

THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB



SPRING 1989

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FRONT COVER

'OUR ED' ALIAS DON LOCK STARTS HIS 38TH SEASON

SPRING 1989=====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.

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HILL CLIMBING

When I was asked to write about hill climbing, I thought, "Oh, no. What can I possibly want to remember about hill climbing?". I'd had a good climbing season, I know, but there was a lot of hard training, sweat and pain involved and this required more commitment and concentration than I'd ever applied before so when it all finished after the National Hill Climb, I was happy to forget it all.

It's difficult to remember everything that happened during the season. We tend to remember the most unexpected things. It will be a long time before I forget Tim Woodburn passing me in the Bath Road Hilly 50. It was after just five miles and he had started a minute behind me. I had managed fourth fastest on the timed climb, so was not unhappy. New shoes caused me problems early in the season. I ended up drawing imaginary lines of applied force down my legs through my feet to the pedals and concluded the shoes were of no use. Resurrecting my old Sidis caused me to think that when they gave up, so might I have to.

Fatigue and pain go together when you train and I had my share. At the height of the season I was climbing Bignor Hill twice, returning to Kithurst and finishing with Chantry Lane; often riding that twice as well, then returning home and weight training. I believe I can handle a lot of pain: working on building sites and spending winters outdoors helps to toughen you up but I suppose I went too far when I tried running backwards up Chantry Hill. A rugby coach had told me that this would strengthen my legs. This was one of my less sensible ideas and abandoned after strained ankle muscles. Never mind, if you have a commitment to achieving a goal, then things must be tried and I was to become even more desperate when the climbing season started. On such occasions I remind myself of an important statement I read in a book on sports psychology; "Do not lose sight of

your goal". If there is one thing that time trialling does do, it will improve and extend your capacity for concentration. This helped a great deal in achieving my ambition to have a good ride in the Catford Hill Climb. Some readers may remember my enthusiasm for the event when I wrote about it in 1985. I believed that with the right sort of training I could do it. How could I not return to tackle this formidable climb ? (My future aims are always decided at least nine months before I tackle them).

Various hilly circuits were ridden from quite early on in the year. The hardest was probably: Findon, Storrington, Chantry Hill, on to Kithurst, continuing to Houghton, through to Bury Village, Bury Hill, then turning for home at Whiteways via Storrington. These were done on gears 52/43, later 44, with a 13,14,15,17,18,19 block. Greater strength was required and I was able to get into a good routine at home, using simple weights and elementary exercises. These would be done immediately on returning home.

If I was to master my fears of the Catford, I would have to find a similar climb to train on. There are not many steep climbs in Sussex but one, passing through a farmyard and ascending the Downs at Bignor was marked with the tell-tale arrows of severity of gradient. In fact four of them!

I'd been anxious to try this climb out on a new track frame Condor were building for me, but I could wait no longer. One Friday I put my old road track bike together and on Sunday 10 July gave it first try.

From my previous rides on the Catford, I knew what gear I had used and also what gear winners had used, so if Bignor Hill was as steep as the Catford, then I would need a gear that could ascend 1 in 4 gradients. Fit riders use 54" (44 x22) and I was determined to train myself to use the same. A brief point about gearing here: hill climbers will often be tempted to use gears, particularly on long climbs

of variable gradients. Do not be. The fixed wheel is so much more efficient and provided the gear is low enough for you to keep the revs up, less time will be lost. Only if a climb has a long flat finish like Bury Hill, would I recommend gears. (The best ride I've had on Bury was when using a 45 inner, changing onto the 52 for the sprint to the finish).

The climb and the countryside around Bignor were to become very familiar. I loved it and hated it. It was impossible to ride such a small gear the 14 miles out to Bignor so I would drive. Looking towards the hills, cursing the sight of grey clouds, yet half hoping it would rain, knowing the fear of pain would soon be there again. Because the climbing season is so late in the year, it is often cold. You can warm up before an event, yet be shivering two minutes before you start. Warm-ups or rather loosen-ups, were kept short. Preparing yourself mentally is more important. Pre-season fitness will enable you to cope physically, On arrival at Bignor, I would unload the bike and ride up the road, to give me time to get my mind on the task and hopefully stimulate some of the aggression needed to attack the climb. Hill climbs are uphill sprints. The system has to be trained to cope with the sudden change from standstill to instant all-out effort. Turning at Sutton, I would mentally wind up with a mock charge at the short gradient beside the Mill. By now the mind is locked on the job. Pretending not to notice, I would stop briefly at my car to remove my longs, then spin on to the foot of the hill, looking only at the road surface and towards the start of the climb. I would not stop, only slowing to near standstill at the start point. Each attempt was timed and recorded as has most of my training, each one being as much as possible a simulated actual event. It is difficult to describe the horrors of hill climb training. Bignor Hill, a narrow lane leading up onto the South Downs, is extremely steep with a rough, bumpy, broken surface. The first part curving sharply to the left, steepens as it opens out,

very quickly being at least 1 in 5. Straightening for a moment before sharply turning right, the whole road being between 1 in 6 and 1 in 4. A large hump on this bend which you cannot avoid might even be steeper.

At this stage the first glimpse of the summit may be seen but this to your despair, is almost the same distance as already ridden. By now, your chest is fully expanded, mouth stretched wide, air is gasped, searing the throat, while your mind strives to maintain discipline over the whole ship. Two yew trees mark the finishing line. The road now, although still ascending, is not worth wasting energy over. A second ride was always made. Though all effort went into the first it was important for my ego to be capable of getting up the hill again. It is a 2 minutes plus climb so is a similar distance to the Catford, I would suggest however, that it is more severe. Only the climb known as Southowram Bank in Halifax, Yorkshire, was more painful.

On 7 August I rode my last time trial - the Rother Valley Hilly 24. Results had been disappointing and I'd been considering for some time the benefits and drawbacks of not racing. Eventually it was decided that, with motivation flagging, I would concentrate entirely on training for the Catford and National Hill Climb. This was an important decision as most would say that good form cannot be obtained without good mileage and I had decided to cut out all distance training. My theories on improving my form for such a specialised event might have been considered unusual but with a firm belief in myself, I felt compelled to carry them out.

Every other day I would drive out to Bignor Hill and ride it twice. Returning home, I would at once do a few stretching exercises before weight training. On the alternate day I would ride my geared bike from Findon up to Chantry Hill, ride the climb twice if I had the energy, then return home to weight train again. I'm not qualified in any way to advise about weight training. I've never had instruction so

I can't say that this is what you should do. Remembering that even the short YorksHill (for the Catford) will take two minutes plus, there seemed little point in being able to bench squat 70kgs 10 times if the strength it gave me ran out after 1½ minutes. Therefore, the exercises done after hill training, were designed to raise my level of endurance and at the same time improve my all-round strength. A typical schedule went thus: bench squats - 2 x 10 x 54kgs then rest by standing with the weights on shoulders; 25 bench squats straight off. Every effort should be made to go straight from one exercise to another quickly. Easy when you get into a routine. Still with 40kgs on the bar, do as many full squats as possible. Returning to 54 kgs, I would do 25 -30 calf raises three times standing with my toes on an inch thick board. Then, using 20kgs on a dumbell, I would stand with the weight by my side, bend to the side from the waist, then straighten up. This strengthened my stomach and helped those muscles in the back that reinforce the spine. The back undergoes considerable stress when climbing, particularly when you are out of the saddle. The spine twists from side to side, caused by the downward stroke, tilting the pelvis upwards on each revolution of the pedals. After training on Bignor I would return to exercise my arms and upper body. Strength is needed here to counter the tendency of the bike to pull away from you, the idea being to pull the bike into the pedal stroke. Hill climbing can be learnt but at this stage time restricts me going into more detail. If you are interested, the next time you are out of the saddle climbing, try and visualise the stresses applied to the bike and yourself. Think also about the way levers work. I'm not just thinking about the cranks but the whole bike, and also your back, shoulders and arms. With these ideas in mind, I decided that I could gain a useful advantage if I was to use straight handlebars, only for fixed wheel and only for the shortest of climbs.

A pair of straight steel bars were fitted to a stem with a short (45mm) extension, reducing flexing in this area. They were fitted to the Condor track frame. After twice taking a hacksaw to them to shorten them, they were lowered but at this point I realised that leverage can work two ways.

On realising this weight training for my arms and shoulders was done on the days I returned from training on Bignor Hill. Again, the emphasis was on high repetition. These exercises included press-ups (up to 65 non-stop), 50 arm curls as fast as possible, using 14kgs on an 18" bar, wrist curls using 10kgs until failure and of course high repetition bench presses. This now was my training nearly every day until the end of September when I drove to Yorkshire for a weeks holiday. I planned to look at the National Hill Climb course and ride the Halifax 2-day 4-stage Hill Climb.

The attraction of a four stage hill climb could not be resisted. There were 36 riders starting on the same number each stage. The time between each event was only one hour. The course was about 2 miles long and dragged into a headwind out of Ripponden to moorland on the Rochdale road. Using my Spooner with a 43 x 13 straight through, I finished in 7.42 but was not pleased with 10th place. Mick Benson of the promoting club won with 7.12. The second stage was on the much used Ripponden Bank, said to be a fixed wheel climb. I ignored this and paid the price. Crunching my gears horribly just after the steepest first half, I scrambled across the line knowing that it was not a good ride. 10th again, and feeling stupid. The next day was based in Halifax. The Halifax R.C. must find it difficult choosing the climbs to use as the town is surrounded by hills. This day's stages started within about two minutes of each other and having looked at them I felt I knew what I had to do. The third climb, Beacon Hill Road was about a mile long, and rose, not drastically, in

a couple of sweeps to the top, giving wonderful views of Halifax in the Valley on my right. The morning was pleasantly warm and I rode gears, again really flying, having to change on the outer ring straight away. Knowing that every second counts, it was all-out sprinting and I put everything in to it. Disappointment again though, 13th and going down. Dave Long won this his 2nd stage, and I was wondering what all my training had meant, but all was not lost. After calculating overall times a good 4th ride could get me in the top 10. This climb though is a real toughie. 880 yards long, it starts beside a blackened mill and within yards of the start, rears up unstintingly, varying between 1 in 5 and 1 in 4 all the way. This "lane", rising to the summit joins the Beacon Hill Road and must be one of the few "short cuts" to be avoided. 50 yards from the top can be seen the remains of the original cobbles, fortunately missed by a central strip of tarmac.

Simple details given to me of this climb were: 880 yards 1 in 4. Top climbers use 42 x 21 (22). I'd trained on the 1 in 4 Bignor Hill using 44 x 22 on the Condor and decided this was the time to use it. The straight bars got funny looks but I was confident in my ability to take advantage of them. The ride proved to be a good one but Oh! the pain. Returning to the H.Q. and feeling tired now, and conscious of a badly burnt throat, I packed the two bikes and six wheels into my car and went to the result board. Dave Long was a clear winner again (3.00.3) and easily overall winner. I was fourth with 3.12.5. Obviously very pleasing, moving me to 8th place overall.

I set off on the journey home and pondered over my weekend's riding. Today I realised was the day of the Club's Hardriders and I hoped the day had gone as well for them as it had for me. Today though was just the start of my season and had been an encouraging first event. I now felt ready for a good ride in the Catford.

(To be continued)*** Mick Mansell

LEWES RELIABILITY TRIAL

A trip around East Sussex was on offer in this Lewes Wanderers promotion on Sunday 29th January and it attracted an entry of eleven from the Excelsior. The distance was 63 miles and the standards were; the fast, at 3hrs 50mins, the brisk, at 4hrs 20mins, and the definitely more moderate at 4hrs 50mins. The general consensus of opinion being that miles rather than speed were what is required for the time of year meant that nine selected the 4hrs 50mins and only two (Oh! to be fit in January) went for the 3hrs 50mins.

The event got under way from Lewes at 9 a.m. It was cold and it was foggy. The route was comfortable to start with, although always gradually climbing, out through Isfield and up to Nutley. By this point we were out in the sunshine and it was very pleasant. The climbing continued more markedly as we made our way towards Crowborough.

We made every effort to ride together as a group and refused to be drawn into races with other groups or clubs, although sometimes we were split as others tagged on to our 'steady' pace. It was up and down through Rotherfield and Mark Cross and on to Wadhurst just about half way.

This report for the most part is on the ride of the nine and not the two..... but to continue.

Before Wadhurst we split for a while as some stopped to give mechanical assistance to a Lewes Wanderer whose brake lever had come loose. Soon though we were regrouped and after a further spell heading east we eventually turned south towards Stonegate and Burwash and into a very tough part of the course. The roads were frequently very narrow and muddy and gritty, while the surfaces were little more than an indication that there used to be tarmac. It was never flat either, with the route always plunging into or struggling out of a valley - either 1 in 6 or 6 in 1 ? The thought that we were lucky to have escaped punctures had hardly passed my mind

when the very call came from Colin Toppin. We were lucky though, for it was uphill at the time and it gave us a chance to catch him up!

After a particularly punishing climb near Burwash, which Don recalled had been the scene of his one and only hill climb event in 195.... , , and a number of us had taken the chance to bang the frost off our shoes, we paused at the top, (most of us knackered = very distressed!) . We ate and drank and rested, and then up the hill bounds the large and aimiable 'Big Trev' Leeding. He had ridden to Lewes for the start to get in another 20 miles. He had started with the fast group, lost his companions, including Paul West, and was, it seems, quite pleased to see us. He admitted to not usually venturing into those parts and having little idea of his whereabouts. Despite the fact that our moderate speed would not get him back to Lewes within his time standard, he was not bothered and we were pleased to have his company. He provides an excellent back wheel! A shame then that after a few more miles he was to miss his bottom cog, turn his chain around the hub and fall unceremoniously into the mud. We were all very sorry - the laughter was difficult while climbing!

The worst was over now for from Herstmonceaux, although we had a head wind we were back on main roads and there were no more hills. We passed Richard Shipton country around Robertsbridge and were soon back to Lewes through Laughton and Ringmer. We were comfortably within the standard.

Paul West.....please come back..... don't join the Eastbourne Rovers..... Where did he get to?

Worthing riders: Vern McClelland, John and Marvin Lucas, Tony Palmer, Alan Matthews (on 64" fixed!), Alan Stepney, Colin Toppin, Jeremy Arnold, Don Lock, (all successful at 4hours 50 mins). Trevor Leeding and Paul West (not successful at 3 hours 50 minutes)

RELIABILITY TRIALS SUNDAY 5TH FEBRUARY 1989

A 31 mile ride which turned out to be 32 and a 61 mile route which most seemed to measure at 62.5 miles (so Don's car's instruments could be a bit out!) were offered and the general comment was favourable, although a fair percentage found them a bit tough for selected standards, and others had trouble in following most carefully worded and checked route sheets. A number of riders from the Gatwick club actually clocked in on the 31mile route inside their standard, but where had they been, for they never made the control in West Chiltington?

The standards were, for the shorter route 1 hour 55 minutes and 2 hours 15 minutes, and for the full route 3 hours 50 minutes and 4 hours 30 minutes. The success rates were respectively: Nil out of 6, 26 out of 38, 15 out of 18 and 8 out of 14. A 67% pass, and if the essence of challenge in these rides is to be maintained then it would appear to have been about right. It may be however, that the story would have been very different if we had had real February weather instead of the very mild and calm conditions which prevailed.

The long route which started at Washington was briefly: Ashington-Adversane- Alfold-Cranleigh-Ewhurst-Capel-Rusper-Faygate-Colgate-Mannings Heath-Slaugham-Warninglid-Blackstone-Small Dole-Bramber-Washington. A few short sharp hills but nothing big and in the main just undulating and fairly free of traffic.

The short route had the same start and finish but was very much in the minor lanes. Briefly again, it was: Wiston-through Snakey-Partridge Green-Littleworth-Maplehurst-Copsale-Southwater-Dragons Green-Coolham-Coneyhurst-West Chiltington-Storrington-Thakeham-Hampers Lane-Washington.

At this time of the year you are bound to get muddy roads, especially in the lanes, and the tubs, and the light pressures with little tread, which are so fashionable, are, despite the "puncture resistant"

tags, very vulnerable to the grit and flint which is so prevalent. It was to cause several to D.N.F or not qualify, while for others it just added to the challenge. Andy Smith was one puncture victim, with near fatal results as far as getting home was concerned. Forced to make last minute changes to his bike before starting out (he had planned to ride tandem) meant he was riding 700c wheels, while under his saddle he was carrying spares for 27 x 1½. Oh Dear! those inner tubes looked enormous and they would never have gone inside those narrow covers. Fortunately help was at hand, and the ten minute delay was to cause him no difficulty.

Thanks are due to Tony Butler for manning the control and refreshments at Capel and to John Grant covering a checkpoint near Small Dole on the longer route. Ray Douglass and friends (Yes of course he's got some) officiated at Southwater and David Davies was at West Chiltington on the shorter route. Dave Funnell held the watch, Ron Foster took the entries and Dave Hudson made a super job of the refreshments at the finish.

Dave Hudson, incidentally, by special request, because he was doing the catering on the Sunday, rode the 61 mile course on the previous day. He was ten minutes inside his selected 4 hours 30 minutes standard. The route was checked and timed and what's more it was a very much harder day with a strong southerly wind., so he will be awarded a certificate as well.

Qualifiers: 31m in 2hours 15 minutes

Ken Retallick	Worthing Excelsior
John Wiseman	"
Peter Kibbles	"
Bill Procter	"
Robert Downham	"
Mel Robertson	"
Karl Robertson	"
John Walmsley	"
Paul Toppin	"

Mike Gibbs	W.E.C.C.
Vern and Sean McClelland (Tandem)	"
Colin Toppin	"
Tony Palmer	"
Alan Matthews	"
Keith Dodman	"
I. Allbrecht	"
Rick Stringer	Brighton Ex.C.C.
Valerie Stringer	"
D.French	Crawley Whs
D.Beeching	"
C.Beeching	"
R.Gray	"
B.Sharp	"
R.Gorringe	Lewes Wanderers
T.Gorringe	"
G.Wall	unattached

61 miles in 3 hours 50 minutes

Martin Penfold	Brighton Ex.C.C.
Simon Taylor (1)	"
Simon Taylor (2)	"
Dick Holcombe	"
Vince Lowe	"
Tom Roberts	"
Adrian Watts	"
Nick James	Velo Club Etoile
Graham Kerr	"
Mike Coyle	"
Adrian Cooper	Central Sussex
Trevor Leeding	W.E.C.C.
Neil Liston	"
Paul Middleborough	"
Richard Smith	unattached

61 miles in 4 hours 30 minutes

Mick Burgess	Lewes Wanderers
Dave Fox	C.T.C.(Worthing)
R.Savage	C.T.C. (Arun)
Steve Barrett	W.E.C.C.
Peter Seymour	"

Kevin Spilman
Andy Smith
Don Lock

Worthing Ex.C.C.
"
"

ERRORS

Unfortunately I can not claim they were deliberate but it is amazing how, after typing, and checking, they jump out at you when you come to read the finished article.

The biggest howler, I'm afraid came in the time trials rules when you were told that competitors must not:- (b) Conform to all traffic signs and signals" Please do not rely on this statement. It most definitely would not stand up in court. It should, of course, have reminded all of us that we do have to observe all traffic signs and signals. I'm sure no one could have believed otherwise.

In the same article, in case any of you have dived in to dictionaries, the word in the first line of the third paragraph of that same article should have been "preceded".

Apologies to Colin Toppin and to Pepe Martello for not making sure that our printer knew how to spell your surnames and christian names on the photographs.

In the Open Hardriders result we missed Vern McClelland's time - Sorry Vern - you recorded 1.19.01.

And, finally, I hope, in Dave Hudson's article on the Californian trip, at the end of page 35 we should have continued "village (Tom's Place) was not that terrific; Tom was not at home - the cafe was closed and we had to make do with biscuits and a can of cold drink."

Perhaps you would like to amend your copies.

Don.

OVERHEARD COMMENTS - AND THEIR MEANINGS !

"I had trouble with my gears" -- means "I'm a lousy mechanic"

**Reprinted from and with acknowledgements to the East
Sussex Cycling Association Magazine 'Bonk'**

Epic deeds of courage and endurance have inspired poets through the ages. The ESCA Reliability Trial on Sunday, November 20th, 1988 was just such an event, involving as it did 60 heroic men and women - 14 of whom failed to return. Of those who did, 28 achieved their targets, and 19 were from Worthing Excelsior - whose triumph is recorded for posterity by the poet Shortfellow:

The rain and sleet were falling fast
As from East Hoathly village passed
Some men, who wore 'mid snow and ice
Blue jerseys, with the strange device:
Excelsior!

Lucas and Palmer, Douglass and West,
Riding their bikes like men possessed,
Led the way towards Barcombe Mills,
Soaring like Millar up the hills.

Stepney and Marshall, Toppin and Lock
Took a wrong turning while passing The Cock
But onward they rode, ignoring the roar
That came from the mouth of the wild Nomad Boore.

"Hang on," he cried, "my fingers are numb -
"I've no gloves on my hands nor pants on
my bum!"

But onward they rode, to stop at the check
Where Sylvia stood, icy rain down her neck.

"You look cold, lovely maiden," the wild
Boore said

And bought her some coffee, for his heart
had bled;

Then onward they rode, their minds in a whirl
At this miracle wrought, for the sake of a girl.

contd. over.....

Onward and upward, into the gale;
Faces all frozen, stung by the hail;
Over the forest - where they were passed
By men from East Grinstead, going too fast.

The Taylors and Blackmore, Harris and Dennis,
Their chains on the beg rings, eyes full of menace,
Determined to cause some discomfort and pain
To the man who had brought them against wind and
rain.

And on Witherenden mountain God answered their
prayer,

For Robson the Rover got off in despair
And blamed "a bad leg" for having to stop,
While veterans like Douglass rode right to the
top.

Onward and upward, into the snow,
Unaware of the fate of Wanderer Coe,
Stranded, alas, when a gear sprocket stuck
But hitched a lift in a friendly truck.

And others succumbed in the sleet and ice;
Ben Hockett gave up when he punctured thrice;
A Rover turned back when his whiskers froze
And Shortfellow abandoned with frostbitten toes.

But as temperatures kept falling fast,
Into East Hoathly village passed
Brave men, who wore 'mid snow and ice
Blue jerseys with the proud device:

Excelsior!

MORE MEANINGS

I didn't think much of the handicapping. -----
means----- The lead weights under the saddle
were a problem.

I just didn't have it in me this morning. -----
means----- I think I left it all somewhere last
night.

PUNCTURES I was disappointed to learn that three of our younger members were unable to finish the 31 mile reliability trial because they had two punctures and waited to help each other. Knowing how well they had ridden in the atrocious conditions of the East Sussex event last November I have wondered whether the punctures did not cause them more delay than should really have been necessary.

They were all riding high pressures so what points of assistance can we offer:-

1. Were the tyres checked before the event for cuts and flints - were they still serviceable, or was the tread non-existent. Bear in mind that in winter riding the chances of a puncture are probably increased ten-fold by the grit which is either washed on to the road by the weather, or deliberately thrown on to deal with icy conditions.

2. Were they carrying spare inner tubes? Two each would have been adviseable.

3. It is useful to include in the kit three rather than two tyre levers - for additional help in getting the tyre off. Never use levers for replacing the tyre this will frequently pinch the inner tube, to give you another puncture.

4. A piece of linen or towelling is useful, not just to wipe your hands on either, it can help you grip the tyre when straining to get the last few inches of the tyre back inside the rim. If the tyre is very tight you can help by working it with your thumbs from the valve round in both directions to the opposite side - always the last point to be stretched over.

5. When you puncture change immediately to top gear if it is in the rear wheel. This makes removal of the wheel much easier. Take the wheel out and first of all inspect the outside of the tyre and try to locate the whole or offending flint and remove or mark it. Then check all round the inside of the tyre to make sure nothing is poking through and if

there's a whole a pice of linen or a patch on the inside of the cover is a good idea. Remove and put away for repair at home the punctured tube.

6. Insert new inner tube and slightly inflate and ease into outer cover and rim. Then, as mentioned, work the tyre back onto the rim - without levers. Check all round between rim and cover to make sure that no part of the inner tube is pinched and then inflate.

7. If someone has waited with you, then they can hold the bike - hand you the new tube and the pump - fold up the punctured tube - etc- and you should certainly be on your way again in five minutes.

Perhaps we should have a competition in the clubroom one of these winter evenings!

THE AWAKENING (The Medium gear ten)

After two months or more of the mildest, most docile of winters on record, perhaps it was only to be expected that the first event of the year, the medium gear ten on Saturday 25th February, would bring about a change. Winds that have hardly reached fresh since before Christmas, suddenly took off to near gale force. Temperatures that have ranged between 10 and 12c, plunged to 1 or 2c, and the Great Water Supplier answered the Southern Water Authorities Drought Relief pleas, with a deluge.

There had only been a modest entry (perhaps some had been reading their own bits of seaweed) but of the twelve entered, eleven started and finished, which is one way of saying thanks to the timekeepers and others who turned out to officiate or just spectate, yes Ray Douglass, dressed like something from 'Moby Dick' turned out for a leisurely ride round the course!

"Doesn't wisdom come with old age?" He was asked.

"I'll let you know in due course" was his quick retort.

The sight of bare legs had the motorists staring but

it would seem that the bikies were better equipped than the several cars that failed the Findon flood test.

Totally oblivious to the conditions however, Colin Toppin, undoubtedly inspired by his accession to the front cover of the 'Worthing Wheel', tore round in a time a lot of us would be happy to achieve on a balmy summer's evening. His time of 25 minutes 40 seconds was untouchable and it was a most well deserved first club event victory; the first of many, we have no doubt. We knew he had wintered well but in such bad conditions and on a 72" fixed this was an excellent performance.

Colin Miller on his track bike while admitting to "nearly bottling out on the roundabouts" still managed 27.53 to take second place.

Marvin Lucas was not of the form of the start of last season, but with the illness at the end of last year he has taken the winter quietly and will soon get back the speed. His time, 27.57, is probably one of his slowest ever rides, but it was still good enough for third place.

The full result, and it really was a case of everyone who finished deserved a medal was:-

1.	Colin Toppin	25.40	1.15	24.25
2.	Colin Miller	27.53	2.45	25.08
3.	Marvin Lucas	27.57	Sc	27.57
4.	Fraser Nurse	28.04	2.00	26.04
5.	Pepe Martello	28.16	2.10	26.06
6.	Paul Middleborough	29.10	3.30	25.40
7.	Andrew Slater	31.45	5.10	26.35
8.	Alan Matthews	32.29	3.25	29.04
9.	Alan Edwards	32.58	5.15	27.43
	Chris McNamara	32.58	5.15	27.43
11.	Simon McNamara	33.01	5.15	27.46

Mike Gibbs and Tony Palmer held the watches and Colin Miller fixed the handicap.

Paul Middleborough got his Citroen stuck in the mud

and before four of his idiot mates (who got covered in mud) plus a four wheel drive vehicle that stopped, managed to get him out, he had to lie on his stomach in three inches of slush to "bash the solenoid" ?! -- with a hammer! It's amazing what you can find to do on a Saturday afternoon when there's nothing on the telly!

Don

MORE MEANINGS

"It wasn't my kind of course" ----- means It was too long.

"I didn't like the traffic"----- means----- Some of it was going the other way!

THE CIRCUIT EVENT

Twice round Long Furlong (just about 17 miles) has been the Club's opener for many years and only recently has it been preceded by the medium gear ten. Whether it is the gear restriction or the fact that it is on a Saturday afternoon we are not sure but the ten is clearly less popular than the circuit. The twenty four entries on the Sunday morning were rewarded with dry and sunny conditions, even if the wind was something of an ordeal on the Findon to Clapham stretch, for most of them.

A lot of interest was aroused by the entry of Nick Lelliot and he did not disappoint. With the same equipment of 15 years ago, and the same legs and lungs of a still earlier, but very special vintage, Nick powered his way round in a close to record time of 43 minutes 23 seconds. He then asked if it was any good! He had in fact left the rest over two minutes in arrears! What more can be said, except, well done Nick, and please try and fit in some more racing we need you.

It has frequently been the case that the same rider, the one with that extra bit of early season form, has been the winner of both races in this opening weekend. In some respects then we might feel sorry

for Colin Toppin who tried so hard to repeat this. He recorded 45.48 which was a good ride. It was enough to beat Andy Smith by 1 second, although it was noted that Andy was one of those who rode with his mud-guards still in place, as if to indicate that he wasn't yet taking things too seriously.

One quite remarkable thing, to which, perhaps, there may be some special explanation, is the recording of the fastest lap by Marvin Lucas. It is probably the fastest time ever recorded for the circuit. He went round the first lap in a distinctly steady 27.55 but then hurtled round the second time in a quite phenomenal **20.53** ! some 40 seconds faster than Nick's best lap.

Generally the lap times were very even with Colin "The metronome" Toppin taking both laps in precisely 22.54.

Every entry started although Trevor Leeding was two minutes late because he went to the old start point up in Findon Valley. Only Fraser Nurse failed to finish, suffering a puncture or mechanical trouble after a couple of miles.

The new start and finish point on the A.27 just west of The Coach and Horses near the Worthing Boundary was certainly better from a safety point of view. Ray Douglass and Tony Palmer kept the time and Colin Miller did the handicapping. He will probably be disappointed that those who finished first and second also shared those placings in the handicap section, even though in the reverse order.

The full result:-

1. Nick Lelliot	21.34	21.49	43.23	1.30	41.53
2. Colin Toppin	22.54	22.54	45.48	4.45	41.03
3. Andy Smith	22.41	23.08	45.49	sc	45.49
4. Steve Gumbrill	23.02	23.21	46.23	2.45	43.38
5. Mel Roberton	23.55	23.53	47.48	4.45	43.03
6. Dave Dallimore	23.43	24.06	47.49	2.00	45.49
7. Neil Liston	23.41	24.12	47.52	4.45	43.07
8. Marvin Lucas	27.55	20.53	48.48	2.30	46.18

9. Don Lock	24.47	24.09	48.56	4.30	44.26
10. Jeremy Arnold	24.32	25.14	49.46	5.00	44.46
11. John Poland	24.22	25.40	50.02	6.00	44.02
12. Alan Stepney	24.49	25.40	50.29	7.00	43.29
13. Pepe Martello	24.51	25.43	50.34	6.15	44.19
14. Darren Stepney	25.14	25.59	51.13	5.15	45.58
15. Colin Miller	25.24	25.58	51.22	7.00	44.22
16. Paul Middleborough	25.54	26.37	52.31	9.00	43.31
17. Ken Retallick	25.49	26.43	52.32	2.15	50.17
18. Trevor Leeding *	27.40	25.26	53.06	2.30	50.36
19. Andrew Slater	27.27	28.55	56.22	12.0	44.22
20. John Lucas	27.55	29.13	57.08	5.00	52.08
21. Alan Matthews	27.56	29.14	57.10	1015	46.55
22. Mike Poland	28.42	29.32	58.14	10.0	48.14
23. Sheila Lucas	30.10	32.16	62.26	1330	48.56

* includes 2 minutes late start

MEANINGS "I got hunger knock" ----- means "there was no Little Chef on the course"

"I found the wind very hard"-----means "I'm not fit"

"I was over geared"-----means-----
"I never could understand gear tables"

APOLOGY This time from the timekeeper at the Circuit event. It would appear that Tony Palmer is now confusing John Lucas with his son Marvin. Does he need new spectacles we ask ourselves? Anyway it explains that, rather too fast to be believed second lap of Marvin's. His first lap was 24.11 not 27.55 which you will see was his Dad's time. This means that his second lap was covered in 24.37 which is much more believable.

MEMORIES (By Charles Brazier)

As a schoolboy in the 1920's I remember one 'Piggy Woodenleg'. Why Woodenleg? This seemed to be a mis-nomer as his false leg seemed to consist of a length of metal piping on the end of which was fixed one of

those round rubber heels, usually made for repairing shoe heels. Incidentally it was rumoured that he was worth a lot of money, and that it was kept in the padding on his stump. Other characters seen sometimes with 'Piggy' were 'Black Charlie' so named because of his black hair and dark skin; 'Forest Liz' an unkempt slatternly woman; and one we named 'Twiddle Sticks' always seen with a twig in his hand, and with which he continually tapped his teeth. He used to call at our house regularly, begging for a can of hot water and some tea leaves. My mother, a kind woman, never refused him or any other gentleman of the road. These four regularly slept under a big bush in a clearing in the forest near the Waterworks, which us boys knew as 'The Glade'.

The forest was my playground in those school-days, camping and bird nesting and riding an old bike to the 'Wake Valley Pond', fishing. On the corner of our road was an off-licence, 'The Lord Roberts', the proprietor of which also ran what we called the 'Tally' now known as Hire Purchase. From him I bought a bike. To me it was a beauty, blue and chrome, trade name 'Simplex', but who was the maker I never found out. It cost £3.17.6d. (£3.87½) or 2/- (10p) per week for a year. The local paper one week advertised a 100 mile reliability trial in 6½ hours organised by the N.C.U. (National Cyclists Union), and in a mad moment I entered. I turned up at the start in long trousers with cycle clips and my everyday shoes. The route was from the 'Green Man' Leytonstone to the other side of Cambridge and back. I completed in the time, but was absolutely shattered. Nobody had told me about taking food and drink. Anyway, having proved myself I then joined one of the many cycling clubs that existed in East London in the 1930's. The name was the 'Shamrock Cycling Club', and most of the members came from Walthamstow, Leyton and Chingford. Why the Shamrock? I couldn't find any Irish connection. There were two sections, the Hardriders and the Social Section. I

joined the Hardriders club runs, usually about 100 miles. The Social Section went a lesser distance just pottering along ,and we would meet up for tea, usually at a place called Potter Street. I did a bit of time trialling, winning a few medals, in my opinion more satisfactory than today's vouchers and money prizes.

From 1940 until 1946 I was in the Infantry and the only time I rode a bike was at the Battalion Sports Day, when I won a mile race on grass wearing full equipment and riding a heavy sit-up-and-beg army bike with rifle fixed in the down tube. On return to civvy street I found that my lovely 'G.A.' lightweight and all my fishing gear had vanished. My mother who had left the house empty for a week or so while bomb damage was being repaired, always reckoned that the workmen had purloined them. G.A. were frame builders who had a shop in Great Cambridge Road in North London. It cost £12 with spare sprints and tubs. Marriage and family ties put an end to my cycling, and it was 46 years before I took up cycling again! I retired from my job in London and moved to Worthing. Needing some exercise I decided to get a bike. I saw a postcard in a local newsagent, advertising a 'racing bike for sale' £45. I called the advertiser, and was invited to have a look. Knowing that anything with dropped handlebars was the public's idea of a racer, I expected the usual mass-produced job. To my delight it turned out to be a genuine racer, a lightweight by ROTRAX, complete with sprints and tubs. It was great to ride, light and responsive. Not long after buying it and out for a ride I ran into Ray Douglass, then President of Worthing Excelsior and was invited to join. At the club room I met Forty-Plus members Joe Simpson, Fred Taylor and Roger and Jean Smallman, and through them I joined the Surrey/Sussex Section. It's good to meet them whenever I can. They are all a great bunch, emphasizing the old saying; "You're only as old as you feel"

AIN'T LOVE SWEET

The following was spotted among the Valentines Day messages in a local paper: "PEPE - On your bike. I'm behind you all the way. Loving you - Your ever pacing wife. Jan."

Now we do know a Pepe and a Jan, don't we. What was the Editor doing looking through these messages? Well he lives in hopes!

EVENING TENS *** IMPORTANT NOTICE***** ALL THESE
EVENTS WILL NOW START AT 7 P.M.***** REPEAT*****7 P.M.
*****NOT AS PREVIOUSLY STATED*******

SUSSEX C.A.TWO-UP

The first of the Association's events for 1989 was again the 21 mile two-up promoted by Andy Attwood of the Brighton Excelsior. It was a superb promotion last year so why the entry should have reduced by half is a mystery. The only reason may be the atrocious surface in the Handcross area. Worthing Excelsior however, were not put off and entered five teams, with two of them looking to have a reasonable chance of success.

Andy Smith was paired with Trevor Leeding, but said before starting that he considered Collins and Davies of the Brighton Mitre Club to be favourites with Brighton Excelsior's Holcombe and Penfold likely to push them closest. He also seemed to think that our junior team of Colin Toppin and Marvin Lucas would do better than they would, and could maybe get third spot.

The morning which had promised much, was in fact, cold by comparison with other mornings and there was a drizzle which made it feel worse.

The course from Handcross dives down to Lower Beeding and Cowfold to give a fast start. It then turns easterly with the long drag through to Bolney and up to Ansty. There's a swoop towards Cuckfield but a climb up through the village, and as it continues north, the route reaches perhaps the hardest section as it goes through Balcombe. After this it is flat, that is, if you ignore the surface which through the Forest is

diabolical.

Fraser Nurse and Pepe Martello were the first of our teams and recorded a creditable 1.1.08. Steve Gumbrell rode with Jeremy Arnold and the rotten timekeeper made their time 1.00.00. Smith and Leeding were going well but were a few seconds down on the Toppin / Lucas partnership as they headed up through Balcombe and they were to hold it to the finish. They both produced good times, with Colin and Marvin recording 56.21 just 20 seconds clear of Andy and Trevor. The old veterans partnership of John Lucas and Don Lock was not fairing so well with lots of shouting and not waiting on the hills; very important though that they managed to get together as they passed John's wife Sheila and others at Balcombe and they were together again at the finish for a time of 1.00.18.

Andy's pre-event predictions were confirmed with the Mitre team recording the fastest ride of 55.18, but with Penfold/Holcombe not finishing through a puncture, it was Brighton Excelsior's other pairing of Simon Taylor and Ben Merricks who slipped into second place with 55.51. Marvin and Colin collected third prize.

Again a good event with super refreshments and very well supported. I thought Worthing did very well with ten of the forty two riders. We also provided one of the timekeepers in Ray Douglass. If you count the numbers from Worthing who turned up to spectate or just to enjoy the atmosphere of the finish headquarters and the refreshments we numbered nearly thirty - not bad.

PERFECT PEDALLING

An article reproduced with permission of the Author Alex Rothney and with acknowledgments to "The Pedaller" the magazine of the West Sussex D.A. of the C.T.C.

Actually, what I am aiming at is Efficient Pedalling, but I couldn't resist a more catchy title. By

efficient pedalling I mean making the most economical use of available muscle energy, and avoiding fatigue. Experienced riders have usually arrived at the best methods, for them, by virtue of their experience, but "new" cyclists tend to make the mistake of pushing too hard in too high a gear. This is inefficient, but why ?

Muscles contain vast numbers of tiny fibres, lined up parallel with the length of the muscles, called myofibrils. When energy, triggered by a nerve pulse, is fed to a myofibril it momentarily contracts in length, simultaneously expanding in diameter, then reverts to its relaxed state. Large numbers will be firing away at any one time, and while they are recovering ready for another pulse of energy other fibres will be contracting. The total result is that the muscle as a whole contracts smoothly, applying tension to the limb or other feature to which it is attached.

Note that energy has to be fed to the fibres all the time the muscle is contracted, whether it is in the process of contracting or just maintaining a contracted position. Raising your arm requires energy; just holding it in a raised position may require almost as much energy.

The fuel for muscle energy is primarily glycogen (carbohydrate) with triglyceride (fat) as a back up. The conversion of triglyceride to energy is aerobic, i.e. by combination with oxygen. Normally glycogen combines with oxygen to produce energy, but it can also produce energy by an anaerobic method called glycolysis. Several steps are involved in converting these fuels, but as a short cut muscles carry some of their glycogen in a "ready to use" form called phosphocreatine which operates anaerobically to meet sudden demands.

Anaerobic conversion uses up ten times more glycogen than the aerobic method - very inefficient - but it can supply very large amounts of energy very quickly. On the other hand aerobic conversion can

supply only enough energy to operate a muscle to about three quarters of its full potential, because the blood is then supplying all the oxygen it can.

However there is another snag with the anaerobic method apart from being inefficient. It produces lactic acid as a waste product, which, unless carried away by the bloodstream, which cannot cope with large quantities, will clog up the energy conversion process.

If a muscle is tensed hard for some time, it will restrict its blood flow, and thus cut down the oxygen supply. The action will then become more anaerobic, producing more lactic acid which cannot all be removed because of the restricted blood flow. The muscle will start to ache. Operating a muscle in quick pulses, with brief intervals of relaxation in between, will actually increase the blood flow.

Fatigue is when the muscle is unable to maintain its power output. It results from phosphocreatine being used up in a burst of strong activity, such as in a sprint race; or from build up of lactic acid, as in a middle distance race; or from near to total exhaustion of glycogen, as in a marathon. Fatigue can also result from the reaction of the brain to chemical byproducts of energy conversion, or to diminution of glycogen - the brain also uses glycogen.

It is the marathon runner who needs to make the most efficient use of energy. He/she will have trained to run so as to use glycogen aerobically as much as possible, and to gradually change over to triglyceride to eke out the glycogen supply. Running out of available glycogen (hitting the wall) means the running speed must be cut in half, because triglyceride can supply energy only at a slow rate. Any attempt to maintain speed will rob the brain leading to collapse.

The touring cyclist, like the middle or long distance runner, needs to conserve energy. The first obvious step towards efficiency is not to work the leg muscles so hard that the action becomes anaerobic.

In other words don't use such a high gear that a lot of force is needed to push the pedals. If you are labouring hard in a 100" gear at 40 r.p.m., and then drop to a 50" gear, at the same time increasing your pedalling rate, or "cadence" as it is called, to 80 r.p.m., your muscles would then be working half as hard twice as often for the same speed. The power output would be the same, but the power input would be decreased because the action would become far more aerobic.

This is not to say a cadence of 80 r.p.m. is the ideal, although some recommend it. It depends on how hard you are cycling, i.e. how much output power is required. Idling along on the level with a cadence of 80 r.p.m. would be inefficient, because more energy would be used up just spinning the feet round than in driving the bicycle. A cadence of 40 r.p.m. or less would be more efficient in this case. At the other end of the scale, racing cyclists, who have to pour on the power, usually pedal at around 100 r.p.m., going up to between 120 and 140 r.p.m. for sprints.

Experiment. Find a gear where the legs are not straining to move the pedals, nor on the other hand, whizzing round aimlessly. If faced with a hill or the wind against you, increase the cadence, changing down gear as necessary, because a higher power output is called for. Honking - standing on the pedals - may give you the power to tackle a small steep hill, but it burns up the glycogen.

As a rough guide, if the cadence is 67 r.p.m., the road speed will be one fifth of the gear in inches, viz., 67 r.p.m., 75" gear, 15 m.p.h.

The next step, if you have not already done it, is to fit toe clips and straps. Don't be afraid of getting your feet trapped by them. Provided the soles of your shoes don't have ridges or studs which can catch in the back plate of the pedal, and you keep the straps on the loose side, your feet should slip out easily,

Without toe clips you have to press the feet down against the pedals all the time, thus you are still

pushing down on the pedal which is on the upstroke, i.e. pedalling backwards. This means that the "push down" muscles never get a chance to relax completely, and also that the leg on the downstroke has to use energy to overcome the back pedalling force. These handicaps are not, however, of great significance.

With the toe clips the feet do not have to press down on the pedals all the time to stay in place, What is far more important is that by pulling up against the toe clips on the upstroke you can contribute 33% more power to the pedalling action. (The "pull-up" muscles are only about a third as strong as the "push down ones").

I have found that the best way, for me anyway, to achieve this push-pull action is to forget the feet and the pedals, and concentrate on pumping the knees up and down. With practice this should become automatic, even when honking.

It is important that the push-down and pull up efforts are made only when the pedal cranks are nearly at right angles to a line from the hip joint to the pedal. Looking at the cranks from the chainwheel side, this means between one o'clock and four o'clock for the push down and between seven o'clock and ten o'clock for the pull up. Any force applied in line or nearly in line with the crank is just wasted effort.

The final step is tighten up the toe straps and, perhaps, even fit shoeplates, to lock the feet firmly to the pedals. Then you can use the power of the calf muscles to pull the pedals backwards at the bottom of the stroke between four o'clock and seven o'clock. This makes cycling more akin to running with spiked shoes and, after all, legs were made for running. Always relax the muscles which are not working.

But if you take this final step, remember to loosen the toe straps before stopping. I have fallen over a couple of times through forgetting this, which is why I keep the straps not quite so tight.

Efficiency is also improved with training, to develop the capacity of the muscles to do the work

required of them. In its simplest form this means cycling as much as possible, with spells of really hard riding. But don't make the mistake of starting off at a high speed. The muscles need to be wakened up first; in fact it takes them about 20 minutes to work up to peak performance.

Following on the last sentence, if you are going out with a group of cyclists, and they all start off at a speed you find difficult to keep up with, don't try. You will be better able to keep up with them later on if you stick to a pace that doesn't cause you stress, but please don't give up cycling. There may be a bit of pain to begin with, but the enjoyment later will make it all worth while.

Comment: I found this article very interesting and ask our racing members to bear in mind that it is written from a pure cycling viewpoint. As Mr. Rothney indicates more training of the physique will be required by those wishing to increase to competitive levels, but the efficiency of the pedalling remains a most vital factor.

From a purely personal viewpoint I have always tried to avoid reference in cycling to "pushing and Pulling", I detest the term "push bike, and I find that "turning" the pedals is not only a much nicer term but it also encourages the actual movement of the feet. As the author describes we need to bring the pedal forward and take it backwards as well. He does, rather surprisingly not mention anywhere the word "ankleing". The muscles of the ankle are used by bringing the toe down at the five o'clock point and pulling the pedals through to the seven o'clock position. Likewise between eleven o'clock and one o'clock the toe is turned slightly upwards so that ankle leverage is used to assist the pedal through the "in line with crank" position referred to.

Anyway one thing is certain, the more efficient the pedalling, the more you'll enjoy your cycling.

Don.

IT'S RUMOURED that after Mr. Lawson's recent budget incentives, John Lucas, who struggled a bit in the S.C.A.2-Up, has put his legs in for a conversion to unleaded.....

SUSSEX C.A. CIRCUIT 16.5 SATURDAY 18TH MARCH

A cold day with a very strong southerly wind greeted the 59 entries including eleven from Worthing. The start was in Ashurst and the first few miles north to the junction with the A.24 at West Grinstead were fast, but as riders turned south with that awful drag up past Knepp Castle and the exposed mileage on the Dial Post By-pass they were made to pay dearly for it. Once Washington was reached it was fast again, both the stretch east towards Steyning and the final few miles north to finish just short of the start. Steve Dennis of the East Grinstead was the only one to get inside 40 minutes with a time of 39.44, being just too good for Robert Douglas of the Surrey Road Club, a former winner, on 40.10, and Paul Lipscombe, Central Sussex third on 40.32.

Our best effort came from Andy Smith who could not in these conditions match his course record, and had to be content with 41.51 for 5th place. He did though lead our best three to a desperately tight team win. Aided by Kevin Spilman (42.46) and Marvin Lucas (43.43) they aggregated 2.8.20 to East Grinstead's 2.8.30. Other Worthing times were: Dave Dallimore 43.56, John Lucas 44.44, Don Lock 44.47, Jeremy Arnold 46.21, Ken Retallick 46.35, Pepe Martello 47.07, Bill Proctor 50.05, and Sheila Lucas 54.42.

OUR NEW PRESIDENT

It came as a surprise to many when, at the A.G.M. Ray Douglass requested that he should stand down from the honour of President, which he had enjoyed for five years. He believed that there were others on whom the the honour should be bestowed. He felt that in the past some of the club's great stalwarts had sadly

missed the honour simply because the honour had been treated as one which would simply last until death. In standing down Ray also proposed that Life Vice President Roger Smallman should be elected in his place, a proposition which was quickly seconded and unanimously approved.

Roger was as surprised as anyone by these developments, but recovered well and was quickly able both to accept with thanks and to express his delight at the honour.

Roger has, as has been reported elsewhere in this Magazine recently retired from the position of Club Treasurer having most ably looked after our finances for the past ten years. Before that he has served as assistant secretary, minutes secretary and race writer.

He was born in Sunningdale in Berkshire in 1919 but moved into London in 1929. The first pedal power opportunity occurred with a B.S.A. roadster in 1933. It was purchased on hire purchase at a weekly cost of 10/- (50p). This at a time when 'Cycling' could be purchased for 2d, (less than 1p).

His advancement in cycling, as with most of us, went hand in hand with the ability to slowly improve on the equipment. The purchase then of a 'Sun' lightweight machine in 1935 much increased his mileages. Journeys to school and then to work and longer rides at weekends and holidays wetted his enthusiasm.

London it seems was quite pleasantly rideable in those days, and Roger comments that he would not fancy the same journeys in today's traffic conditions.

A nasty postman put an end to cycling activities in 1940 by delivering call-up papers and before you could say "Private Smallman" there he was in a Scottish ! Infantry Regiment with several hundred other likely lads from the London area. The period of war service did not provide much opportunity for cycling, and it was with the summer of 1946 and demob that he was able to pick up the threads and start again.

First contact was with the Belle Vue C.C. at their clubroom in Putney, but he decided they were too fast. He then called on the Carlyle C.C. in Chelsea and found them more to his liking with a strong social side.

He rode mainly club runs and touring but tackled and enjoyed a few time trials. He maintains he was always a longmarker, but considers his best effort was as a novice in a hundred in 1952 when he recorded 4.58.55. The Carlyle C.C. ran a popular second class hundred on the famous Bath Road course in the 1950's and he recalls one event in which a certain 'R.H.Douglass' Worthing Excelsior appeared. Funny how their paths were destined to cross again almost forty years later! The Carlyle C.C. no longer continues any organised cycling but Roger still meets up with old members after 42 years since joining them.

It was in 1960 that he came to live on the South Coast and joined Worthing Excelsior in 1966. Membership came about, he tells us, through his love for ice cream. Making frequent visits to a sweet shop in the Ham Road area of East Worthing he noticed that they were often wrapped in pages torn from 'Cycling'. Enquiries revealed that the proprietor's son was a keen cyclist and a member of the local club. So we do have something to thank John Mansell for after all....

He married Jean Antram who had first ridden with the Club in the early 1950's, in 1980.

We hope Roger you will enjoy a happy Presidency. We know that you will serve us proudly.

EPSOM BIATHLON -19TH MARCH

It seemed like a good idea when Colin Miller first mentioned it; a low-key event consisting of a 10km run followed by a 20km bike ride, and the weather was bound to be good wasn't it?

I should have known better. The day dawned cold, wet and windy, as no doubt those who rode in the S.C.A. 25 will remember. There was a light on in Steve

Curry's house as I knocked on Colin's door, so at least he was awake(for a change!). By 6.30 we were on our way, and on the quiet roads were in Epsom by 7.30. Now, this is where the fun started. As we entered the car park, we were directed under a metal height barrier. You know, the type that makes a crunching sound when you drive under them. A glance up through the sunroof revealed only a sickening void, where before - just two seconds earlier - there had been two bikes. Luckily only slight damage seemed to have been caused, namely to my front brake, to Steve's saddle and to Colin's ego.(Is this always carried on his roof-rack I wonder ? Ed.).

Forbidding Colin to use reverse gear, for any reason, we hopped out and picked up the still loaded roof-rack clear of the road. After worrying over the condition of our bikes for a while, we signed on for the event with a whole two minutes to go! Then we were off.

The run took us on a fairly flat, but exposed and windswept course. It went into Ewell and on past Chessington Zoo before turning back through a wooded area onto Epsom Common. A quick change of shoes, on with the crash hat, and straight on for two circuits of the same course, but on two wheels instead of feet. It's amazing how much shorter the route seemed on the bike, I thought I must have found a short cut. After finishing, I took a little spin back up the road and was amazed to see Steve careering round the last bend at a great speed but looking totally out of control, and to note that he was aboard - just- a a strange, horrible pink, machine with those peculiar upturned, inturned, handlebars. That he made the line at all, let alone safely, was quite an achievement. It appears that the damage to his saddle had been worse than we suspected, and when he got out of the saddle during the event part of it had come up stuck to his backside. Sitting down again had to be done - very carefully! This situation plus a slow puncture had forced him to retire but a spectator had forced

him, well I can't imagine that Steve did it voluntarily, to take his pink monster to continue. Minutes later Colin finished with a sprint to move up one more place. The times/positions achieved were:-

First: Self 1 hour 10 mins. 39 secs.

Seventh Steve Curry 1 hour 20 mins. 46 secs (including tactical bike change)

Seventeenth: Colin Miller 1 hour 26 mins. 12 secs. (including tactical leg change)!

All in all, quite an eventful morning, but how were we going to explain the dents in the roof of the car to Colin's wife Dawn..... Answers please on a post-card to

Kevin Spilman

OPEN 25 MAY 7TH (MILLS CYCLES)

Bernard Mills now at the helm of the Worthing cycle business has confirmed that he will be pleased to continue with the sponsorship of our Open 25 to be held this year on Sunday 7th May. Known now as "Mills Cycles", the business is concentrated at George V Avenue in West Worthing.

We look forward to a long and friendly relationship with the new Captain. Thank you Bernard.

CLUB 10 SATURDAY 1ST APRIL

An entry of 27 with 26 starting provided a good afternoon's sport on a day which was pleasantly mild and sunny. There was a bit of north easterly wind which made for some hard parts in the course but judging by the times it could not have been too bad. Veteran club fast man Richard Shipton made the trip over from Hailsham to tackle our current crop of youngsters and was once again able to set the standard which they have still to achieve. With his usual immaculate equipment, it's now even colour co-ordinated, he nevertheless proved that he is no poser with a powerful ride to record 23.12. The main challenge had already been thrown down by Marvin

Lucas, who showed that his old aggression is returning with a fine effort of 23.37 and Kevin Spilman had also beaten 25 m.p.h. with a time of 23.55.

There was a good crop of 24's as well and all of these should be under the 24 mark during the summer.

The full result was:

1st.	Richard Shipton	23.12.	SC	23.12
2nd.	Marvin Lucas	23.37	0.30.	23.07
3rd.	Kevin Spilman	23.55.	0.30	23.25
4th.	Steve Gumbrell	24.08	1.00	23.08
5th.	Colin Toppin	24.12	0.45	23.27
6th.	Jeremy Arnold	24.34	1.20	23.14
7th.	Ken Rettalick	24.39	1.10	23.29
8th.	Mel Roberton	24.40	1.20	23.20
9th.	John Lucas	24.52	1.10	23.42
10th.	Fraser Nurse	25.22	1.50	23.32
11th.	Pepe Martello	26.01	2.20	23.41
12th.	Alan Stepney	26.10	2.15	23.55
13th.	Vern McClelland	26.30	2.00	24.30
14th.	Derek Pearce	26.36	3.10	23.26
15th.	John Gilbert	27.11	2.45	24.26
16th.	Paul Middleborough	27.17	2.45	24.32
17th.	R Smith	27.49	6.00	21.49
	Andrew Slater	27.49	6.00	21.49
19th.	Ken Atkins	28.02	3.45	24.17
20th.	Alan Edwards	28.25	6.00	22.25
21st.	Chris McNamara	28.38	6.00	22.38
22nd.	Sheila Lucas	28.52	6.00	22.52
23rd.	Karl Roberton	29.15	6.00	23.15
24th.	Simon McNamara	29.30	6.00	23.30
25th.	Andrew Martello	30.42	6.30	24.12
26th.	Reg Searle (trike)	35.03	8.30	26.33

Ray Douglass and Tony Palmer held the watches and Colin Miller was the handicapper. Jan Martello as well as encouraging and/or consoling spouse and son also managed to provide the ever needed cuppa and a super selection of goodies. Thank you.

UNFAIR ?

No! I think it was more than that, indeed both rude and slanderous, for the Crawley Wheelers to put what they did in the result sheet for Crawley/Shoreham and back event on Good Friday. Usually it is enough to simply put "DNF" for someone who failed to finish, but for our veteran star Dave Dallimore, I consider it quite unnecessary to add "Broken crank". I've seen a bit of eccentric dancing from him at the Club Dinners but not "crank"..... that's going too far.

WELCOME to new members George Wall from Shandon Road Worthing, and Paul Seaby from Ferringham Lane, Ferring. Some of us have encountered George before. We recall his strong riding in the National 400k down in Cornwall a couple of years back. We also remember that when we piled into cars for the journey home from Truro, George set off for the same trip - but still on his bike. He's a real mean mile eater. We wish both of you a long and happy membership with Worthing Excelsior.

THE 1989 HUNDRED MILE RIDE This year it is being organised by Ray Douglass and will be on Sunday 20th August. It is anticipated that there will be three starting times with the intention of giving all a suitable time to match abilities.

MONTHLY MERIT AWARDS . The Committee has decided to give medals each month to any junior or juvenile riders who it feels have performed meritoriously. Whether in racing or in some other capacity. At the April meeting four were decided on. They were for the rides in the appalling conditions of the ten on 25th February. They go to Andrew Slater, Alan Edwards, Chris McNamara and Simon McNamara. Well done, to you all.

MISTAKEN IDENTITY After the recent Club ten, events Secretary took the opportunity to remind a group of junior and juvenile riders that they must keep

records of their times for the completion of entry forms for other events. Tony Palmer explained that the name of the winner and his time must also be noted. "I've done that." says one, showing a piece of paper on which he had written "R.S. 23.12". "Do you know who R.S. is?" questions Tony, "For you have to put the name, not just the initials." "It's Reg Searle" responds the youngster. Reg what have you been telling them.....

SUSSEX C.A.25

A damp cold hard morning greeted the excellent entry of 92 for this Association Open event on the Chichester Road course, on Sunday 19th March.

Worthing Excelsior had 12 entered and we looked to have a chance of the team award, for down to ride were Richard Shipton, Andy Smith and.... Lelliott, making another of those brief comebacks. Dave Dallimore and Colin Toppin looked capable of filling in if any of these failed. East Grinstead, almost certain to be given a flying start by their star, Steve Dennis, were the biggest obstacle to be beaten. Richard did not start because of the conditions, so could we do it?

Well, Dennis roared round the course, as everyone expected to record a winning time of 58.26. Our best was Andy, by a whisker, from Nick. "That will give him something to think about" was Nick's comment. Their times were 1.1.39 and 1.1.54. Fourth and sixth places in a field of this size was good and it gave us a chance. So, who would slot into that third team spot - would it be 'young' Colin or 'old' Dave. Both rode well and Dave's strength, perhaps, just gave him the edge. His 1.4.23 was to be just good enough and we recorded our second team win in two days.

The other Worthing times were:-

Colin Toppin 1.5.31, Fraser Nurse 1.7.07, Jeremy Arnold 1.7.59, Ken Retallick 1.8.05, Pepe Martello 1.9.46, Alan Matthews 1.13.31.

Bill Proctor and Graham Kell were also DNS..

SUSSEX ROAD RACE COURSES AND THE POLICE

As many of you will have heard, either locally or through the various reports in 'Cycling' there has been much early season police activity leading to what appeared, at one time, to be almost a complete ban on open road racing in Kent and Sussex. The Sussex Division of the British Cycling Federation have now had a meeting with Sussex Police and much good would seem to have been achieved.

Those who ride road races must however remember that all the good that has been done on their behalf can quickly be undone. They must ride in accordance with the rules, follow strictly the commissaires instructions, and avoid any kind of riding that can give rise to any justified complaint from the general public.

Promoters also will have to redouble their efforts to make sure that every corner is marshalled and that the course is smothered in reflective jackets and warning signs.

The Police will be monitoring all events on all courses throughout the season. In addition there is to be a jointly prepared report by a police officer and a B.C.F. Official after every event. It is planned to have another meeting between the B.C.F. and the police during the early part of September when they will completely review all aspects of the County programme and all present, and some new proposed courses.

CYCLISTS TOURING CLUB +++ NEW MEMBERS

Our Touring Secretary, Dave Hudson will be pleased to enrol members to initial membership of the C.T.C. on special discount rates. The rates that would apply if you join through the Club (Dave), are:- Adults (over 21) £14 instead of £17, Under 21, unwaged, or over 60, £6.50 instead of £8.50. This includes people who may have been members before but whose membership has lapsed for more than a year.

WEST SUSSEX COUNTY COUNCIL * CENTENARY BOOK

The County is this year celebrating its centenary and there's an interesting book published to commemorate the occasion. We found two short anecdotes which both concern the bicycle and are we think worthy of repeating.

The first relates to the early days of the Fire Brigades. In 1904 Knepp Castle caught fire and the Horsham brigade was called. The fire was doing well by the time they arrived.... about an hour later! Their first problem was to hand pump the water some 150 yards from the pond to the fire. Men and pumps were apparently not adequate so fireman 'Joe Bloggs' (name not given to avoid embarrassment) was despatched on his bicycle to Steyning to bring out that brigade and hopefully their more powerful pumps or pumpers? Now on the roads of those days and on a bike which we doubt bore much resemblance to Richard Shipton's low profile, the journey was a fair old bash. So off into the darkening night he pedalled. His troubles started when his lights failed, and then he hit a pothole and fell heavily. Eventually he reached Ashington and there sought further directions, perhaps he had not travelled so far south before? "That way" said the helpful (village idiot) - and off went our friend..... in the wrong direction. It was two hours before he reached Steyning and the story does not relate how long it took them to get to Knepp Castle. Our bet is that the dying embers must have been just right for chestnuts..... if it was that time of the year.

The second relates to a claim for further salary in 1907 from an inspector of midwives. Her claim was met and an increase from £50 to £65 per year was agreed. It was appreciated that repairs and expenses would be needed from time to time in respect of her bicycle transport, and it was felt that the extra would cover this. It was mentioned in passing that she needed to cover the Birdham and Witterings area,

to the south of Chichester, as well as Plaistow and Northchapel! Well to the north.....

THE 1989 AUDAX 200km

I had opted for a shorter distance event this year and had not commissioned any of the Club participants to do a report, so this year, we have just the notes made from after the event comments.

It was on Sunday 2nd April. The weather was wet for the first couple of hours and the wind was strong westerly. It later dried up and became pleasantly warm. The two separate 100km courses were the same as have been used before but they were switched, so that those just doing 100km could enjoy the ride out from the Pulborough start to Harting and the return leg south through Chichester. The second section was east to Plumpton then north and back home via Burgess Hill and Ashington.

Brian Cox was the organiser for the fifth time since we started and his helpers this year were, wife Betty, Ron Foster, Ian Reader, Mike Poland and Roger Smallman. Extra and very much appreciated catering was laid on by Dave Hudson. Dave incidentally reckons that if you position yourself strategically around these long audax courses, you could easily sell cuppas at £5 a time!

Ray Douglass made the 100km, but only just. Not too concerned about time and very much concerned to look after the inner man, he determined to have his lunch at a rather up market- albeit good value pub. The full three course lunch followed by coffee and mints, left Ray in poor condition for the climb of Benges shortly after. It is rumoured that by the summit he was perilously close to losing £6.50 worth of good value.

Well known Crawley timekeeper Dave Stokes was one who road the first half, quite fast according to one report - like his watch in the Sussex 100! Only kidding Dave.

Also from Crawley their very fast lady, Marina Priest, paced her partner Mike Bloom round in what was

probably the fastest time of the day. But then a true audax is not concerned with speed.

Rumour in fact emanates from Mike Bloom's bike shop. Does he know more than us? He believes that Brian Cox will wish to stand down from the job of organiser for next year. No doubt Brian will let the committee know about this. He has made a very good job of it for five years and he may feel a little disappointed with this year's entry.

The entry may have been affected by the clash with the prestigious and long established 'Dorset Coast' 200km. This was considered before the date was fixed but the club calendar with time trials and road racing and the wish to avoid the Easter weekend did make it very difficult. The feeling is that next year we must not have this clash even if it means a clash with something else. It will perhaps be better that the clash is not with a like type of event.

One of our own stalwart randonnee men Keith Harmer rode the Dorset and several riders spoke to him and asked why this clash could not be avoided.

One, probably all time record, did emerge from the 200km though. Tony Palmer managed five (repeat 5) punctures all in the front wheel. Is this a record, or do you know better?

Recently joined, Mike Miller managed the 200km and completed a nice little quartet from the Excelsior who did the full journey. The others were, Tony Palmer, Vern McClelland and Richard Shipton. It must have been murder with Richard hammering away to get back on schedule after each of Tony's punctures. Vern recalls riding, almost alongside Richard at one time.....

Pete Kibbles with a sudden rush of miles enjoyed his 100km ridden with Vernon Hyde from the Sussex Nomads. Including the ride to the start and the ride home, plus twice round the block, he managed 100 miles in his day. What's he training for?

In the 100 there were 49 entries, 29 starters and

29 finishers. Over the 200km there were 36 entries, 31 starters and 25 finishers. We have mentioned the four from Worthing who did the 200km. Those who completed the 100km were, Mel and Karl Robertson, Mike and Andrew Slater, Chris and Simon McNamara, Ray Douglas, Pete Kibbles and Jane Avery.

As a footnote we would just remind the organiser that his car's road fund licence ran out at the end of the month. This was of course due to all the pressures of the promotion, overlooked. It's alright Brian we do not have any readers in Swansea.....

THE SPRING ROAD RACE

Well this year at least the weather was 'Springlike' not reminiscent of an arctic winter which was how riders found it last year. David Davies our new organiser obviously has a better relationship with the weather gods.

Bearing in mind the recent problems with the police they could surely have found nothing to complain about with this one. The 5 mile circuit was covered with marshalls and orange jackets and signs, and riders caused no problems for the commissaire.

Nine laps were to be covered of the Ashington/Washington circuit, which is basically the second half of our evening ten course. The principal problem with this is the lack of any hills, and the danger that the field will remain intact. The road past the sandpit that cuts the corner off from Rock cross-roads, which we have used for our evening criteriums could not be used, presumably because of the turn out on to the Steyning Road. This would have meant one stiff hill each time round and would no doubt have thinned the field down.

We were not however to have a pedestrian/club run for the third category senior and junior riders were lapping at around 11½ to 12½ minutes, and although they stayed together, some at the back were not looking so happy.

On the fourth lap a small group of four managed to open a small gap and by the end of the lap it was up to 20 seconds. On the long dual carriageway section it did not look very far and seemed doomed to fail. Worthing Excelsior were represented in this group for it included junior Colin Toppin. Thoughts of "could he emulate his big brother Paul who won the race some years ago" or "could we have a successor to Jason Buckley and have two wins in a row" were beginning to emerge, but it was still some way to go.

John Lucas was seen on the front of the bunch, a rare sight, but he was doing his best to slow things up. Marvin Lucas chased down those who tried to bridge the gap and then sat up as their efforts waned. It was good team riding. Would it work though. A fastest lap of 11 minutes 30 seconds showed that the four were working well together and at the end of the sixth lap they achieved the maximum lead of 45 seconds. In the lanes round the back of the circuit they could be out of sight but on that stretch of the A24 the bunch could still see them.

The Lindsey Road Club team were working hard and would not be deterred. As they started the final lap it was back to 20 seconds and the chasers were not to be denied their prey, pouncing literally in the last quarter of a mile. It had been a brave effort, particularly from Colin who had worked hard throughout and over the later miles had suffered from cramp. Inevitably in the final sprint they were overwhelmed and Colin was placed 14th. Third category senior Neil Liston was best placed getting home in fourth spot. Other Club placings, and all our six riders finished, were; John Lucas 16th, Marvin Lucas 18th, Paul Middleborough 23rd, and Miles Davies 24th.

There was a good turn out of club members to help with the marshalling, timing, judging, machine checking and all the other jobs, and the ladies who produced the tea and goodies back in the event headquarters were excellent and much appreciated.

CLUB 25 SUNDAY 9TH APRIL

A Handicapped club twenty five incorporating the Sherwin junior handicap trophy, attracted twenty five entries but only two of the junior category. We seem to have a number of juveniles who could have ridden, but it is sound sense not to push them into racing over more than ten miles at present.

The course was the usual from Angmering to Westhampnet and back on the A27. The morning was dry and bright but cold and the wind which was steadily increasing was going to make for a fast outward ride and the survival of the fittest on the way back.

The fittest was clearly our new Vice President who with increasing years, just takes onboard all the new technology and 'state of the art' equipment and turns 41 year old legs round faster than most of the younger ones can manage. It's almost a relief to be older and know that you will always have that as an excuse! Seemingly ignoring the hard return, and treating 25m.p.h. as a 'usual' speed for these kind of events, he duly finished in 59minutes 32 seconds. It was a fine performance.

He was followed home by Andy Smith, a bit lack lustre after a '59' the previous week, and dropping back to 1.1.26. Third place, however, attracted much more attention for Steve Gumbrill's ride of 1.2.16 was a fine improvement. At last he looks as though he will turn undoubted strength into speed. The handicap award could well have gone his way had it not been for another fine effort, this time from the only lady riding, Sheila Lucas. Knocking two minutes off ones personal best on a hard morning and this early in the season is really something, she should under 1.15 in the summer.

Full Result:

1st.	Richard Shipton	59.32	SC	59.32
2nd.	Andy Smith	1. 1.26	0.30..	1.0.56
3rd.	Steve Gumbrill	1. 2.16	5.15.	57.01.

4th.	Marvin Lucas	1. 2.42	2.30	1. 0.12
5th.	Ken Retallick	1. 4.40.	6.00	58.40
6th.	Mel Robertson	1. 4.45	6.00	58.45
7th.	Don Lock	1. 4.51	6.00	58.51
8th.	Jeremy Arnold	1. 5.09	7.30	57.39
9th.	Colin Toppin	1. 5.28	3.45	1.01.43
10th.	Fraser Nurse	1. 5.52	7.30	58.22
11th.	John Lucas	1. 7.13	6.15	1. 0.58
12th.	Paul West	1. 7.37	8.45	58.52
13th.	Vern McClelland	1. 7.47	8.00	59.47
14th.	Derek Pearce	1. 8.34	7.45	1. 0.49
15th.	John Poland	1. 8.35	9.30	59.05
16th.	Alan Stepney	1. 8.38	10.00	58.38
17th.	Graham Kell	1. 9.09	10.30	58.39
18th.	Pepe Martello	1. 9.22	8.15	1.01.07
19th.	Robert Downham	1.10.22	11.15	59.07
20th.	Mike Miller	1.11.03	10.00	1.01.03
21st.	Bill Procter	1.12.28	12.45	59.43
22nd.	Mike Poland	1.15.44	13.00	1.02.44
23rd.	Sheila Lucas	1.16.40	25.00	51.40
24th.	Reg Searle (trike)	1.33.30	32.50	1.00.40

There was just one D.N.S. in Ken Atkins. Timekeeper was Roger Smallman and any complaints about the handicapping should be addressed to Ray Douglass! Shame that there was no pusher off, but more important a good reason for finishing, with an excellent cuppa and a cake from Jan Martello and Carol West. Some didn't believe their eyes, but we can confirm that the turn marshall was Paul Toppin and he did ride out and back on his bike!

The Sherwin competition was resolved between Marvin Lucas and Colin Toppin and it would seem that Colin's ride might have been slightly affected by his ride in the road race the previous afternoon. But Marvin rode as well and the margin in the 25 was pretty conclusive. Well done Marvin - Do you clean your own silverware? Could you look after Mum's as well ?

SLIDE SHOW 28TH MARCH

Not just the Dave Hudson "Laugh In", but this, plus a Vern McClelland trip around Scotland and his R.A.F 900mile ride around Iceland in 1979.

Dave's mixture was shorter than before, by design, but as always his eye for a 'picture with a smile', and humorous presentation, ensured an enjoyable half hour or so. There are not many of the club's established members that escape his humour and they can be sure he's got them on film. To newer members, watch out he'll get something on you soon.

Vern's cycling touring has been extensive and clearly he enjoys a touch of the hard stuff - a real - under canvas - carry all I need - tourer, to make those of us who 'bed and breakfast' look decidedly soft. His four mates on the Iceland trip included Roy Cromack, who in 1969 recorded over 500 miles in a 24hour event. The scenery, both beauty and desolation, were quite remarkable and included fine shots of icebergs and geysers, deserts and glaciers.

The roads in Iceland are apparently graded - no, not by numbering as in our classification, this is apparently a process whereby they are regularly raked up and then rolled down - that's right it is basically a loose surface. There were several pictures which showed the road 'surface'. At best it would be like a cinder track and at worst it would be totally unrideable loose rocks. One stretch of 25 miles took $5\frac{1}{4}$ hours, and if you saw the pictures you would know why. It seems that only in the main towns is hard tarmacadam surface laid. After Iceland's A.1. our unclassifieds must have seemed like the surface of Herne Hill track.

Thanks Dave and Vern for a very entertaining and interesting evening.

Before our next issue Keith Dodman should have done his Lands End to John O'Groats sponsored ride for Friends of the Earth. We wish him well.
