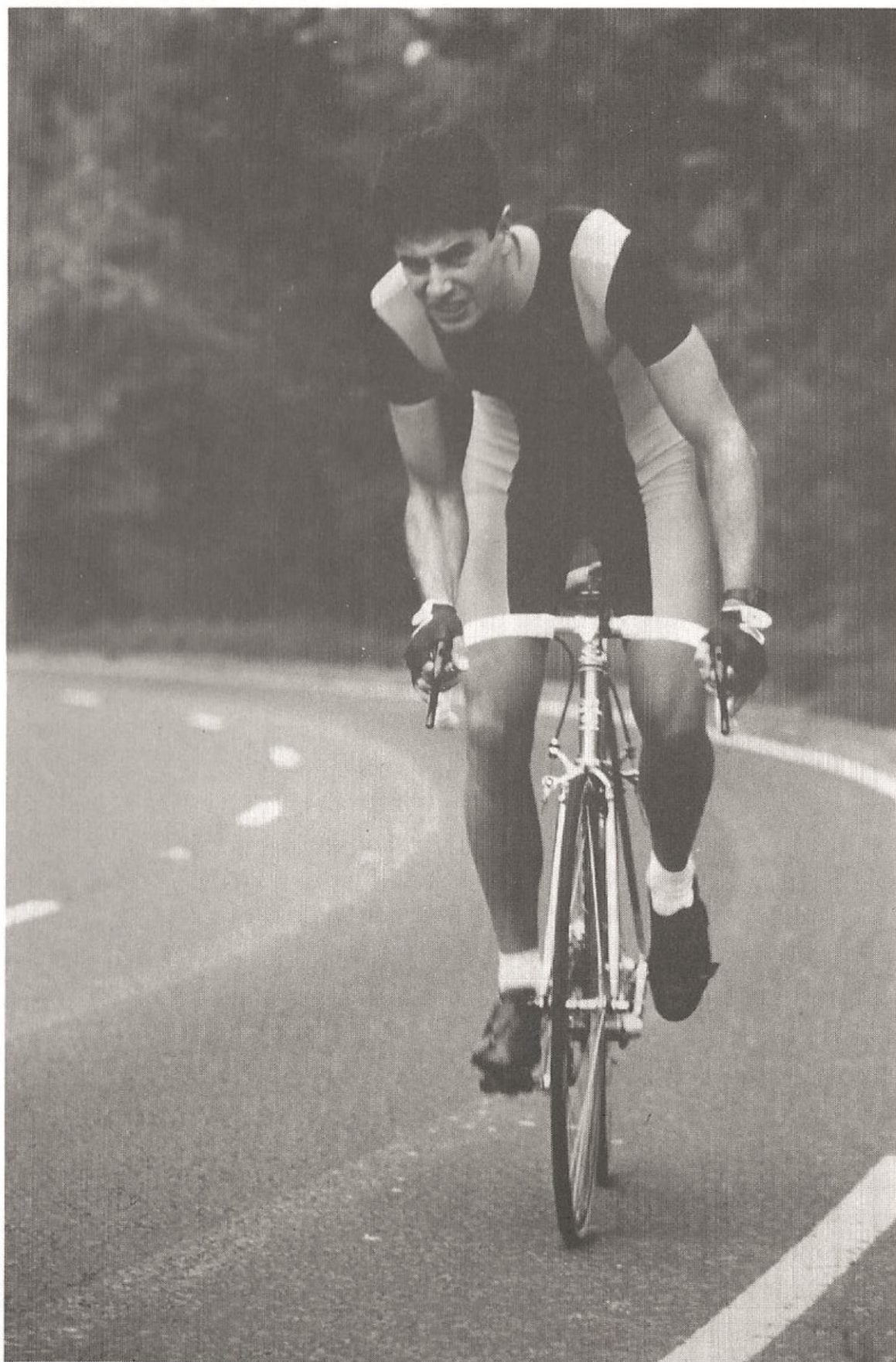
## A RIDE TO REMEMBER

This year was the C.T.C.'s 7th National 400km event. It started from the outskirts of Oxford on Saturday 23rd July at 2 p.m. Forty five of the One hundred and sventy six entries were frightened by the appalling weather forecast and kept well away. I never listen to them. It was an impressive sight as the 131 riders departed with police assistance for the first few miles. We had four members enter, David Mills was an unfortunate D.N.S due to a bad cold, Keith Harmer (who forgot their handlebar bag support then!.) just couldn't get into the ride and after some spoke trouble in the middle of a downpour - the first of many - decided to return to the timekeepers after just 40 miles, some 20 hours ahead of schedule, and much ahead of the rest of the field. A shame this for Keith as we have read previously is a veteran of 400km and even 600km events. Ray Douglass as already reported was to retire hurt after his crash near Hay on Wye. Yours truly, with good old and trusted steed and the excellent traction provided by my Michelin Sports was left to carry the Excelsior colours.

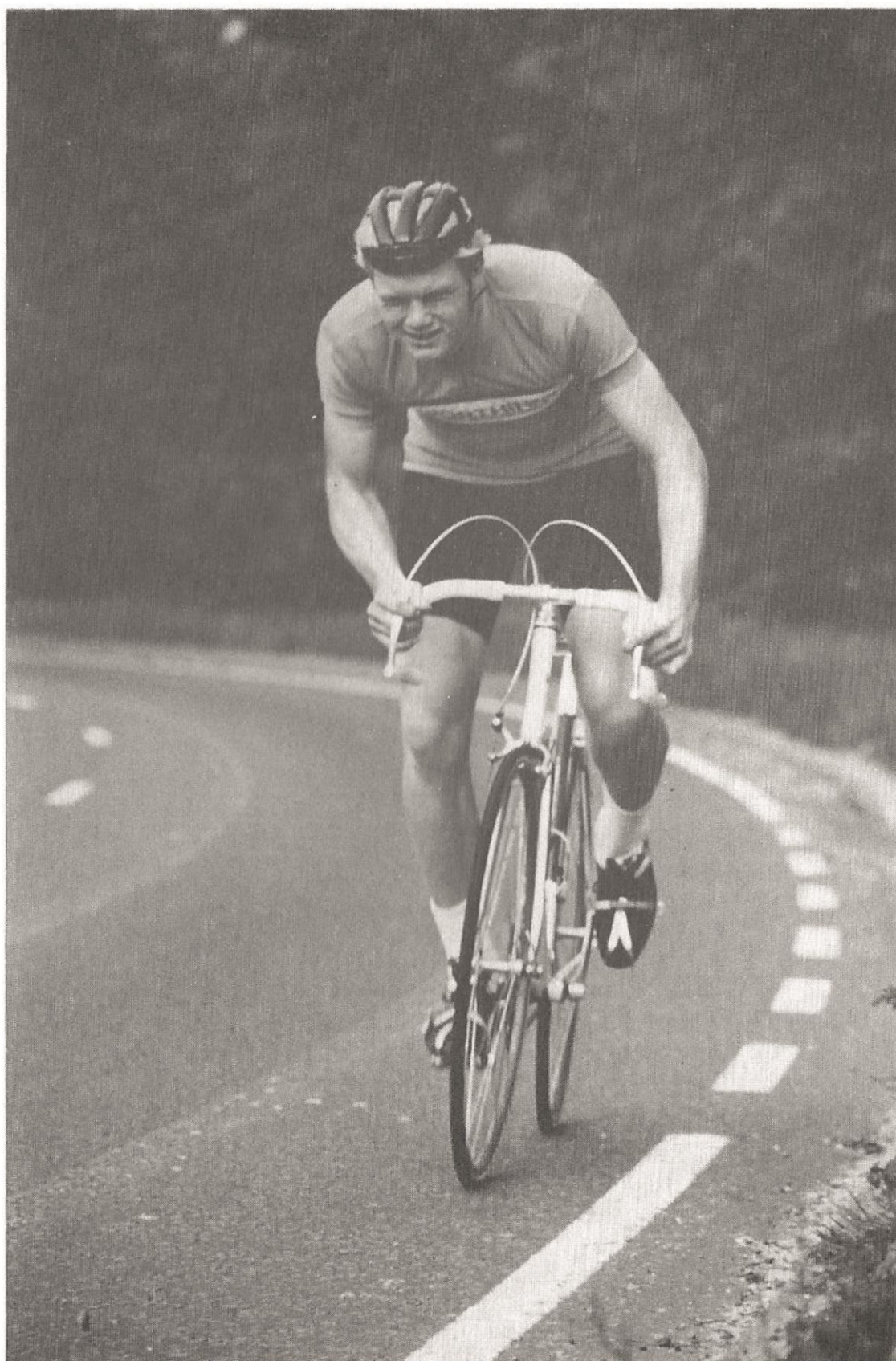
The first control was in Evesham after some 75km. The Vale of Evesham took us through to Ombersley near Droitwich and with the legs now well run in I was as ready, as I would ever be, for some hills. We paused at the Pensax control and then continued on our way via Cleobury Mortimer, over Cleehill, a long drag, In which I was caught in another downpour. There then followed a superb descent over several miles into Ludlow, reached at 21.45. We had covered 154km which was not bad for a day's ride, but we were only just beginning, the night stage lay ahead. The control in the local school provided a good range of food of which I partook with a fair degree of vigour, before departing in to the night with seven others for company. About six miles out of Ludlow one punctured and as I was the only one with battery lamps I was required to stand and shine upon the

Continued page 27.



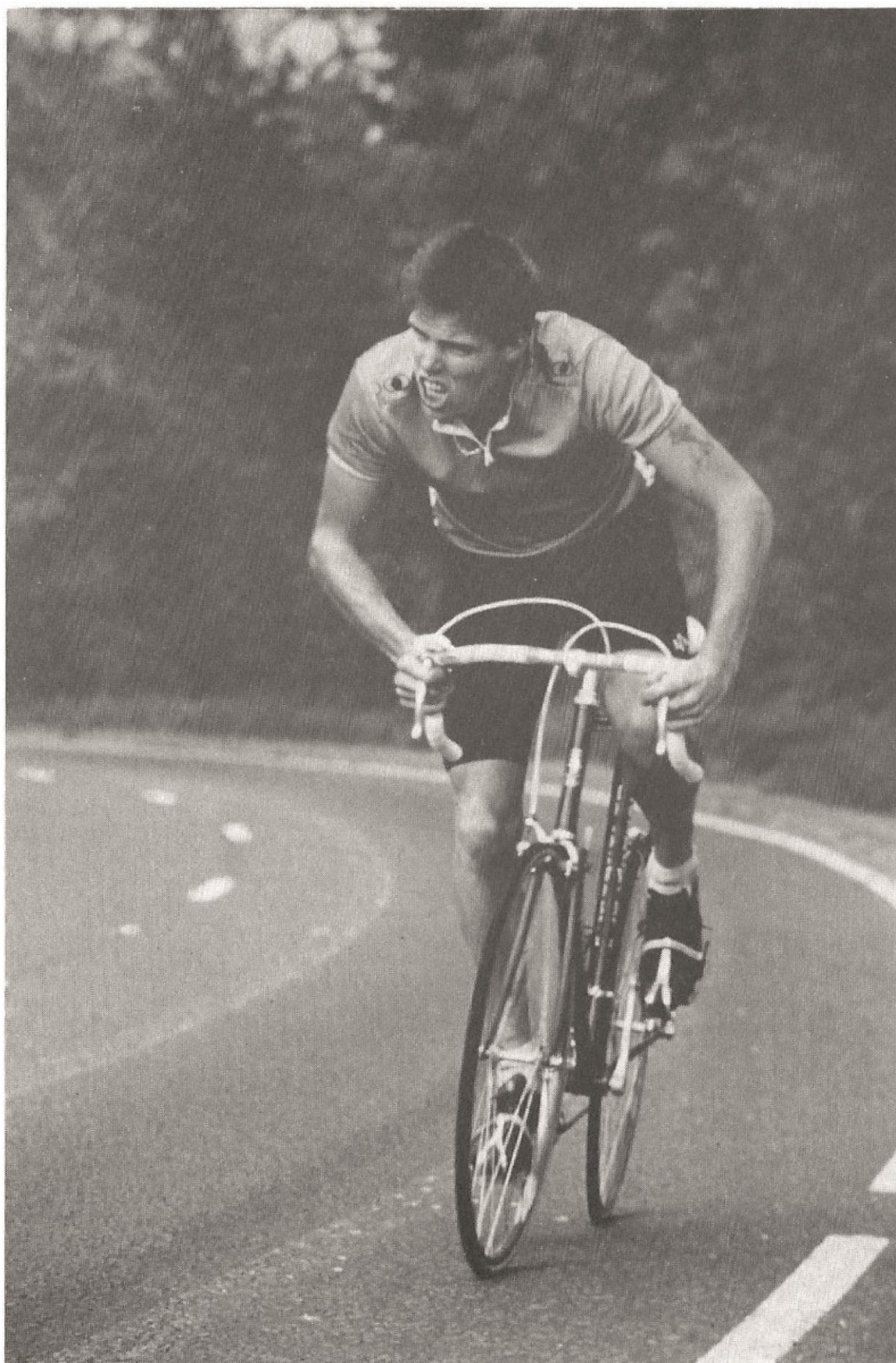


**PEPPI MARTELLO**

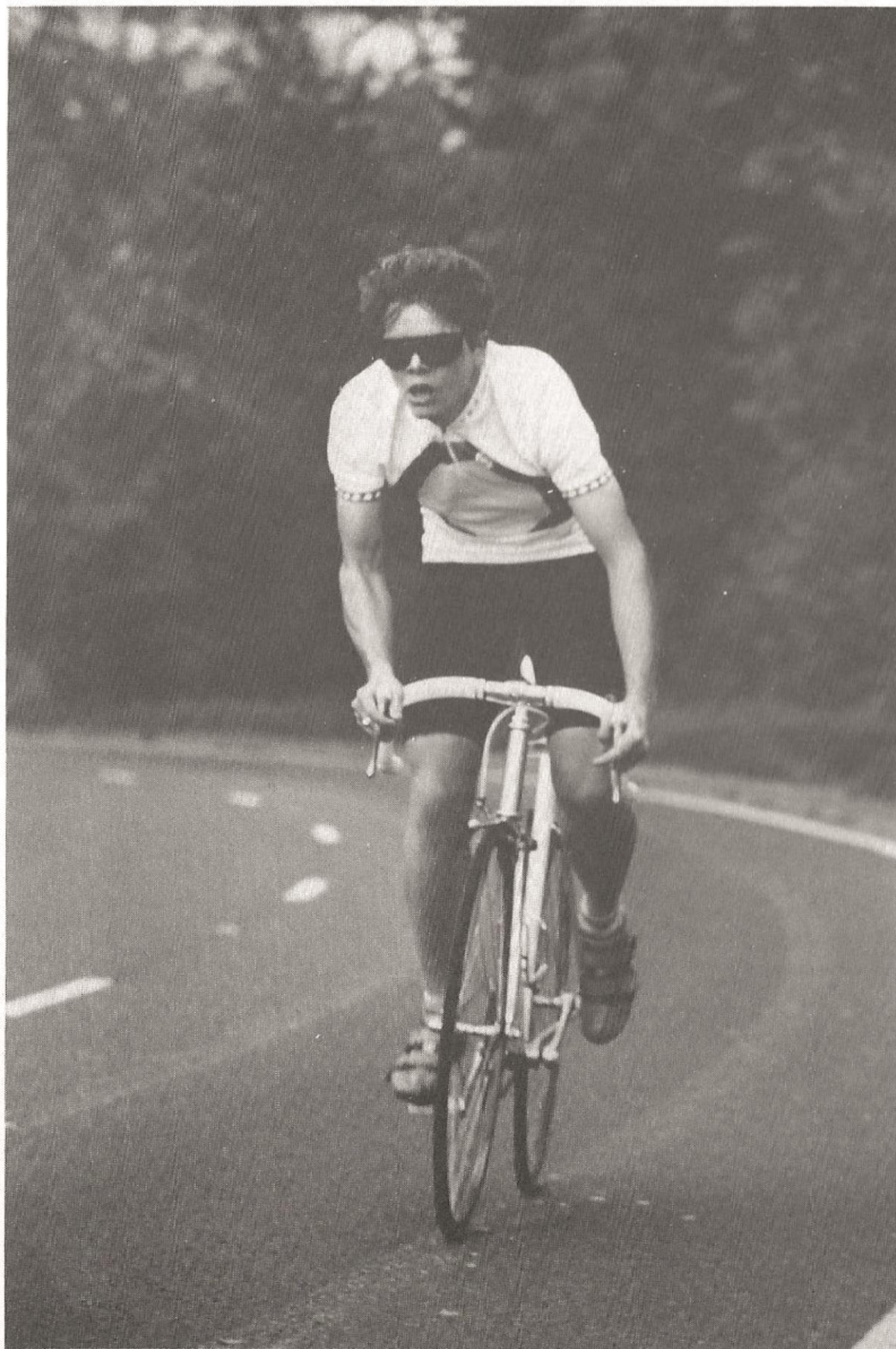


**JEREMY ARNOLD**





**TREVOR LEEDING**



**NEIL LISTON**



deflated rider! On then to Knighton where the hills really began to bite. There was a nasty one in seven out of the town that went on and on, and this was followed by many others, some worse. The dinner plate rear cogs were coming into their own now. It was a very dark night and notwithstanding the group's good lighting, we had considerable difficulty in seeing just where the road went. The stage was 38 miles from Ludlow to Hay on Wye and for the most part was in quite narrow lanes. It was to take nearly four hours. The control point in Hay on Wye was in the Village Hall which I soon located. I tucked into some soup and tea and cakes and then camped down on the hall floor for an hour's kip. Sustenance and a spot of shut-eye are very important on these rides.

After that stop I had to tackle the long and still dark climb up into the aptly named Black Mountains. The climbing continued for the best part of an hour but it was heartening to see the dawn breaking and to know that you have "beaten the night". All downhill now, no, not really, but there was an enjoyable descent to Llanvihangel Crucorney. I was feeling tired now and could easily have curled up in a bus shelter. I was however, caught by a group containing my friend Chris Davies from the Hants Road Club. This stirred me from thoughts of sleep, and with their encouragement, not to mention the shelter of their back wheels, I was soon making good progress again. It considerably assisted the passing of the 12 miles to the next control at Rockfield. The smell of food cooking was wafting out from the old school building and I homed in like a bee to its hive. Depending on the indications received from your body/stomach clock you could have tea and cakes, bangers and mash, or a full fried breakfast. You really do appreciate the efforts of the helpers who turn out for long hours of the night to do the catering. I tried a bit of everything and then finished off with rice pudding and pears just for good measure. In events of this length you eat what you can when you can, and I was



**doing** just that

I pedalled into Monmouth with the inner man well satisfied, and feeling confident about the 97 miles that remained to be covered. It was now an undulating route ( by my definition - hard). It followed close to the lovely River Wye, passing Trelleck and then on to Chepstow. I now found that I had a strong tail wind and scorched across the Severn Bridge. Fortunately keeping strictly to the course I did not miss the secret control in Chipping Sodbury to get, not only another stamp on my brevet card, but also to stop and enjoy the fine spread of food organised by the control team. This set me up nicely, not only with enough strength for the rest of the ride, but also to enable me to escape and decap about another seven times. It was a typical British Summer's day!

I reached Oxford and negotiated their complex one-way system without too much difficulty; having been warned that to stray from the suggested route would probably mean you would be lost for ever. The return to the headquarters was made some 26 hours and 46 minutes after departure. The actual distance covered was 416km or 260 miles, but what's an extra ten miles! It was quite the toughest 400km that I've ridden but it was also one of the most enjoyable and very well organised.

I hope to be able to ride the National 400km again in 1989 and hope that several of you will join me.

Dave Hudson

### **1989 ROAD RACING**

With the Christmas and New Year festivities fading away for another year, and with, I'm sure, your training programme well advanced!! It's time to get down to planning your road racing season. For some it will be a plan to improve upon the efforts, failures and successes of last season. For others it will mean finding out what opportunities exist. I hope the following will assist and encourage the new



riders to get involved and give it a go.

I suggest that you join the Surrey Road Racing League. This caters for all categories of riders from top first category to second and third category and, in 1989, for the first time, schoolboys. Despite the name 'Surrey' Sussex Club members can join and many from the Worthing Excelsior competed frequently in the many promotions during 1988. The courses used are mainly in south Surrey or north Sussex so are not far away or difficult to reach.

Last year the League promoted 93 events with a total prize money of £10,892 which was spread over 248 riders. Prize money is awarded at so much per point (last year £1.60). Points are awarded for placings and for finishing. They are also deducted for not finishing or failing to start when entered.

Last season the events were run as follows:-  
On Saturday afternoons there would be an all senior category race of between 60 and 90 miles. On the Sunday morning there would be a third category race normally between 50 and 65 miles and in the afternoon there would be another event for second and third category riders of 60 to 80 miles. In the middle of the season when the longer evenings allow there were handicap races for all senior categories and juniors. So there is plenty of opportunity for juniors or novices and there is a lot of truth in the saying that you only get better by competing against those who are better than you. There is also the occasional opportunity for the over 35's and veterans to compete in special promotions.

Surrey League members are also entitled to ride in Kent and Essex League events as well. They are all run on a similar basis. This has proved particularly useful for Worthing juniors in 1988, when several took part in Kent League junior races. They seem to put on more races specifically for the under 18's.

To encourage more Sussex and Hampshire clubs to join in 1989 there will be the return of cycle racing to the Goodwood Motor Racing Circuit. The intention



is to run a series of handicap events for all senior and the junior category. This will be from early May through to the end of August and it will be on Tuesday evenings. There will be a scratch event every third week. The circuit is flat and, very exposed on a windy evening, but these events will provide an ideal "closed circuit" introduction for young and novice roadmen.

It is because it is a closed circuit that races can also be put on for schoolboys and the organisers are not missing this opportunity. There will be a schoolboys race every evening before the main event. Any schoolboy or girl can ride as long as they are under 16 years of age, have a racing licence and a crash hat. A club jersey is normally required but such is the informality of the League that practically anything blue and white would be acceptable. No trade jerseys though. Prizes are calculated on the basis of the number of entries received for the schoolboy event on that evening.

The Worthing Excelsior as League members have to do a share of the promotions. In 1989 we run the Goodwood events on May 2nd and the Ashington circuit events on 19th August. Quite separately from the League we will be promoting an open road race for thirds and juniors in early April and a series of evening criteriums on Monday nights at the end of May and the beginning of June. Your support for these events as a helper if not as an entrant is most important.

To find out about other open events on in the coming season you should obtain a copy of the British Cycling Federations Handbook. This gives details of all events throughout the country. You can obtain a copy direct from the B.C.F. headquarters or by placing an order (QUICKLY) with the Club Treasurer. The Handbook also gives all the rules and regulations of both road and track racing.

To join the Surrey League or to find out how you get your racing licence contact Paul or Carole West or Peter Scarsbrook. They and indeed any other



of the Club's road racing enthusiasts will be pleased to answer any queries you may have. Also, if transport to any particular race is a problem, let them know, for shared transport shares the cost as well.

Paul West.

### **1989 FUND RAISING**

Just a reminder that the 1989 Fundraising scheme starts again as soon as enough applications are received. Tickets are £3 each from Paul or Carole West. Give them your money or pay it with your annual subscription also now due to the Club's Treasurer

### **A FAST COP**

A Fair Cop was the old expression, but perhaps now "A Fast Cop" will become more appropriate. In the City of London a sergeant and eight constables have been formed into a special Bike Squad. They are equipped with lightweight bikes and from the photo in the National Press they are dressed in racing shorts racing type vests and racing mitts. They carry the necessary handcuffs, truncheon and walkie-talkie in special shoulder bags. They have found that they can move through the traffic clogged streets more easily than the car and can reach a crime or traffic incident more quickly. For their sakes it is to be hoped that shorts are not mandatory - it can't always be this mild!

### **EARLY DIARY DATE**

**5TH FEBRUARY 1989 WORTHING EXCELSIOR OPEN RELIABILITY TRIALS** Start from Washington : 61 miles in 3hrs 50mins or 4hrs 30mins. slower standard starts 8.30 a.m. and the faster one at 9.00. Also 31miles in 1hr.55 mins or 2hrs.15mins. Starting at 9.15 and 9.30 a.m.

## **FEBRUARY CLUB RUNS**

- 5th. Reliability Trials see previous page  
12th 9.a.m. to Lannards Gallery at Five Oaks for  
Elevenuses with lunch at The Countryman at  
Shipley  
19th 9.a.m. to Hilliers Garden Centre A281 road  
Horsham with lunch at The White Horse, Pulborough  
26th 9.a.m. to Codmore Hill (Nightingales Garden  
Centre) . Lunch at The White Horse, Graffham.  
One evening in February there will be a run to the  
Home of Steve Jukes and family for refreshments.  
Watch Clubroom notice board for further details.

## **ANOTHER DIARY DATE**

Tuesday March 28th at the Clubroom starting at 8.30  
- so there's time to do your training run first -  
SLIDE SHOW. Short selection from Dave Hudson - about  
30 minutes followed by the evening's main presenter,  
Vern McClelland on northern Scotland and Iceland,  
about One hour.

## **ON TOUR WITH A BICYCLE AND A GREEN TORTOISE IN CALIFORNIA**

The holiday started in fine style with Ray's  
Presidential limousine taking me to Heathrow Airport  
on Monday 3rd October. The C.T.C. tour under the  
leadership of John and Greta Lumbers was, as always,  
well supported. There were twenty eight from this  
country and two joining us in the States. Our jumbo  
thundered down the runway just before 2 p.m. and was  
soon into the clouds. Was that Mick Mansell we  
passed ? Our flight was just ten hours and with a  
few back issues of Cycling to catch up on, meals to  
digest and my usual forty winks it seemed no time at  
all before we were landing at San Francisco. The time  
was just 4.15 and it was the same afternoon.

The warmth greeted us as we rode the first four  
miles to our Motel, the La Quinta. At most of the  
Motels we took our bikes into our rooms, but here



they received five star treatment being securely accommodated in the laundry room. We emphasised to chains and rear mechs that they must not get friendly with the sheets and towels close by.

After a good night's sleep we were ready for our breakfast at 7 a.m. on the Tuesday. A Lyons restaurant on the corner won the contract to feed the tourists. Very different to the old Lyons Cornerhouse Cafes now sadly no more in this country. Cereal, eggs and bacon, sausages, maybe a lamb chop and a large stack of pancakes, this was the regular daily starter which was excellent for keeping the wheels turning.

We departed from San F. by the back roads and were soon on a cycle route along the side of the San Andreas Reservoir. One of our American friends was from San Francisco so we were pleased to make use of his local knowledge. There was now a choice of route with the flatter coastal road or 'over the top'. Being of stout stuff, I think, I chose the hills and was soon climbing. The route took us via 'Le Old la Honda Road' but I saw no sign of any cars or m'bikes from this particular stable. Another part of the ride was along the Skyline Boulevard, these are I'm sure roads that will soon become familiar to Jason Buckley now living in San Jose, not far away. The summit was at 5,700 feet and the drink at the Scottish Pub on the descent was very welcome. Our accommodation for the night was at a Best Western Inn in Scotta Valley. We soon found the road, but the number in the road was 6020 and we entered at the end starting 1! It was still about 3 miles away! Day's ride 67 miles.

The second day saw us following the Pacific coast which was very flat and not so interesting. There were many miles of agricultural country just weaving in and out of the freeway. A suitable morning coffee stop was spotted but as we had only done 18 we thought that we should press on to the next. We did, we pressed on, and on, and on, it was another 27 miles. We eventually lunched at Moss Landing at around 45.



After a good meal we went on to Monterey, and then did a loop to take in Carmel, where Clint Eastwood is the Mayor. In the cafe here tea was served by a young lady from Ringwood. No, of course she didn't travel back and fro each day! She was staying with friends. We overnighted at 'Days Inn' taking our bikes up in the lift to our rooms. Mileage today 69.

The next morning we were to enjoy the Pacific Coastline at its best, a ride of 101 miles along Highway 1 via Big Sur one of the three hamlets on route. Only five of us rode all the way to San Simeon. The remainder of the party used the Green Tortoise (more detail later).

The next day was a rest day which gave us a chance to visit Hearst Castle., 1600 feet up in the Santa Lucia Mountains. It is an unbelievable dream castle with a small estate attached - about 275000 acres!

Saturday we were headed for Moro Bay only 30 miles direct route, so a longer mountain route including several long 1 in 5's was chosen. The temperatures were in the high eighties. It was a good day for a stop at the Winery for tastings, and we wobbled off along the remainder of that day's ride.

Having enjoyed riding along the Pacific coast for five days it was now time for the Green Tortoise to meet all the party and transport us and our bikes 300 miles over the San Luis Obispo Mountains and across the plains of Bakersfield to Lone Pine in Owens Valley. All aboard just after 9 in the morning and away with our friendly driver Geoff at the wheel. But what is this 'Green Tortoise' your asking; well think of a Youth Hostel on Wheels and you've got it in one. Bike shed, stove, beds (or one that will hold about twelve). A few notes from the Companies journal read: .... Arrive inspired, not dog tired, sleep in a bed, arrive well fed. Green Tortoise passengers are open minded..... Yes that was our group. Green Tortoise buses are rugged General Motors coaches, ours was very rugged, had covered over 1 million miles and had been used since 1954. We stopped at a truck stop

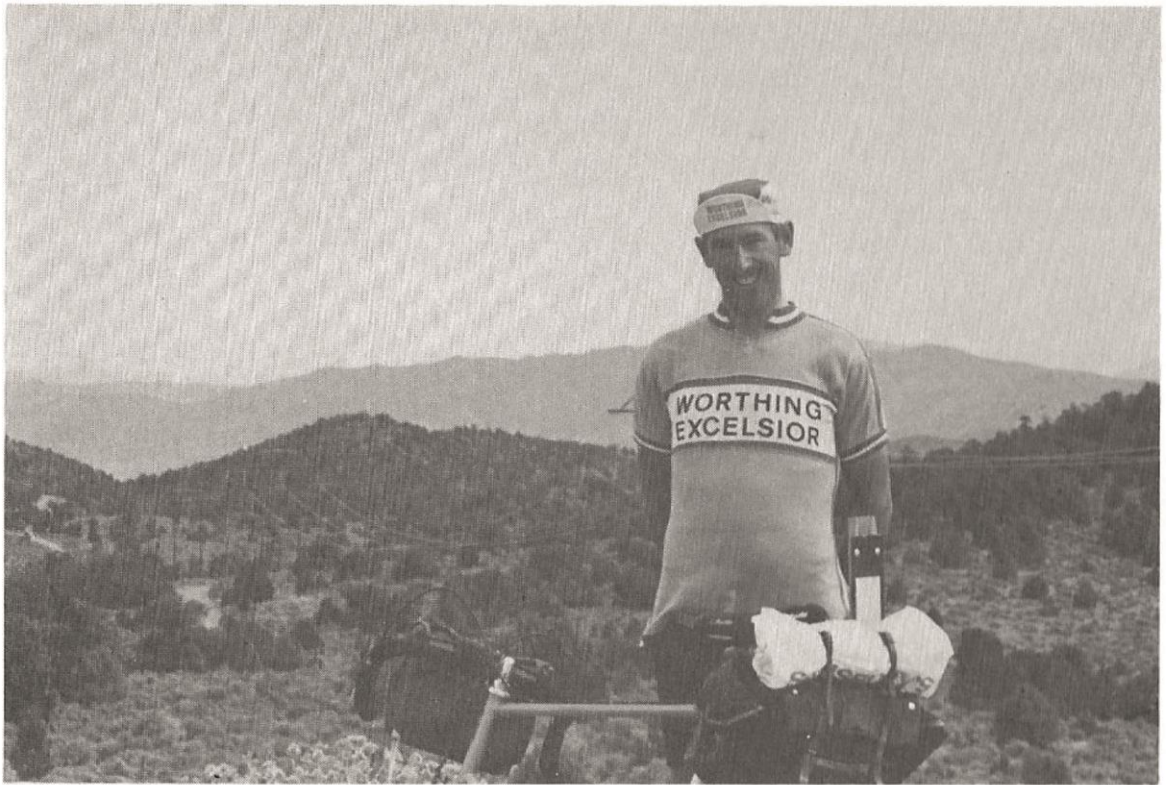


en route where I took lots of photos of the 'Big Rigs' in the sun. (Should explain that the writer has this strange love of things that we call juggernauts, Ed.) Temperatures that day were in the nineties (lovely). We arrived late afternoon at Lone Pine. The light had faded by 6.30 but I did have a quick ride down the road just to loosen up the legs. I saw a road called Pangbourne, and what roads! Course measurers and planners could have a field day. Anything from 10 miles to 24 hours with just one turn marshall!!!

Monday's stage was 58 miles but three of us decided to take in an extra 27 miles and climb the Whitney Portal road which leads up to about 10,000 feet. Above that is the highest point in California, Mt. Whitney at 14,494. The climb started as we left Lone Pine, gradually at first, but increasing to 1 in 6 as the miles very slowly passed. They were long straight climbs with just a few hairpins. It was to take me  $2\frac{3}{4}$  hours to cover just 13 miles. We would improve on that on the descent! The air seemed very thin at this altitude for those of us unused to anything more than Bury or Ditchling. The view though was superb, snow was above us, there was a waterfall and there were the splendid Autumn colours. We paused twice on the return for photos and still made the return in 25 minutes, which is not bad for 13 miles. The fastest speed recorded was  $53\frac{1}{2}$  m.p.h. and that is moving! Back in Lone Pine we enjoyed a Pizza, the restaurants are air conditioned and very pleasant but the heat hits you hard when you step outside. A self-service cafeteria provided our meal that evening and they operated a system which was very popular with the cyclists - you could go back for additional helpings.

Thursday morning some of the party visited the Laws Railroad Museum, before retracing the four miles and passing through the Round Valley and up, up, up, to the Sherwin Summit at 7000 feet. It was a long old drag on a dual carriageway, every time you looked up the view was precisely the same. Arrival in a small







\*\*The two pictures on the previous page show the 'Green Tortoise' that Dave refers to, and Dave posed in front of the 'Excelsior' Mountains \*\*\*\*\*

The scenery was again quite spectacular as we made our way to our overnight stay in Mammoth Lakes, again another Best Western Inn, this time situate at 8300 feet.

There was a touch of frost the next morning but the temperature rose again and we had another fine day a wheel. We took the detour around the Lake District including June Lake and Grant Lake. It was an easy day's ride and brought us to our next Best Western, this time in Lee Vining.

Next day being a rest day we sat around the motel all day - Like hell we did! The Excelsior Mountains shown on the map were within riding distance and I was determined to see them. Along the main route for 7 miles then right: the road stretched as far as the eye could see. Cars passed at the rate of one about every 20 minutes. I measured the miles we covered that were dead straight, it was 22 - what a 50 course this would have made! I rode into the State of Nevada and to the Anchorite Summit at 7592 feet. From here there were very good views of those Excelsior Mountains. Back into California (and better roads) and we made a detour to visit a ghost town called Bodie. It was a genuine Californian gold mining town and definitely ghostly. This had involved about 11 miles of rough stuff but was well worth the effort. Darkness came while we were still 10 miles from base so we had our evening meal out and were back in the Motel by 9 p.m.

Friday's ride took in the Tioga Pass which was just under 10,000 feet and took us into the Yosemite National Park where the scenery is just wonderful. We were now in bear country so one had to keep a look out for Yogi should he appear. You are advised to keep windows and doors closed and keep motoring. Being in single seater open tourers we had to be



ready to sprint if the need arose. We stayed overnight in Yosemite village in a camping tent, those without enough blankets froze.

Saturday morning we explored the surfaced cycle ways and after lunch the Green Tortoise took us all the way back to San Francisco. That evening the local cycling club members with a mini bus and three cars took us all out for a meal, it was a great evening. I was in the mini bus which had an eight litre engine and made easy work of the 1 in 3 hills in the City. Sunday morning we met them again, they ride under the name of 'The Fogtown Frenzies' ! for a club run. The local knowledge was most useful and took in a delightful waterfront route to the Golden Gate Bridge. All the local posers were out with stripped down bikes riding across the bridge. The return after about 40 miles was by way of a catamaran ferry (bikes free). We had the afternoon to see the sights at the same time trying to avoid San Francisco's 42 hills. After a few 1 in 3's you are pretty whacked out, and watch out for the cable cars. I took a trip on a cable car on Monday morning which was fun.

At lunchtime on the Monday the Green Tortoise collected us for the short trip back to the airport and for the return flight home. For those who like statistics, the total mileage cycled was 748 with 10 full days on the bike. Total cost including spending money £1210 (or just over 6p per mile. Total mileage including flights 20,000. Just a small selection of the 320 slides taken will be shown on Tuesday 28th March in the Clubroom, but for those who would like to see the full story unfold, come to Ferring Village Hall on Saturday 4th February. 7 p.m. for 7.30 p.m. start. "Have a nice day" Dave Hudson.

**WHAT AN INAPPROPRIATE NAME.** After a recent training run when I'd been smashed off the back I went home, and ~~when~~ recovered looked up the definition of **TARRY**. This one didn't "stay, delay, or wait" for anyone.



## RON MILLS

When Vice President Ron Mills retired from business at the end of 1988 he had completed 50 years in the cycle trade, with only the years of the second world war intervening while he served with the R.A.F. He was an errand boy with Searle's Cycles as the war years started and this followed a few months as a 'grease monkey' with Steeles Garage. The move, he recalls, doubled his wage to a magnificent 15/- (75p for you youngsters) and that for a whole week! It was the start of a long association with the Searle family.

He worked daily from 8 a.m. to 7 p.m. with an hour for lunch and a half day Wednesday, but with a late night, 8 p.m. finish on Saturday. He found the job interesting and cycled many hundreds of miles delivering cycles and prams - truly wheeling and dealing! Traffic conditions were so much easier then, but he still wonders why customers never complained about their new cycle or pram being towed alongside a bike. Of course - if there was a cot or a high chair to go as well, that would be carefully rested on the lower pedal and tied securely to the frame. Ron then had to walk it to its destination, often several miles, and then cycle back.

It was 1943 when he was called up to join the R.A.F and after training became, first a fitter, and then, with the rank of Corporal, a Technical Instructor, working in the later years on Gas Turbine Engines. He was never bored while in the services for he always had access to a bike which he would use to explore the countryside from whatever station he was at. Demob from the R.A.F. was in 1947.

He returned to Searles but the business had now been handed down from father to son and Peter Searle was now running it. Ron was placed in charge of a small shop in South Street Tarring, which he was able to work up to a thriving business.

An opportunity arose in 1955 for Ron to start afresh at a Searle's branch in George V Avenue West Worthing and this included the prospect of Ron being able to



acquire the business for his own benefit at a later date.

So began an exciting but tough new adventure which meant long working hours since a great deal of his repair work had to be done after the shop was closed. A working day was 8.00 till 13.00 then 14.00 till 18.00 and then after tea sometimes till as late as 23.00. Living at that time with his parents in Station Road he often cycled the three miles each way three times a day and nearly always along the seafront. A great deal of his time was spent sorting out the many problems of the motorised cycles which were so popular at the time. They were so misused by their owners who rarely understood the functions of the "beasties" resulting in many a headache. Mini-motors; Cyclemasters; Powerpacks and the B.S.A. Winged Wheel were just some of the terrors that nearly sent him crazy.

The business did succeed and in 1960 Ron was able to purchase the shop from Peter Searle and the Company of Ron Mills (Worthing) Ltd was formed trading from 98 George V Avenue from 1st February 1961.

Searles business at 120 Chapel Road was available in 1969 and a partnership of Ron and his brother Bernard with their wives was formed to take on that other shop. They maintained a close business association between the two shops. Four years later Searles pram business at 118 Chapel Road was also taken over. Expansion of the George V Avenue business meant that in 1975 they were able to acquire the Lease of 96 George V Avenue and Joan Mills Ron's wife was able to move to another separate pram department.

Ron's years of industry were fully repaid in 1977 when he discharged the financial support that he had needed to start with and he and Joan became sole and complete owners of the George V Avenue establishments.

Always anxious to present a modern and pleasing display rather than a scruffy extension of the workshop, Ron completed the Raleigh Five Star Dealership Agreement in 1978. With Raleigh producing for the U.K.



market alone no less than 250 different models, he was able to keep a good and varied stock and the Dealership gave him delivery priority and other valueable back up. Ron's was probably one of the first shops to put bikes on wall to wall carpeting.

In 1981 the Chapel Road business became independent with Bernard and Mary, and in 1988 with the retirement of Ron and Joan they have now succeeded to the George V Avenue shop, so the name of Mills continues. Ron coined the word "Cycleologist" and everybody in Worthing knew it was Ron. It is not known whether or not it will continue.

Ron and Joan have good health and plan in their retirement to see a whole lot more of the Sussex that they have lived in, and loved for so long, but have had so little opportunity to enjoy. They plan no world cruises or other spectaculars. Sussex and perhaps a bit more of these British Isles will do them nicely.

Ron has been a Vice President of the Worthing Excelsior Cycling Club since 1977 and for nearly 20 years his business has been our most generous supporter. In particular, the Open 25 which we have promoted continuously since 1962 has been sponsored by Ron Mills for all but its first few years.

We wish you a long and very happy retirement Ron and Joan. Our thanks for all your support, interest and encouragement over the years - keep in touch.

Don Lock

**ROGER SMALLMAN** attended the recent A.G.M. of the C.T.C (West Sussex) He commented that he **did not always go**, in fact the last one he went to was **chaired** by George Herbert Stancer (he of G.H.S.Tens fame) and that was a **while** back! No wonder Jean gets annoyed with him he's always out

**ANNUAL GENERAL MEETING \*\* CLUBROOM \*\* 7.30 PROMPT ON TUESDAY 21ST FEBRUARY \*\* PLEASE EVERYONE YOU SHOULD TRY AND ATTEND.**



## 1988 TOURIST TRIAL

October 2nd saw the annual battle of the Tourists. This year I thought it would be nice if everyone could have a go, particularly those who usually get the job of helping out - leaping out of bushes etc. to ask incomprehensible questions or show strange symbols to those who actually compete. To this end I devised a route with specific grid references where the riders picked up prepared question and route sheets which they could either answer on the spot or mull over whilst riding to the next rest point. There the sheets had to be handed in, duly completed. The idea worked well, except that only three riders entered the competition! It was perhaps fortunate that several volunteers had not been asked to stand around waiting to pounce on the competitors.

However, Ray Douglass, Roger Smallman and Tony Palmer (recovering from a gastric upset and not feeling too well) set off from Littlehampton to ride the sunny and warm 50 miles of the course. The route and questions are reproduced below for you to see what you missed (apart from the elevenses, lunch and tea). All completed the trial with nearly equal points being gained by all. However, though Roger was well ahead after the questions on abbreviations (he gets to write all the affiliation fee cheques) he had a disastrous finish on the map extracts. He did say that the course was very hilly, so perhaps the oxygen debt was affecting his mental skills towards the end. Tony Palmer finally won by one point from Roger and Ray in equal second place.

Route Sheet 1 (all route on O.S. sheet 197)

From the start (48 The Winter Knoll, Littlehampton) proceed N passing a cemetery and over a level crossing to the castle. Then to picnic site 500 metre S of Height point 137. Descend to pass P.H. and turn left 50 metres before the two chapels. At the next village; How many gargoyles round the Post Office, and who drew the village map? Crossing the main road proceed NW to



pick up Question sheet 1 at Grid ref 002145.

QS 1: What is the full title having the following initials - the easy ones have to be exactly right - is it 'Cyclists' or 'Cycling' ?

C.T.C. B.C.F. R.T.T.C. S.C.A. V.T.T.A. S.C.C.U.  
S.R.R.L. E.S.C.A. E.S.C.A.! R.S.F.

Continue NW to cross the river on minor roads. Remaining on minor roads proceed NW entering the town East of the School to elevenses at GR976215.

From elevenses proceed W through height 45 to turn N passing a military pub and church with distinctive tower. Remain on this road to turn W at height 67 and descend to village green. What is the bird on the pub signpost and which famous poet lived here ?

Proceed SW to junction, then S keeping between grid lines 92 and 93 to lunch at PH at height 69. What dates for St.Hilda's Chapel ?

From pub proceed to main road passing height 98 and 52 and then west to minor junction then S crossing river to continue S, but west of Trig point 56 to the village with the Pub and Church with spire - which Saint is the Church ?

By the phone box go SW to join main road, then S to church with tower. Proceed E going either N or S of pylon line to car park and Forest Walk on the major Roman Road. Pick up Question sheet 2 at GR937-089: Return to start

(Question 2 had 4 small extracts from street maps O.S. or road atlas (not coloured and with strategic names wiped out!) showing the clubroom, Ditchling Beacon, Evening Ten Start and John O'Groats.)

Bob Grange

The Editor would not have done very well. What's RSF? I could not find a school near Petworth on my Sheet 197, but then perhaps I should not have been at Petworth. As for Trig point 56 I could only find '55' Finally, if I was still on course at East Dean how do I get to the point south of Earham for the last question sheet ? I don't think I would have done very



well on those map extracts either.

Clearly though, this was a most disappointing entry and the idea that it should be held late in the year so that racing/touring members do not have a clash is of no point whatever. The committee are already considering moving the date to midsummer so that those who wish to take part can have a full day. Exact date to be chosen when they know that Tony Palmer will be working away! Well he wins it so often. Don.

### ANNUAL DINNER

The 1989 Dinner, Prize presentation and dance will be at The Chatsworth Hotel, Worthing on Saturday 18th November .

However, while the venue has been booked WE DO NOT AT THE MOMENT HAVE ANYONE WILLING TO ORGANISE IT. If you feel that this is something which you would be willing to handle please let the General Committee know as soon as possible.

### SOCIAL SECRETARY

Several club officers will be changing next AGM and in most cases volunteers have indicated that they are prepared to accept nomination. This is not the case however, for the position of Social Secretary. The job involves organising all those willing to help with the catering for club events. If we can not find someone for this job then there will be far less catering done. Again if you are willing to take it on please let us know. If on the other hand you are just willing to put your name down as a helper, again do please come forward.

Riders; if you want the catering to continue as in the past you may have to put your names down, if only as a once in a season offer, and perhaps you can ask your wives and girlfriends if they would help.

OLD AGE Overheard In Doctor's surgery. "I'm afraid Mr.Douglass the pain in your leg is caused by old age."



"But Doctor, my other leg is the same age and that doesn't hurt"

### **ROAD SAFETY**

Every now and again we have to have a go at some members who are going to bring this Club into disrepute if they continue to act stupidly on the very busy roads on which we have to ride.

We proudly show our Club name on our training tops so we must not give the general public reason to complain. There are many, as we know, who don't feel that cyclists have any right on the road anyway and the last thing we want to do is to give them ammunition for their argument.

On occasions recently older members of the Club have asked others to ride more sensibly and to obey the Highway Code. There have been instances when riders have been seen in the centre of major carriage-ways, and riding three or more abreast. Also the numbers who ride at night with inadequate lighting is absurd. One rider actually turned his rear light off, "to save the battery" !

This Club does not have to tolerate stupid behaviour from anyone and if the same individual continues to cause this kind of trouble then we can do very well without him.

### **A TOAST TO THE LADIES**

Victorian lady cyclists had a lot to contend with, not least from the prim attitudes of the age, typified by this letter in the Worthing Gazette of 7th August 1895. Little wonder that ladies cycling dress for many years was long skirts, blouses and pretty hats!

Sir, Passing down the Steyne this morning I saw a woman dressed in loose breeches, gathered in under the knee, and endeavouring to ride a bicycle of similar build to those used by men. I venture to hope that if this person only knew how unwomanly she appeared in knickerbockers, and in her attempts to straddle the



machine, she would in future wear the undivided skirt and seek a suitable mount.

It will not be forgotten that such dress is strictly forbidden in Holy Scripture. In Dueteronomy Chapter 22, Verse 5, we have the following prohibitive words; "The woman shall not wear that which pertaineth unto the man, neither shall a man don a woman's garment, for all that do are an abomination unto the Lord thy God".

Far be it for me to taboo the bicycle as a machine for ladies. When properly constructed (as many of them are), and ridden in a becoming dress, it is, in my judgement, a graceful and admirable means of locomotion.

I am sir, yours faithfully.

An Admirer of true Womanliness.

By 1896, "rational dress", including white knickerbockers, was often seen in Worthing - the ladies were not to be denied the delights of cycling and, by the standards of the day, the right clothes to do it in. The Excelsior proposed a ladies race at its sports meeting but none entered, although by now the town had a ladies swimming club. The feeling expressed by "An Admirer" was not rare - one N.C.U member even intended proposing that ladies racing be forbidden.

In June 1896, the Excelsior offered its help in forming a ladies cycling club, to no avail. At the 1897 AGM Dick Long moved that lady members be admitted, which caused a long winded discussion which was brought to an abrupt end by secretary and founder member A Hwer, who drily pointed out that the constitution had never excluded lady members. The ladies subsequently joined in droves.

I wonder what modern lady racing cyclists like Longo and Canins and our own Christine and Angela, would make of the genteel actions of the competitors at a meet at South Kensington in 1896. Lamps and mudguards were not removed and as they passed, they touched their bells. How nice!

John Grant.



## **RULES \* REMINDERS**

As we start another time trial season a few reminders especially for new riders.

You must ride entirely alone and unassisted. You must not ride in company with, or take shelter from, any other rider or from any vehicle on the road. If one competitor overtakes another he must pass as widely as possible, and no shelter must be given or received. The onus of avoiding riding in company shall be upon the rider overtaken.

You must not be predeed, accompanied, followed nor in any way receive assistance from a motorised vehicle associated with you or any person in or on such vehicle on the course. There are some exceptions to this when the race distance is over 100km or 62m.

All competitors in or in the vicinity of an event must observe the law of the land relating to road travel. In particular competitors must not:-

(a) ride dangerously, carelessly or without reasonable consideration for other road users.

(b) Conform to all traffic signs and signals.

As an amateur you may not carry advertising on your race clothing except where you are a member of a club which has registered an advertising agreement with a sponsor or sponsors. The Worthing Excelsior has no such agreement.

Competitors must be completely clothed from neck to just above the knee with jersey that includes at least quarter sleeves and shorts or a one piece outfit (skin suit usually) covering the same area.

Every competitor must make sure that his machine is so constructed and equipped and maintained as to be capable of being ridden on the road safely at all times. Two brakes with freewheel bikes and at least one front brake if you have a fixed wheel. Tyres must be in good condition and tubulars must be securely fitted to wheels by tubular cement.

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CONGRATULATIONS ON REACHING YOUR

40TH BIRTHDAY

NOW YOU ARE A LADY VET YOU GET

HALF A MINUTE EVERY YEAR!