

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

WINTER 1989/90

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FRONT COVER

***"Andy Smith in action in the 1989
National Championship 50"***

WINTER 1989/90=====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.

President:Roger Smallman 25 Melrose Avenue,Worthing.

Chairman: Mike Gibbs 18 Woodlands Avenue,Worthing.
Telephone:Worthing 65688

Secretary:Mike Slater 12 Brierley Gardens,Lancing,
Telephone Lancing 763628

Treasurer:Ian Reader, 48 Downsway,East Preston
Telephone:Worthing 786226

Membership Secretary:Carol West,28 Lenhurst Way,
Worthing. Tele:Worthing 830207

Touring Secretary: Dave Hudson 151 Middle Road,
Shoreham. Telephone Brighton 591840

Social Secretary:Jan Martello 73 St.Andrews Road,
Worthing. Telephone Worthing 690358

Press Secretary and Evening Tens Organiser: Keith
Harmer,5 Marshall Avenue,Findon Valley,
Worthing.Telephone:Findon 2565

Road Secretary: Peter Scarsbrook,Crawts Cottage,
Rectory Lane, Ashington Tel:Ash.892789

Track Secretary and Club Coach:John Lucas,38 The
Lawns,Sompting.Telephone:Worthing 763463

Club Events Secretary:Tony Palmer 23 Brentwood Cres.
Brighton.Tele:Brighton 558597

Magazine Editor:Don Lock 7 Welland Road,Worthing
Telephone: Worthing 62724

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1989 EVENING TENS - ORGANISER'S REVIEW

Having at long last caught up with the backlog of results and further to a plea from Don at the last committee meeting for articles for the next edition of the magazine I felt it not unreasonable to look back on the evening ten series.

Firstly, my thanks to everybody who made the series such a success, and I do mean everybody.

To those who rode, well done, many of you ended the series with revised personal bests, quite a few achieved on that last evening when the weather became extra special. More importantly the way you all represented the club on the road. There was undoubtedly a question mark over racing on the Sussex roads at the beginning of the season, we surely had to prove that such events could be held and this included such things as sensible parking; use of warm up areas and most of all safe riding behaviour, without exception, everybody concerned contributed to these points and I feel that we will have no problems in obtaining permission to use the course again next season.

To the timekeepers and start helpers my special thanks for your tolerance of my fairly cavalier attitude to start sheets and times. To those members who queried all the changes to the published lists I would make the following points:

1.) Start sheets were prepared on the results of previous events with fastest riders taking the 5s and 0s, next fastest the 4s and 9s and so on.

2.) The first 9 slots (with the exception of no 1) were allocated to our younger riders in their first year of racing. In so doing I ensured that they competed against their peers and that they were early back to the finish and home, as most rode out to the event.

3.) In order to obviate gaps and bring forward the last ride I was prepared to change riders from any position 10-65, and also to accomodate specific

requests for early/late starts and private time trials.

Particular thanks to Ian Reader for taking over while I was on holiday, to Paul West for handicapping the whole series, often at very short notice; it wasn't unusual for Paul to be given the previous weeks results 24 hours before the next event and still come up with the handicaps in time.

We all take for granted the cup of tea at the end of the ride, thank you to all who helped, extra special thanks to Jan Martello who seems to have done more than her fair share of catering this year.

Last but not least didn't I do well to provide such wonderful weather!!

Inevitably there must be a few grumbles and I will make them, here goes:

If you have signed to ride the series please try and do so - the field is restricted and I did have to turn down people who genuinely wanted to ride, only to accommodate them in private time trials at extra cost to themselves and thus denying them the chance to compete for real.

If you cannot ride for any reason, holiday, apathy, work, let me know, giving me the chance to change start sheets.

If you are at the event but do not intend to ride; tell the starter, it is infuriating seeing a rider in the start area in full racing gear who then pedals off down the Bostal as start time approaches.

Finally -PLEASE GET TO THE START ON TIME

I received quite a lot of criticism for turning a blind eye DELIBERATELY to the fact that riders raced in clothing contrary to R.T.T.C. rules and regulations. I would like to make my own position clear on this point.

1) I regard the evening ten series as a "serious fun" event with a prize at the end - it is the best way the club has of encouraging members into competitive cycling.

2) As with all sports, cycling has had to change its

visual image, gone are the dull monotones of the past, cycling moves into the nineties as a colourful, fashion conscious, potentially expensive sport. Youngsters love to emulate their heroes, it is obvious that they will turn up wearing hard earned trade jerseys etc, I am NOT going to embarrass and discourage by making them turn jerseys inside out, as I was asked to do on my very first time trial a few years ago.

3) It strikes me as an odd rule that will let a person ride an event with e.g. Peugeot emblazoned all over his/her frame but forbids the name from appearing on his/her shorts.

However, rules is rules; if you enter an open event please ensure that you comply; it needn't be dull and you can still make yourself very obvious to other road users with a tasteful combination of black and fluorescent pink or yellow; crash hats aren't a bad idea either!

Once again thanks for a smashing series, well done Andy (Smith) for a comprehensive win, Jane Avery for re-writing the ladies record book and to little Andy Martello who takes the Handicap competition.

Here's looking forward to next year when we do it all again.

For those without a handlebar computer a few statistics.

510 individual rides were completed in the competition, 5100 miles actually raced.

The average time over the whole series for all rides was 25.47. Did you go faster?

The average speed was 23.27 m.p.h.

The average number of riders per event was 36.4.

Keith Harmer

THE 1989 HARDRIDERS

The great disappointment was in the number of entries received, for over the past three years we have dropped from 100 to 80 and now to 60, and this despite more than 20 entries from our own club.

Furthermore, we still receive no complaints and lots of compliments, with many riders coming forward to say thanks for a well organised event. Sometimes an event can get an unfortunate reputation for always having bad weather, but that can not apply here, where we have been lucky with conditions for several years.

Down in numbers does appear to have been the only minus though, to an otherwise successful morning's sport. A pleasant morning with just a little wind from the south west and no fog or rain or other weather hazard, was conducive to fast times and we mean 'fast'. Records were broken and the standard of the racing was by no means reduced.

Mike Coyle, well known to our members, as a road man of 1st category from the Velo Club Etoile, who can when he wants turn out very fast time trial performances, was just the rider for this type of hilly event. He took the climbs in his stride and rode magnificently to win in a new course record time of 1 hour 2 minutes 29 seconds. His strongest and very serious challenge was to come from Richard Smith the Vitesse Sport professional who indicated his intentions early on by flying up Bury Hill in 3 minutes 36 seconds to knock 3 seconds off of Steve Marchants 1987 record. Worthing's comeback man Nick Lelliot was in third place as they reached Whiteways after five miles. He appeared to be riding strongly but was trailing by about 20 seconds at this point. Others in close attendance were Steve Hackett of the Wembley Road Club and Paul Lipscombe of Central Sussex.

These names all retained their form and their positions to the finish ; Richard Smith also ducked inside Glen Longland's old course record with a time of 1 hour 2 minutes 46 seconds and Nick Lelliot gave us our best position since we turned the event into an open, collecting third prize with his effort of 1 hour 3 minutes 40 seconds. Steve Hackett was

4th with 1.4.25 and Paul Lipscombe on 1.5.23 was 5th.

We have always decided the team awards on the 'Bidlake' system - fastest third man, rather than the aggregate of three individual times - and we seem to just miss out each year. The Central Sussex were once again triumphant, with Paul Lipscombe supported by Gary Moore (10th) and Keith Harding (13th). Worthing were second with Nick Lelliott backed by Andy Smith (11th) and Colin Toppin (17th).

Colin led a trio of superb rides by our juniors who wiped up all the junior awards. It was great to hear the club's name announced for all three prizes, such is the future strength in the club. Colin was home in 1.10.33, Shane Brown was only 11 seconds back on 1.10.44 and Andrew Tarry clocked 1.11.16.

When the severity of this course is born in mind; the climb of Bury, the long haul from Arundel back to Whiteways and the sting in the tail between Pulborough and Fittleworth, there were some first class rides from younger Worthing riders, and apart from those already mentioned. Darren Stepney's 1.14.58 and Roger Smith's 1.16.16, as well as 'Ginger' Greg Hobden's 1.16.02 were all fine efforts. for a very tough 25.4 miles.

Full list of Worthing times:

Nick Lelliott	1. 3.40
Andy Smith	1. 7.16
Colin Toppin	1.10.33
Shane Brown	1.10.44
Miles Davies	1.10.47
Andrew Tarry	1.11.16
Pete Burgess	1.11.50
Mel Robertson	1.12.20
Jeremy Arnold	1.13.11
Vern McClelland	1.14.22
Darren Stepney	1.14.58
Greg Hobden	1.16.02
Roger Smith	1.16.16
Alan Stepney	1.17.13

Robert Downham	1.20.49
Andrew Slater	1.20.52.
Mike Poland	1.27.42.
Reg Searle	1.40.46

In the Worthing Club event which not all riders were entered the position was as follows:

1st.	Andy Smith	1. 7.16	scr	1. 7.16
2nd.	Colin Toppin	1.10.33	6.00	1. 4.33
3rd.	Miles Davies	1.10.47	9.30	1. 1.17
4th.	Mel Robertson	1.12.20	4.30	1. 7.50
5th.	Jeremy Arnold	1.13.11	5.30	1. 7.41
6th.	Vern McClelland	1.14.22	6.30	1. 7.52
7th.	Darren Stepney	1.14.58	10.30	1. 4.28
8th.	Greg Hobden	1.16.02	13.30	1. 2.32
9th.	Roger Smith	1.16.16	12.30	1. 3.46
10th.	Alan Stepney	1.17.13	10.00	1. 7.13
11th.	Mike Poland	1.27.42	17.30	1.10.12
12th.	Reg Searle	1.40.46	27.30	1.13.16

We shall have to try and get a better entry next year, perhaps a distribution of leaflets or entry forms at other open events in the preceding couple of months..... or if you have any other ideas ?

On behalf of Andrew Lock our promoter, many thanks to all those who turned out on the morning to assist. From Chief timekeeper to reserve marshall, from pusher off to the ladies who did the catering and sold the raffle tickets. The event would not have been possible without you. Andrew received a number of compliments from riders as to the event's organisation and that was achieved only with your help.

Don Lock

RIGHTS

The London South District Committee of the Road Time Trials Council have recently written to the Sussex Cyclists' Association asking them to consider the discontinuance of the 12 hour promotion, and,

hinting in the final paragraph, in the most sinister and dictatorial manner, that if the Association did not, then the "final sanction" lay with them.

It is a right of cyclists to ride the roads (motorways excepted) of this country, in accordance with the laws, and subject to that, the right must be preserved.

You may personally not be too bothered whether the '12' continues or not, let's face it, only 25 or so rode it, mainly to complete Club, Association or may be National Best All Rounder competitions, but that is not the point. If the Association decided through lack of support or finance to stop the event, so be it. It is however, quite another matter, when, from within the sport, we are banned from running it. Would the '100' be next, and then the '50'? How long before someone starts pointing out that, "the cyclists themselves are banning events", might it not spread to Audax events, reliability trials, and even club runs?

The Worthing Excelsior committee responded to the S.C.A. with an outright rejection of the R.T.T.C. London South proposal and urged the Sussex Association to respond accordingly. The Association circulated all its member clubs and received many letters from those clubs and from some individuals. Without exception they were unanimous in their condemnation of the R.T.T.C. threat. The sentiments expressed varied from disbelief to dismay and some were clearly incensed.

What lies behind it? Safety of the riders is their expressed concern. Safety is a matter which is constantly in the mind of every individual rider in these busy road times, and particularly in this busy area of the country. But we are still a free country and we must be allowed to make our own decisions, we do not need London South R.T.T.C, to tell us where and when and what we can ride. Everytime we fill in an entry form we sign the declaration that we understand and agree that the event is held on the

public highway and that we participate entirely at our own risk and that no liability whatever attaches to the promoter, promoting club or any official. Indeed we go on to declare quite separately and specifically that there shall be no liability attaching to the R.T.T.C. as well. Some hold the view that this last aspect is in fact the real cause of their negative attitude.

To the knowledge of the Worthing Excelsior and the S.C.A. (it is our Ray Douglass who has promoted the event for the last several years) there has been only one accident. This was in 1988 when Horry Hemsley of the Lewes Wanderers, a very safety conscious rider, was hit from behind by a car on the A24 between Washington and Ashington at 7 a.m. The driver who did not stop, must have been either blind or asleep. The rider could have been anyone, a youngster on his way to a paper round for example. Do we take ourselves off the road because of that moron? Horry incidentally is among the many who have reacted strongly against the R.T.T.C. in this matter. If we ban an event on these grounds then we had better all stay at home all the time.

We must remember that we have no extra rights to other road users and that our rights are subject, as are theirs, to the rules of the road, the laws of the country, and the Highway Code. We must act sensibly at all times, but we must preserve our rights.

Thanks R.T.T.C.(London South) for the shot in the foot. You're a great help!

Don.

P.S. The S.C.A. have applied for the event in next year's programme with all other usual events. We will keep you posted.

NATIONAL JUNIOR TEN In 1990 there will be the first promotion of this event by the Epsom C.C. on the Capel by-pass course south of Dorking. The date is 1 Saturday 15th September so there's a target for all you under 18's. Even to qualify by being among the 120 fastest entries would be quite an achievement. Now is the time to set the target and start the planning

You would be sure of good support, with a National Championship right on your doorstep.

THE SUSSEX C.A.INDIVIDUAL 25MILE CHAMPIONSHIP

This title seems to elude our riders, we have had Pete Danckwardt going close, Richard Shipton several times losing out by narrow margins and Andy Smith also finishing close up. In 1989 we thought there was a chance again for Nick Lelliot was riding and his tremendous return to real form , something not far short of his junior days, led us to think that he could do it. One thing was certain, he was not entered to come second! Andy Smith was also riding and could be relied on for a fast performance.

This time we really could cry hard luck, for just before he was due to start Nick punctured, and suffered a late start penalty of 9 minutes. The fact that he still rode and could still muster the determination to produce his best, is to be admired, for clearly all chances of victory had gone. It is almost worse then to record the fastest actual time of 57.21, 18 seconds ahead of the next best, but to see that time recorded as 1.6.21 to include the penalty. Nick went home no doubt satisfied in that he had beaten the field but it remains a great shame that the Sussex trophy will not be engraved "N.Lelliot" 1989".

Andy, recorded 59.53 but finished back in 7th place in an event showing clearly the higher standards being set in the County. It was not a good morning and some of the top riders were not entered, but times were fast, and with several new names making an impression at the head of the result.

The top six in the result were:

1st. Tony Deacon	Regent	57.39
2nd. Paul Lipscombe	Central Sussex	58.23
3rd. Mark Markowski	Regent	59.01
4th. S.Elms	Crawley	59.12
5th. A.Martin	East Grinstead	59.32
6th. M.Bartup	Sussex Nomads	59.36

Among the best of the Worthing rides must be that of Jane Avery. She clearly does not wish to ride time trials every weekend, but follows her touring enjoyment more avidly, but when she does ride she shows real potential and, again, in this event she came so very close to another club ladies record. Christine Barnett holds the 25 best with 1.9.01 and Jane recorded 1.9.17 on a morning far from being 'fast'.

Remainder of the Worthing times:

Pete Burgess	1. 2.39
Jeremy Arnold	1. 5.15
Bill Procter	1. 9.10
Graham Kell	1.10.11
Ken Atkins	1.10.36
Alan Matthews	1.10.46

SOME REFLECTIONS ON A TOUR

Originally I did not intend to do a long tour, I had decided to ride to Knighton which is on the Welsh /Shropshire border to attend the annual dinner of the 300,000 mile Club so why not, I thought, continue to Cape Wrath at the north west tip of Scotland to earn a Cape Wrath badge, which I did, so from there the idea grew to extend the holiday to take in John O' Groats and the Orkney Islands, when you think of John O'Groats you then naturally think of Lands End, so why not do it all, so I did.

Without boring everybody with a detailed account of the ride, I will just recall a few memories. I was pleased to have as my companion Roger Smallman for the first morning of the tour giving me a presidential escort out of Sussex. The main reason of the ride in the first place was the dinner at Knighton, which was most enjoyable, held at the Red Lion Inn together with about 15 other members riding from different parts of the country.

Heading north through the Peak District, Yorkshire and Scotland was wonderful riding, making me realise

what a beautiful land we live in. My memories of Scotland are of riding along wonderfully quiet roads with breath takingly beautiful forests and snow capped mountains with superb scenery either side. I can remember with pleasure sitting on the grass in front of the light house at Cape Wrath eating my packed lunch on a lovely serene day looking down at a perfectly calm blue sea, thinking over there was the North American continent. Another memory of that day was of sitting with some cyclists, who had crossed over on the ferry with me that day, enjoying coffee at 11 o'clock in the evening, in broad daylight. They were two married couples from the Midlands who were enjoying a cycling/caravanette holiday. The conversation, what else other than cycling.

I have always enjoyed travelling on ferries and was looking forward to the trip on the John O'Groats -Orkney Islands ferry but the crossing was disappointing because of a grey gloomy evening with poor visibility. The Orkney Islands I did not enjoy very much, too much wind and very few trees with rather dull scenery, although I thought Kirkwall and Stromness with narrow streets and small shops were very interesting, reminding me of England thirty years ago. The cathedral at Kirkness was very fine I thought.

The night ferry from Stromness to Aberdeen took ten hours round the north east coast of Scotland. Heading south from Aberdeen on the A92 I met Dave Hudson riding northwards, this was I must say pre-arranged, however, after 24 days in my own company it gave me much pleasure to meet up with him. We spent a great day exploring the lanes of Aberdeenshire, with typical Hudson thoroughness. That night was spent in the lovely town of Montrose, overlooking the North Sea. We parted next day after Sunday morning elevenses at Arbroath, where he headed westwards, and where I turned south to Dundee and Edinburgh, looking forward to crossing the Forth Bridge.

You will gather from this that I took my time, so

what is better than to travel leisurely and enjoy yourself, so I did. I stayed at bed and breakfast accomodation which varied in price from £7.50 in the north and Scotland to £15 farther south. Generally they were very good, especially farm houses. Landladies seemed to vary a lot, from the indifferent to the homely, who gave special attention to the single gentleman cyclist; hot cocoa and even a hot water bottle some nights!

Edinburgh I enjoyed immensely, staying two nights, although I have been there several times before. I find this City to be a delight, as I do Inverness, where I also stayed two nights, going to the Eden Court Theatre in the evening.

The Scottish border country and the Lowlands gave me great pleasure. I was fortunate to have perfect conditions for riding with a helpful wind for the most part as I passed through small country towns such as Peebles, Selkirk, Hawick and Langholm.

I walked several hills I am afraid to say, even with my very low gear, such as Holm Moss and Shap on the way north, and the Kirkstone Pass in the Lake District on the way south. Walking you can enjoy the scenery so much more than suffering and straining on the bars. Why not? I was not in a hurry anyway.

Riding by yourself for six weeks can be lonely at times, especially if the weather turns sour, as it did when crossing Rannoch Moor, very desolate, with gale force winds blowing me sideways and lifting my hat from my head. It was hurled into a very boggy morass and to retrieve it cost me two wet feet. After battling on however, within fifteen minutes the black angry sky was transformed into a perfect blue one. I then descended the infamous Pass of Glencoe and into the village to enjoy another, and very welcome, pot of tea.

Other places that stick in my mind are Huddersfield which I likes. It had no pretentions I thought, a solid Yorkshire town which respected its past but looked forward to its future. It was a Sunday and the

shopping precincts were quiet so I took lunch sharing a table with a venerable gentleman who informed me he was 79 years old. We had a long discussion on communism, he was wearing a badge with Lenin's head on it. He had been to Russia and to South America several times and was most interesting to talk to. I was sorry when we parted. People as well as places you can enjoy when cycling. Truro I liked very much. It was I felt a Cornish town with warmth and I felt welcome there. Again it was a Sunday and I remember sitting in the cathedral listening to the organ music. Again I was loath to leave it. At the south western end of the British Isles at Lands End I saw a very different scene than when last there in 1959. It is now a highly commercialised area which is I think a pity, but I suppose it is a sign of the times. A surprise meeting on the Somerset/Devon border was being overtaken by a van which stopped ahead of me. The driver was Bob Crowe a former Excelsior member with his wife. You never know who you will meet in the most unexpected places when cycling.

I hope that I have not bored you with these random impressions of a tour I really enjoyed and found very worthwhile. They say "travel broadens the mind" it certainly did mine.

Ray Douglass.

HILLCLIMB 1989

From our special correspondent in Bury. Tony Palmer.

Ride from O.S. ref. TQ 008130 - proceed south on A29 to finish at TQ 004118, 1400 yards. Not far you might think and even the winner only averaged just over 13 mph. Oh! I forgot to mention the course rose a mere 350 feet.

First to leave the timekeeper at the bottom of Bury Hill from a field of fifteen was Chris McNamara the first of 11 under 18 year olds, followed by Karl Robertson who unshipped his chain while being held at the start. Nick Lelliott leapt forward to refit it for him so that he lost only a second or two.

Alan Edwards was next to depart followed by Jeremy Wootten riding his first evertime trial, Pete Burgess was rider number five pursued by the tiny frame of Andrew Martello. Richard Smith powered away from the start with his Kelloggs King of the Mountains vest on inside out, and he was chased by the only veteran in the field, Mel Roberton. Alan Slater sat at the start line astride the most revolting saddle cover you would ever expect to see, but this did not deter Colin Toppin who was going for his second win of the day (He won the Sotonia 25 on the P201 near Ringwood in the morning). The other McNamara twin, Simon, was next to start in front of James Walmsley and John Saville, also riding his first time trial. H..... To tackled the first bend of the climb aggressively knowing that Andrew Tarry who had done well on the hill in the hardriders event and in the championship last year would try to cut the two minute starting gap down to a minus by the summit.

Andrew Tarry climbed the hill purposefully to reach the top with the elapsed time of 3 minutes 40 seconds, 21 seconds too good for Pete Burgess and 22 seconds too good for Jeremy Wootten on his maiden ride.

The hillclimb event which has to be the toughest on the time triallists calendar was certainly met with enthusiasm, as many of the younger rider's had been training on the hill during the previous weeks and their hard work certainly paid off.

Full Result:

1st.	Andrew Tarry	3.40
2nd.	Pete Burgess	4.01
3rd.	Jeremy Wootton	4.02
4th.	Richard Smith	4.12
5th.	Mel Roberton	4.16
	Colin Toppin	4.16
7th.	James Walmsley	4.29
	John Saville	4.29
9th.	Chris McNamara	4.30

10th	Andrew Slater	4.33
11th	Simon McNamara	4.35
12th.	Alan Edwards	5.00
13th	Karl Robertson	5.09
	H. To	5.09
15th	Andrew Martello	5.11

WELL RUN SIR!

Our veteran member Dave Nightingale who turns in a very respectable 'ten' is also a veteran runner and recently made the Argus headlines (photograph as well!) for his efforts for Charity. Dave was part of a five man team from Ricard Engineers at Shoreham, who won the team event in a national race over four miles near Guildford. The Charity MENCAP which aids mentally handicapped people benefited by some £400 from the teams efforts. The Ricardo Runners finished 4th, 5th, 9th, 10th and 11th.

Congratulations Dave.

"TOPPIN" GOOD RIDES

Colin Toppin was enticed to the fast courses by Chairman Mike Gibbs towards the end of last season and what did he find; well on Saturday 9th September in the Letchworth Velo middlemarkers 25 on the F1 North Road course, he found a most unfriendly gale. The event was for those not previously beating 1 hour 3 minutes for the distance. From a full field of 120 only about two thirds started, such were the conditions, and the winner could do no better than 1.5.04 and Colin was second with 1.5.51. It just goes to show that it's not just what time you do, but where you come that really matters. Colin, obviously pleased with the small addition to his wages that week, must nevertheless have come home thinking of the Chichester Road course as something of a drag strip by comparison.

Next he and several others were entered for the Sotonia 25 on the New Forest P201 course from near

Ringwood; another limit event, this time for those not previously beating 1 hour 2 minutes, so slightly higher class field than the Letchworth. The morning was kinder, but by no means easy, with a fresh northerly wind making for a hard return on the Bournemouth leg. Colin, though produced a fine effort winning the event, his first open win, in a personal best time of 1.2.16. He was so excited that he managed to get lost in the two miles from the finish back to the event headquarters in Ringwood and started to go round the course again! But, as some comedian say, "and there's more" for Colin led a winning Worthing Excelsior team. Jeremy Arnold finished very well up with 1.4.22 and 'Hurricane' John Gilbert completed our trio with 1.7.36.

FEED BACK

Comment on the Mag is always appreciated and it was good to know that interest was generated by the 'Follow this' puzzle. Must try and do another somewhen. Some could not solve "decomposing female" which was referring to the river "Rot her". yes it was dreadful we agree. "Short Daniel rise" had others scratching their heads. This was intended to refer to Dan Hill .

THE GRAND PRIX des GENTS

A two-up over ten miles. One rider a veteran to be paced over the first nine miles, then it's as you like until the final 200 metres where the veteran has to be in front. That's the format adopted by the club in its annual end of season event on the usual Washington course.

Saturday 21st October threatened to spoil the perfect season, weatherwise . The forecast was diabolical, severe gales with possible structural damage and heavy rain. Well, thankfully it didn't turn out to be quite that bad. By 3 p.m. the wind

had moderated a little - probably just strong about force 6 or 7 - the direction was south westerly. The rain was holding off and the roads were drying out, especially the main ones. The lanes though, were still wet and strewn with leaves and storm debris.

There were ten teams entered that met the "one veteran" qualification and there were two teams not qualifying but entered for the fun of it. The main talking point was the Nick Lelliott involvement and would our Ed. be able to hang on. Ed, very confident in the previous weeks was himself becoming concerned when Nick asked, with just two minutes to go "What is 'it then, Go like a bat out of hell from the start?". It only needed the elastic to break and there were teams ready to snap up the awards. Andrew Tarry was pacing John Lucas, and Colin Toppin was to have Mike Gibbs (the veteran with the largest age standard) to tow round.

The pace was set by Darren and Alan Stepney. Darren has gone into mountain bikes, or should I say ATB's (All terrain bicycles), in recent times. It must have seemed like trying to ride up a mountain pushing into that headwind. They were back to the timekeeper in 26.35, so Alan was down on standard, was this going to be the trend? Behind them George Wall, without a partner, and forsaking his ATB for a lightweight rode round in a creditable 29.38. Chris McNamara took Mike Slater round in a slightly slower 29.42. Not bad, because Mike's elastic broke early on and he spent quite a lot of the ride trying to get back on.

The inappropriately named Andrew Tarry was next and was certainly not hanging about. The poor wretched fellow just had to get back as quickly as possible to rid himself of the incessant shouting from John Lucas who kept up a torrent of abuse from behind. It must have worked for it was a great effort to record 24.58 on such a day. So a plus on standard

of 1.44 was achieved, but would it be enough.

Keith Dodman was without pacer Jane Avery who decided against riding, despite Keith's taunts of " I thought these New Zealanders were supposed to be tough". So he rode, what we believe was his only time trial of 1989, sauntering round in 27.17.

The next pairing was Andrew Slater and Mike Miller and Andrew did very well to get Mike home in 26.51. It was another plus but not as good as Lucas J.

The teams of Chris Colyer and Peter Scarsbrook and Karl and Mel Robertson did not start so the Lelliott /Lock partnership had a six minute gap. The Lelliott express went off like he had every intention of bridging it. Lock went off in pursuit looking like the elastic was being extremely hard tested from the word go. Stay together, they did though, and although Don put his nose in front for a short while, Nick forgave him, helped him again to the final round-about, and then generously left him to his own devices up to the finish. The time was 22.56 and Nick's efforts had got the old man round in a plus on age standard of 5.16.

Colin Toppin had the unenviable task of chasing Nick and of keeping big Mike Gibbs on his wheel. He did great- kept it steady and rode strongly. Mike was there like a leech and was over the line in 25.48. It was a good ride and good enough to overhaul the Lucas standard and drop neatly into second spot with a plus of 2. 37.

The final pairing was young Andrew Martello with his non veteran Dad tucked in behind. They rode it like the Grand Prix and it was a tremendous effort from such a small 'frame' - perhaps the wind couldn't find him- that got them home in 29.19

No one then failed to beat 20 m.p.h. on a day when most bikes stayed in the shed. There were no accidents- not even a slip on the greasy leaves. Tea was provided by Sheila Lucas, watches were held by Roger Smallman and Ray Douglass, Peter Kibbles and Tony Palmer despatched the riders. It was a friendly

if tough finale to the club events season.

Full result:

1st.	Nick Lelliott/Don Lock	22.56	28.12	+5.16
2nd.	Colin Toppin/Mike Gibbs	25.48	28.25	+2.37
3rd.	Andrew Tarry/John Lucas	24.58	26.42	+1.44
4th.	Andrew Slater/Mike Miller	26.51	27.20	+0.29
5th.	Darren Stepney/Alan Stepney	26.35	25.54	-0.41
6th.	Chris McNamara/Mike Slater	29.42	26.30	-3.12
	Keith Dodman (solo)	27.17		
	Andrew and Pepe Martello	29.19		
	George Wall	29.38		

THE UNIVERSITY OF LOST CYCLISTS

Over a period of several weeks prior to the 26th October, the Brighton Mitre had distributed freebie tickets for an evening talk by John Pritchard at Sussex University. As the date crept closer it became apparent that some 600 plus tickets had been handed out and the room only held around 200. Obviously there are always a few D.N.S's but surely not 400. Now only being a humble tourist and making only the rare foray in to the world of racing I thought I'd learn the secret of spending less time at what you 'enjoy' doing ? To overcome the possible numbers problem the Mitre had included a tourist trial, first you find the room! The ticket stated quite clearly room A.53. This was not easy and took around fifteen minutes, along dark corridors with diversions around locked doors. Along with a few members of the Central Sussex we located the enormous room - a tiny office enough to hold about 20 people! So, the second section of the Mitre tourist trial was to find the correct room. We were not the only lost bikies, some 40 students of cycling were walking around in a daze not knowing which building to try next. Had we come to the right University? Had the evening talk perhaps changed to some student participation on the nearby Falmer ten course?

Richard Shipton, Nick Lelliott, George (going up the) Wall, Alan Stepney and Steve Gumbrill were some of our lost members along with Paul Lipscombe, Horry Hemsley and many others. After an hour I'd decided to head for home but tried just a few more detours in the hope of spotting the venue and there suddenly I came across a number of very proper looking machines, definitely not student machines, and we had at last located the correct room - A.S.3. (APPLIED SCIENCE ROOM NUMBER THREE) !!!!

The talk due to start at 7.00 eventually got under way around 7.45, when a reasonable number had found the room. If only Ray Douglass had been there, as Tourist Champion he would have led us straight there, I'm sure.

It was an excellent talk by John Pritchard covering his strict training schedule (gruelling is my word for it), his choice of equipment, he cannot say if a disc wheel will make you go faster or not, so for the moment I'll stick with my heavy pressures. Quite a lot to say on his eating habits (of great interest to me). Around 200 were present (many more still in the grounds somewhere I expect) and I'm sure we all learned plenty. Our Club coach John Lucas was there and will have all the facts at his toeclips should you wish for the full details. Keith Harmer was there and listening intently, keen to pick up any tips which might make a 600km event faster and easier.

Yours, under the hour, (not a chance)

Dave Hudson

NEW HILL CLIMB VENUE

The Committee have decided to move the Club's annual hill climb championship to Kithurst Hill for 1990. It is felt that Kithurst, a dead end lane going up to the Downs from the Storrington to Amberley Road, about a mile west of Storrington, is more of a true hill climb test than that provided by the main road climb now presented by Bury.

MERIT AWARDS

For October the committee considered that Andrew Tarry's winning ride in the Club Hill climb deserved additional recognition. It certainly was a fine effort against a good entry including several of our faster senior riders.

For November the award is made to George Wall. George will no doubt be more surprised than anyone at this award. It was however considered that by riding all the way out to the East Sussex Reliability Trial - and all the way back, and in between riding the full course, he showed a certain 'old-time' attitude to biking. Cars? what are they? In addition though the committee noted that it was George who stopped with Mike Slater when Mike's chain broke. It was George who repaired it. He totally abandoned his chances of qualifying for his time standard certificate by this action. Now that's a cycling club spirit.

Well done to both.

THE KEYLESS DUO

Sunday 5th of fireworks and the run departs from Wordbarter under the sheederlip of Behave Dudson. There's a good out turn of Excelpeds, the beloten or punch including Pantomine Almer, Melon Athews and a Len Kneestep. The mini McMiracles were order in kept by Char-a-banc Long Jucas with Larcas Movin showing how to ride in good fashion orderly with Dynamo Sheila alongside. Young Edwardian Alan (he of many a deflation) was keeping the pressure on. Karl Toblerone was there somewhere as well as Tall Poppin enjoying his back come in operation for biggy racy next year. Hellomarseppe was there and look out here comes Sandy Later and Smudger Smitt looking for another hill to go for. Simplex and Campag and twiddly on the big cogs. Bran (shreddies) Suthersuch and new man Mee Lying complete the field, whoops, two more, there's

Mikemuchslater and Lo-cal(mine's a half) Pottin

Stuff rough via a street of holes brings us out in Post Dial, and leafy lanes take us to Lipshey for a quick tilt at the mindwheel. We said mud gorning to Green Dragons before passing through Green Barns. Much giggledegoop in the ranks as we eddle our way through the hounds of Christs Gospitalschool . The flush paws and yellow song locks are too much for Smudger Smitt and he almost falls off his velo as he gistles at the whirls. We pass the skirtouts of Hamshor and arrive at the Eating Happy of Hoadbridge Beef. Much inneedy of toasties numerous, cakepan mountains and silkymoffeecakes. After much repleshement of inner wheels, and for Ageless Rugless (he who maketh own way) partaking of a Dougall's Delight, it was time to turny wheelies.

Those with ladpocks unpocked their machinoes while he who has forgotten key has to listen to the roar of Pantomine Almer and much other fall about wuth helpless giggly. Ageless Rugless with awful reddy in face and lots embarrassy tiptoes to car drinky petrol shop, hopee to securee quick snippy of the ladpock but it's no Ageless lucky day. The uncontrolled concern of his 'mates' now crumbles into rightout delirium. The say is daved by the parents of Mee Lying who have come to shake more their son is in good company!!! He's been widing weely well and much half wheely mee. It is Ageless who has big trouble heap. He must pack quickly bike in coot of bar. Amongst appleause and great hirth and milarity he is taken to Wortinge. Oh! how heavy the great can falleth.

The rub clun heads south now for the waterhole of Worthinge with many a deflation and much puff puff on the pumpies, via Watersouth oldy road then past ton of ashes and ton of Washing and much speedalong jolly hay twenty four and through the Vonfin Dally and finally homely.

The MiniMcMiracles keen though for more exorcism swisit the vimming pooland after much splooshing and splashing and all wetty all over jumpy in fool climby

divey board and wiggly of the waterwings return to bikies. It has been quoted by Beckerchristophe (he of Britoncel leanings) that to go out without ones kadlock pee is nad but without ones brain box is worse. Much franpanictic now developy for Sandy Later, with much head scratchy and frown a lot, whose kadlock nombination cumber refuse to come from dark recesses. Oh deary, ringy, Daddy, quicky, findy phoney.

Ho! Ho! H0! Behave Dudson

with apologies to Gabbletalk

IT'S RUMOURED that at the December committee meeting members were relieved when Colin Toppin said he had NOTHING TO BRING UP! There was however a message from big brother Paul who apparently HAD SOMETHING TO BE CLEARED UP! Social Services are being asked to investigate.

EAST SUSSEX C.A. TIME TRIAL PROG. FOR 1990

March 4th	17m hardriders
April 1st	27m two-up
April 21st	10m
April 22nd	25m
June 3rd	50m
June 17th	25m
July 22nd	100m
Aug. 5th	50m
Sept. 1st	10m
Sept. 2nd	25m
Sept. 30th	Hill Climb

THE CLUB'S ANNUAL DINNER FOR 1990 has been booked for Saturday 17th November and will this year be held at a new venue, the Windsor House Hotel in Windsor Road East Worthing (just off the seafront). This hotel was used recently by the Sussex Cyclists' Association for their luncheon and it was found to be very good with good meal and service and a nice atmosphere. WE ARE THOUGH LOOKING FOR AN ORGANISER. If you can help

please let the committee know. You don't have to be on the committee and you need not be a member, perhaps someone's Dad. We can always make you an associate member or co-opt you, which isn't too painful.

New Members: We welcome Thomas Miller son of Mick. We gather he has already started tearing the turf up in youngsters cyclo cross. Also joined is Lee Myring from Shoreham. He has already had Dave Hudson complaining about "half wheeling" so he's off to a good start.

SUSSEX CYCLISTS ASSOC. TIME TRIAL PROG. 1990

11th March	Two-up T.T.T.
17th March	16m Circuit
18th March	25m
20th May	Team Championship 25
10th June	50m Championship
3rd July	Evening 10m
8th July	100m Championship
19th August	12 hour Championship
16th September	25m Championship
20th October	Hill Climb (Kithurst)

FOLLOW THIS

All you need is O.S. map 198, a dictionary, and a twisted mind, and you'll find it quite easy.

We start in the village of arsenic wood. We move south along a brown line leaving, is it an Admiral's Farm ? on our port side. At the solid hoofed herbivorous quadruped span and large area of community land we go to 'correct' and the brown has turned yellow. We leave green on our left and poverty struck persons behind shrub on the conservative side. Further on we have to hazard opinions about the farms on both sides. The hamlet now approached sounds like a game of cards is in progress. Go towards the equator and past the place where you can buy the small squares of sticky paper. On now to the red two ate

three. It would be straight on if we were taking up arms but at this point lets go with Mr.Kinnock. Just past fifty go starboard, private but don't worry, pass the house of cards. You should come out by the first division football team and enclosed yard at 173 114. By pass St.Cuthman's village to the north and pass the British Railways yellow ruin. We now go through the higher four winged insect with a sweet tooth in front of that which normally precedes dong. Now it's towards the arctic and we soon reach Maundy Money ? The timbers grind along here. Immediately go oriental and cross the area of mineral and meat. We cross the red line going NNE to the coal village and keeping generally N join the brown at Coal Gate Farm? N and then with our membership secretary (see page1) continue to a large box with an amateur - a grey area this. Ignoring the hoaxers building on our left we are now on a debit coloured road passing a P.H. Bull by the water and on to a 2116 brown. From here, where an american general seems to have gone to earth. it is to the occident to an apparently new game bird. Turning towards the sun at midday we travel through green shoots and back to the village which has rust all mixed up. If you have kept with me to here then you will know where you started.

1989 CLUB RUNS POINTS (FINAL TABLE)

		Don
1st	Dave Hudson	39
2nd	Ray Douglass	37
3rd	Chris McNamara	27
4th	Simon McNamara	25
5th	Andrew Slater	23
6th	Alan Edwards	19
7th	Colin Toppin	18
	Vern McLelland	18
	Don Lock	18
10th	Tony Palmer	16
11th	Roger Smith	15
12th	Karl Roberton	14
13th	Paul West	13

14th	Tom Lainsbury	11
	Alan Matthews	11
16th	Mike Slater	8

CLUB TIME TRIAL PROG.FOR 1990

24th February	10m Medium gear	p.m. Washington
25th February	16m Circuit	a.m. Long Furlong
31st March	10m	p.m. Washington
29th April	15m	a.m. Ashurst Circuit.
13th May	25m	a.m. Chichester Road
12th June	10m 2-Up TTT	Angmering course
19th June	25m 2-Up TTT	Tangmere & back
24th June	30m a.m.	Chichester Road plus.
15th July	25m a.m.	Chichester Road
30th September	Hill Climb	a.m. Kithurst Hill
13th October	10m p.m.	G/Prix. TTT Washington

Evening Ten mile series starts on Thursday 10th May and continues unbroken until 9th August (inc) 14 events with numbers limited to 60. As usual these will be held on the Washington course. They will again be promoted by Keith Harmer.

Remember that Club 50m, 100m and 12hour events are combined with those of the S.C.A. - see page 25. Also the club hardriders championship is included in the Open Hardriders promotion on on 23rd September.

Your time trials Secretary is Tony Palmer - see page 1 - contact him for any further details.

IT'S RUMOURED that Cliff Hawkins has joined the lost key brigade. He was nearly arrested for breaking into his own home. Cliff will now cut back on Milky Ways to help him recover the cost of the broken window.

LOST AND FOUND. The President's wife has lost a stone. When Roger was asked if it was a diamond, he replied "No, but an equally valueable fourteen pounds!" Ray Douglass meanwhile has found a stone and is starting a diet immediately after Christmas.

MONTREUIL BY MIDDAY

One Saturday at the end of July Chris Beckingham and myself had an away day to France. We departed from Shoreham at 5.a.m. At Portslade we did a "U" turn; a change of plan ? No, just that Chris had reminded me that you still need passports . With the necessary document to hand complete with photograph from the seventies - did I really look like that ? and we were away. Hastings Rye and the Romney Marshes were quite deserted and soon Folkestone was reached. After another hour, or so it seemed we had found the harbour. Vehicle parked and along to the Sealink terminal. Fortunately it was warm and sunny as the boat was loading for chappie with the walkie talkie decided that we would be the last to board. This of course meant that we were at the back of the queue for breakfast. There was still an excellent spread available when we reached the servery and the plates were duly filled. The crossing is around 1 $\frac{3}{4}$ hours. It smells a little fishy as we edge into the Port of Boulogne. Chris points that it is France's premier fishing port and I was just getting a whiff of the 80,000 tons landed each year.

Chris requiring a leisurely ride was designated runs leader for the day. We left Boulogne on the D341 at a brisk pace though (I've had his leisurely rides before!) and passed through pleasant forestry areas. But oh! the road, over the brow of yet another hill, and still you look straight ahead for miles and miles. This is of course an illusion for there are no miles here in France, so with that settled we dealt well with the next 19 kilometres and arrived at Desvres. I didn't see any Des Res's so I don't think it could have been french for that. We turned south now and in due course reached the village of Course, from where we followed the course of the River Course of course. (Enough of this!) This route through the lanes was for a distance of 22 km and brought us to the walled city of Montreuil-sur-Mer with it's 19th

century houses. Montreuil is no longer on the sea, indeed the town is now 14km from the coast. Surrounded by massive ramparts and centered on its 17th century citadel, Montreuil is a most attractive resort. It is well endowed with restaurants. We visited one (note only one) and partook of coffee outside in the sun. Chris had many moons ago in the mid-seventies (with others from the Brighton Excelsior) stayed in the youth hostel here on the occasion when the Tour de France came to Le Touquet. For that particular weekend they had chartered an aircraft from Shoreham (all right for some!).

Enough of this digressing, Michelin map number 51 was opened and showed a good selection of lanes for the return which included a forestry route named after us, "Ft d hardelot". During the afternoon stage one local lad in a village cheered us as he whizzed through shouting "Jaques Anquetil" We guessed he dare not mention Fignon for the tour had not long finished. We stopped in Desvres and with lovely sunshine were able to enjoy our afternoon refreshments outside the cafe. A local character endeavoured to communicate but without success so we settled on handshakes.

An error with the map reading, (my fault), added a few kilometres on the final stage back to the port. It was however, pleasant riding on quiet deserted roads. Our computer still set up for "mileage" as opposed to "kilometres" recorded 66 for the day.

We were in good time for the ferry and so savoured the atmosphere of the town before heading to the terminal for the return sailing at 7 p.m. We decided that any instructions to keep us on the quay until last again would fall on deaf ears and we boarded smartly. Following another Sea Link feast, supplies of duty frees were obtained to fill the saddlebags. At disembarkation we pedalled cautiously over the ramps, smiled at customs personel in the green zone and were soon stowing the bikes in the van for the return to Sussex. A good day's wheeling.

Dave Hudson

CLUB FIFTY FIFTY SALE

After a slowish start Auctioneer Dave(Mr.Pastry) Dallimore managed to get the show on the road. He was ably assisted by greyhound Hudson collecting the cash. The evening was well attended by the younger members occupying the front rows.

During the course of the evening it was obvious that Dad Stepney had a fetish for blocks - he bought two - Jean Smallman for panniers (she bought a set last year as well, and socks, and one lad obviously intent on getting lots of miles in during the winter paid £8 plus for about 10 used tyres.

Vern McLelland purchased a pair of used trike wheels - could this be an indication of his plans for next season.

Tony Palmer did not buy the set of stabilisers despite being unable to keep upright in the E.S.C.A. reliability trial.

Dave did well to keep the entertainment going. He was interrupted just the once when he was presented with the Club's veteran Best All Rounder Trophy. The fourth time he has won this.

Marvin Lucas didn't buy anything as his Dad wasn't there with the money! Colin Toppin was there (sober) following the dinner but he couldn't bid 'cos the noise made his head hurt!

All in all it was a fun evening which could have been better supported .

The final item of the evening was a poster of a great many bare bodies on bikes.(sent from the antipodes - all that fresh scenery and the Ed's roving eye still roved) . This was bought by yours truly to protect the younger members from getting ideas! Looking at it now (over his bed I wouldn't wonder.Ed.) I wonder how and where they pin their numbers!!!

Mike (Gibbs)

THE DINNER DANCE

Every good manager delegates responsibility and every good editor secures his copy well before his

final print deadline; thus it was at the last committee meeting before winging his way halfway round the world on an extended holiday, that Don obtained volunteers to contribute to the next edition of the mag.

Unless we are involved first hand we take for granted the amount of organisation that goes into making a success of an event. Mike Slater drew the short straw at a committee meeting early in the spring and, armed with only the date and a provisional venue booking, put the whole thing to the back of his mind. Sometime in late summer, when most of the racing had finished and we had time to think of other things the matter was raised in committee once again. The menu, probably the most important item was decided very quickly, it was one of the evenings when Tony Palmer was on holiday (otherwise it would have needed two meetings) and it was a case of final numbers, pricing and selling the tickets and obtaining a guest speaker.

Now you may think it would be easy to obtain a speaker at the quietest part of the season, a couple of telephone calls and all would be well. It doesn't work like that. We were fortunate in being able to call upon Chris Beeching of the C.T.C. who chased high and low to secure a booking, whatever we pay in affiliation fees was more than used up in the calls he made on our behalf. We had in fact been promised a visit from Russell Williams of the Ever Ready team but at the last minute he received a telephone call requiring him to race in the West Indies. I received a call from Chris on the Thursday before the Dinner stating that he wasn't certain who would be arriving but it would be one of Phil Bayton, Phil Thomas or Steve Jones.

As it turned out the evening went very well, everybody seemed to be in a relaxed frame of mind and looking forward to enjoying themselves, and settled down to a very enjoyable meal, followed by our speakers. Steve Jones (PMS.Falcon) spoke on the theme

of the mixed nature of the true cycling club which welcomes all riders into its midst. Having spent most of his cycling career as a domestique, who occasionally broke rank and stole a victory, Steve is probably well qualified to speak on the role that every cyclist has to play in a team. The response on the same theme came from Paul Middlebrough; although only a member for a very short time before having to move away for business reasons, Paul made a very big impact on the Club with his ready wit and infectious enthusiasm for the sport, thank you Paul for joining us on this special occasion.

The presentation of the seasons trophies was made by our guest speaker. It was good to see so many youngsters winning trophies, shields and certificates and special congratulations to Mel Robertson who will probably have to buy a large sideboard to accomodate all the silverware he took home. Hopefully next year all of our trophy winners will be able to attend and their achievements can be acknowledged by fellow members.

Can I take this opportunity to thank everybody concerned who nominated me for the Clubman of the year award, it is the first time I have ever won such an award, I expect it showed on my face as I collected it, I hope that during 1990 I can live up to the award both on and off the bike.

The formalities over, everybody set about enjoying themselves, dancing to the disco beat, a special award here to Marvin Lucas, smartest suit, best dancer, most awful tie; and thanks to Colin Toppin for the impromptu cabaret.

Mike Slater has calculated that with a membership of nearly 200 it will be his turn to organise the dinner dance again in the year 2157, but having made such a success of it this year, and as you have very little hair to pull out anyway, why not do it again next year ? Thanks Mike.

Keith Harmer

WORTHING EXCELSIOR FOUR UP

No, not a four up team time trial (although at times it seemed like that) but our fourth consecutive win in the East Sussex Cycling Association Reliability Trial. (Reliability indeed). Our start sheet showed we had 33 entries, with the nearest being Eastbourne and Lewes with 23, and East Grinstead with 16. No problem, surely ? The 19th November arrived, a beautiful morning, no snow, no fog, or even rain. Just a little wind, so just right for a 48.5 mile ride.

At East Hoathly we found we had four D.N.S's. A possible non starter would have been Ray Douglass but for the quick repairs carried out by the A.A. in Brighton on the Douglass batmobile. Our 29 riders set off in a group of around 55 at 9 o'clock for the 4 hour group. Quite an easy course by previous years and along reasonably quiet roads. Golden Cross, Chalvington, Alfriston (almost), through Litlington, to Exceat and up the hill. This sorts out whether you be man or mouse (me be mouse). Cards are handed in at the first control at Friston Pond and we descend at a fair lick through Jevington and Wannock to Polegate. Here Darren Stepney has a puncture and as repairs are effected the rest of us listen to an elderly lady recalling her Claud Butler touring days. She was most interested in our cycling activities.

Ah! we have inflation, so it's into the big gears and tuck in behind a fast group. Along the main road through Stone Cross, we pass Ray sauntering along and tell him he's going well. Past Pevensey Castle and across the levels to Wartling and Boreham Street. From here the holiday is over and the hills start to bite. We learned later that in this area, Mike Slater, trying so hard on the pedals snapped his chain. Fortunately George Wall comes along complete with link extractor and the job is soon fixed. An elderly lady asks if they would like to come in for tea. "Na lady bring it outside please". Mike thinks theres no chance, but very shortly she brings out pot of tea and two cups!

Could you let me know the exact spot George these places are good to know. What an excellent lady. They peer at the tea leaves at the bottom of their sixth cup and read that any chance of getting home in the standard has now been lost. So what, they soldier on.

We regroup with our main section led by Richard Shipton on a new mountain bike, and Tony Palmer, on an old road bike. Through the village of Penshurst and along quiet, narrow and picturesque lanes. Riders from the 3 hour group whisk past with Nick Lelliott, but where's Roger Smith, he has punctured but still loses time and is to finish just one minute outside of the time limit.

The main group stop at the Darwell Hole control, well all except Bryan Sutherland who crashes into a few others. Twisted front brake and buckled rear wheel mean we lose another. He takes to walking and is picked up later. A long climb up through Punnetts Town and Cade Street, through Heathfield, left into Pages lane for the third control, and descend to Waldron. Paul West decides to have a puncture, but this gives time for John Lucas to fulfill an ambition and hold the bars of a mountain bike. Richard's new one at that. Could he be the next to go for the chunky tyred machines. We potter on and finish around 12.55 happy in the knowledge that we have secured the trophy once more with 25 successful finishers.

Can we win it for the fifth time ? Will they keep promoting it if we do ? The date fixed for 1990 is Sunday 18th November once again the day after our Annual Dinner. Our nearest rivals were Lewes and Eastbourne both with 20 and East Grinstead with 12. Alan Matthews Ray Douglass and myself enjoyed the set lunch at the Kings Head in East Hoathly.

This article would not be complete if it was not pointed out that George Wall rode out to the event on the Saturday, stayed overnight at Alfriston Youth Hostel, rode to the start on Sunday morning, and, after the event rode home and this all on chunky wheels.

Dave Hudson

IT'S RUMOURED that Ray Douglass has started flying lessons . After fuelling up at the Merrythought Cafe at Horsham he is reputed to have used the A.24 for taxiing and by just south of Ashington had attained sufficient speed for take off. Clearly the long effort had reduced his revs somewhat and he was airborne for only a short while. Estimated flight distance achieved was eight feet and maximum altitude only about four feet. It is thought probable that sufficient consideration had not been given to wind strength and direction - apparently force ten from the south west. Aviation experts have visited the scene and have removed the black box marked "Chossy", and there is to be a full investigation.

POSTSCRIPT TO THE FIFTY FIFTY SALE. The efforts of all those concerned meant a profit of £90 to go to the Building Fund.

CLUB AUDAX EVENTS Probably too late for the next mag so make a note now that these events over 100 and 200 kilometres will be promoted by Dave Hudson on behalf of the Club on the 8th April. Full details from Dave nearer the time but start and finish will be in the Worthing area.

JUST RECEIVED the full list of those who finished the ESCA trial: Worthing riders that is;

3 hour group Nick Lelliott

4 hour group Andrew Slater

Alan Edwards

Chris McNamara

Dave Hudson

John Lucas

Paul Toppin

Alan Stepney

Tony Palmer

Alan Scarratt

Karl Robertson

John Gilbert

Greg Hobden

Marvin Lucas

Simon McNamara

Andrew Martello

Richard Shipton

Sheila Lucas

Alan Matthews

Darren Stepney

Dave Bacon

Mel Robertson

Paul West

Steve Gumbrell

Ray Douglass

OUR CHAMPIONS 1989

Ten Mile series	(scratch)	Andy Smith
	(Vets)	Ken Atkins and Ken Retallick
	(Handicap)	Andrew Martello
Fifteen Mile	(Junior)	Colin Toppin
Hill Climb		Andrew Tarry
Twenty Five Miles	(Scratch)	Andy Smith
	(H'Cap)	John Poland
	(Junior H'cap)	Marvin Lucas
Thirty Miles		Mel Robertson
Fifty Miles		Andy Smith
One Hundred Miles		Mel Robertson
Twelve Hours		Don Lock
Hardriders		Andy Smith
Most Improved	(male)	Andrew Slater
Most Improved	(female)	Jane Avery
Points Competition		Mel Robertson
Track Champion		Colin Toppin
Junior Road Racing		Shane Brown
Senior Road Racing		Neil Liston
Touring Best All Rounder		Dave Hudson
Tourist Trial		Ray Douglass
Junior Best All Rounder		Marvin Lucas
Veterans Best All Rounder		Dave Dallimore
Senior Best All Rounder		Mel Robertson

CLUB RECORDS 1989

Ladies Ten Miles: Jane Avery 25.34, 25.21, and finally 25.02.

Ten mile junior team: Marvin Lucas, Colin Toppin
and Andrew Tarry . 1.11.25.
and then 1.11.05

CLUBMAN OF THE YEAR A most deserved recipient of this award was Keith Harmer. Keith showed such enthusiasm as well as efficiency for the organising of the tens, but besides this he does so much to help and encourage the younger riders in the club. A hard working committee man and a hard riding audax man as well. Very many congratulations.

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SURPRISED. to find in the East Sussex C.A. report on last season's results that Worthing Excelsior won the Rosemary Shield for the fastest team. Richard Shipton and Andy Smith it is recalled did good rides but third counter was a rather poor effort from our Ed. This was in the 25 on 3rd September. Perhaps the Ed. did a bit better at the longer distances for we note he was 7th in the E.S.C.A. Senior B.A.R. and 2nd in the same Association's Veteran's B.A.R.

In the Sussex C.A. results our only individual champion was Our Ed. who won the veterans B.A.R. which unlike the E.S.C.A. still includes the 12 hour. He was 5th in the senior competition just behind Mel Robertson who was 4th. Reg Searle again completed all distances and finished 9th so we finished a team this last year and finished second behind Crawley in that competition. Otherwise we had to be content with 1st team in the circuit with Marvin Lucas, Kevin Spilman and Andy Smith, 1st team in the March 25 with Nick Lelliott Andy Smith and Dave Dallimore, Marvin 1st Junior in the circuit, Colin Toppin 1st junior in the March 25 and Dave Dallimore 1st veteran in that 25 and the 10. Jane Avery collected 1st lady in the 25 mile championship and young Andrew Tarry finished second for the second year in the County hill climb. But we shall do better next year.....

FUND RAISING the rest of the 1989 winners: September Mrs. B. Houston, October Mel Robertson, November: £50 Ken Retallick and £25 Andrew Slater.

1990 FUND RAISING : It's the same again so please get your tickets as soon as possible from Paul or Carole West on a Tuesday evening in the clubroom, at 28 Lenhurst Way Worthing, or telephone W 830207. If it suits you just add the appropriate numbers of £3's to your subscription (NOW DUE) when you pay this to Ian Reader.

TOURIST TRIAL 1989

This year's club tourist trial for the Billy Argent Memorial Bowl was held on a Saturday afternoon instead

of the usual all day Sunday trial. The experiment proved very successful, attracting more competitors, especially younger club members. Brian Cox was this year's organiser. The field was highly competitive with three previous winners taking part.

The event started in Arundel where the riders rode through the town looking for two particular museums and then went on through the village of Burpham and across tracks over the Downs. It was then down to Houghton Bridge with riders looking for clues on the way. After a tea stop at the riverside cafe by the bridge the riders explored Amberley Village and then returned to Arundel via the climb up Houghton Hill. Finally it was the pleasant descent through Arundel Park and back to the starting point.

The afternoon was pleasantly warm and the time allowed was ample allowing you to ride comfortably and quiz other competitors on their answers to the various questions. Most kept their answers "close to the chest"

The result was very close with 'old stager' Chris Beckingham coming out on top with the most points, but as Chris is only a second claim member he could not take the winners trophy. This went to Ray Douglass who was next just a couple of points adrift. As the figures show the riders were evenly matched. Altogether a good afternoon's cycling in the lovely West Sussex countryside. Our thanks to Brian for planning a well thought out course catering for everyone.

First: Ray Douglass 26
Second Roger Smallman 23½
Third: Dave Hudson 23
Fourth: Tony Palmer 22½
Fifth: Bob Grange 22
Sixth: Chris McNamara 11
Seventh: Roger Smith 9
Eighth: Alan Edwards 8
Andrew Slater 8

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WHOSE IN THE COMIC

Well, going back to 17th August there is quite a report from Goodwood and while R Smith (Professional) won the main race it was our R Smith (Roger) who got into print with 8th place in the juvenile event.

24th August and Colin Toppin gets a mention in the Brighton track resultswinning a 4 lap block handicap.

The Club name gets a mention on 31st August for the Paul West promotion of the Surrey League promotion at Ashington. In the Goodwood results Nick Lelliott's name pops up with a 5th place in the senior race. Andrew Slater is also noted as 8th in the juvenile event. The Sussex 12 hour result appears showing Don Lock 6th with 225.423 and Mel Roberton 8th on 221.361. Don also won the veteran's standard award with a plus of 21.401 miles.

Mike Gibbs and Colin Toppin make print on 7th September with 22.34 for 6th spot in the Charlotteville tandem ten. On the same day Nick wins the Bec 10 with a time of 21.29. In the East Sussex 25 Andy Smith is 2nd with 1.0.18 and Richard Shipton is 5th with 1.1.31.

It's 21st September before another mention and then it's Andy Smith again with 6th place in the Bognor 25 with a time of 1.1.36.

On 28th September Charlie Brazier makes the letters page on the subject of wingnuts. Don Lock makes 9th place in the Rodney 10 with 23.15 for a personal best.

5th October includes the Open Hardriders result, showing Nick Lelliott 3rd in 1.3.40 and Colin Toppin as fastest junior.

Thomas Miller (son of Mike) is 2nd in the under 12's race at the Southern Velo cross meeting. (12th Oct.).

On 19th October the Lewes 2-Up (1 rider a veteran) result shows Andy Smith and Don Lock 3rd on standard and Nick Lelliott and Richard 7th on standard. There is also the result of the Redmon Grand Prix 2-Up with Andy Smith and Don Lock finishing tenth on scratch and in the same position on standard.

2nd November and in the Cross results we pick up Thomas Miller 3rd in the under twelves at the Regent

event.

Cross results again on 9th November and Andrew Slater is there with 3rd in the juveniles plus young Thomas again this time 3rd. This at the Central Sussex promotion.

IMPORTANT NOTICE *** THE ANNUAL GENERAL MEETING OF THE WORTHING EXCELSIOR CYCLING CLUB WILL BE HELD IN THE CLUBROOM ON TUESDAY FEBRUARY 20TH 1990 *******

START AT 8 P.M. PROMPT ***** If you want to say anything about how the club should be run that is your opportunity. Don't just bitch and moan during the year, come along and let us hear..

IT'S RUMOURED that John Lucas, who admits to this regular nightmare where the world is taken over by millions of monsters (A.T.B's Awful terrestrial beings) on mountain bikes, has indeed one such creature in his bike shed. He apparently feeds it with bowls of chunky tyres four times a day.

PERSONAL BEST . Ray Douglass proves that even at a great age you can still do personal improvements. At Christmas, with half a dozen days to spare he rode beyond his previous best year's total mileage, and by December 31st had knocked out an amazing 15269. Well done Ray - Keep 'em turning.

CLUB RACING JERSEYS Paul West - you all know Paul - he's at the Clubroom pretty well every Tuesday, is now in charge of the ordering of racing vests, track road or skin suits. He has just sent off one big order but we will be ordering more and a small stock is planned. Contact him quickly because orders take about 6 weeks to come through.

CYCLO-CROSS SUPPLEMENT

Mike Miller has been with us only a couple of years but shows youthful enthusiasm for bike riding, be it a time trial, a road race or cyclo cross. It is on this last subject that he offers the following.

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As some of you know I returned to active club cycle racing this past 1989 season after a lay off! One that lasted twenty five years! That sort of lay off takes a lot to shake off.

I met the Editor one Sunday morning out by Findon and as a result of his encouragement joined the club. Since then I have ridden time trials and from mid season mainly road races.

When I remarked at the end of the season that I would be riding a few local cyclo-cross events, there was great incredulity, such happenings seemed to be completely alien to Worthing Excelsior Cycling Club.

So why ride cross ?

Well when I was riding regularly I always thought it was desirable to maintain as high a level of basic fitness throughout the whole year as possible. After all considerable effort is expended during the spring and summer to reach this fitness which otherwise is then gradually lost as the autumn passes. Some riders who do no other activities reach a low level during the winter months due to a lack of competitive riding, and so have the long grind to go through again during the beginning of the year.

The nature of our climate makes it impractical to ride road races or time trials during the winter, nor would there be the enthusiasm for this, the mental effort alone could not be maintained.

The current trend towards All Terrain Bikes as a different form of winter riding may be considered O.K by some, but cyclo-cross has the advantage in that it combines the fun of off road riding with that compet-

itive edge which helps to keep the fitness level up without denting the enthusiasm.

Cross racing has not been particularly well supported in Sussex and at Worthing Excelsior it would seem, and only now does it look like there may be a branch away from the London area to form a South East league next year.(1990/1991).

A little education is therefore obviously necessary !

As can be imagined from the title, cyclo-cross, the first events of which were run in the late 1940's were really a mixture of cycling and cross country running. Indeed cyclists versus Harriers races were quite commonplace until the 1960's.

The early races were ridden on old bikes with no special equipment, but inevitably the use of certain types of specialist equipment began to evolve, particularly tyres, frames, pedals, shoes etc. As events became better organised the British Cyclo-Cross Association was formed to administer the sport and organise Nationals etc.

Cyclo-Cross racing has changed dramatically over the years.

When I first started riding some 30 years ago, it seemed that organisers searched the Nation for courses that had maximum mud and water content! On a lot of these courses you were being plastered with mud at one point and then being doused down with water at the next.

No wonder Cross was popular in the north, hard men up there you know! I can recall riding one National Championship at Grimethorpe Colliery (very fitting description too!) where the mud was so deep and like quicksand that at one point I lost a shoe, just could not find it and rather than waste further time finished in a spectators welly for a team medal. With some events the size of the crowd was in direct proportion to the degree by which the riders were likely to make fools of themselves by falling off in

a stream or the equivalent of a hippo's mudhole.

Thankfully all this has changed for the better. If you still think of Cyclo-Cross in these terms today then I'm afraid you are a long way off beam.

Courses today are chosen for the variation of terrain and physical effort required. Races are faster and require considerable skill and bike handling ability. There is a minimal amount of running but what there is will be very demanding and strenuous, i.e. up steep banks etc.

There is now a standard format for events which usually comprise of three races. There is the main race for professionals, seniors, veterans and juniors which is for 1 hour plus one lap. There would be prizes for the different categories as well as for the overall result. There would be a race for the juveniles, that is up to 16 years, and this would normally be for 20 minutes plus a lap. In addition to these it is compulsory at all cross promotions to hold a race for the under twelves, with a free entry. The course for the under twelves is very short and tends to be somewhat informal, the idea, a great one, is simply to get the youngsters involved.

At one time the age limit for veterans in cyclo-cross racing was designated as 35, but this has been changed to conform with other cycling disciplines to forty. Other classifications for veterans are; Master Veteran :40 -45 and Grand veterans over 50.

Cross racing starts at the beginning of October and finishes roughly around the end of January with events in the south London area and, a few more now nearer home, virtually every week.

So much for the background, how have we done.

1st October . Festival Road Club at Shirley Hills, Croydon. This our first event was on a very undulating wooded course with an extremely steep and long run up, and steep very garvely descents. No mud, very dry. It was a bit of a shock to M.Miller and also to young

Andy Slater. Andy thought there was no way you could ride some of the descents but after a while he was handling them very well. The winner was Barrie Clark, M.Miller was 35th, Andy approximately 10th in the juvenile event.

7th October Festival Road Club promotion again but this time at Lloyd Park in Croydon. This was a grassland course and very bumpy. There were several long very hard climbs but all were rideable. The field was about a hundred strong and the winner again was Barrie Clark. M.M. was credited with 38th place. Young Tom Miller - son of 'M' did well to win in the under twelves event.

15th October. Now we travel west to the G.S. Europa promotion at Wintershill Farm, at Durley which is near Southampton. As may be expected from the location, this was a farm type of course. Over grass and extremely bumpy as the ground was very dry and bone hard. The lap included a long uphill drag over an almost corrugated kind of surface which was an absolute killer. After a really good start M.M. the only W.E.C.C. rider dropped back to finish 28th. This from a field of around 65.

22nd October It is almost on our doorstep this weekend as we go over to Brighton's Wild Park at Moulescoomb. The Regent Road Club promotion which was well supported with some eighty riders in the main race. The course was mainly grass with several steep run ups and some short but very steep descents. The going (sounds like horse racing Ed.) was good after rain. Steve Douce the Raleigh Banana professional gave us all a demonstration of how it should be done - easy when you're that fit, and he of course was the winner. M.M. made a poor start in this one and finished 36th. Andy Slater was eighth in the juvenile race, which was not bad as he rode M.M's bike. We had two riders in the under twelves this

week Tom Miller (getting quite experienced by now picked up third place and was just ahead of Nick Martello home in fourth place.

29th October This week it's the De Laune C.C. meeting and we travel to Sidcup on the North Downs. This was called the 'Super Grovel' and it was! The race was for a full two hours and the course, mainly grass was wet too. There were one hundred starters. The winner was that Mr. Douce again while M.M. was back there fighting for places and getting credited with 30th.

4th November Back in Sussex for the meeting organised by the Central Sussex C.C. at the Scout Camp at Faygate near Crawley. This was a Saturday event. It was very muddy but perhaps our efforts are beginning to pay off for this was quite our best team effort so far on what was a technically very difficult course. Andy Slater rode very well to get third place in the juvenile race, and young Nick Martello raced home to a great first place in the under twelves. In the senior race M.M. was pleased with his best placing so far coming home in 16th place behind winner Barry Coomber of the Regent.

19th November and we try the Nower course at Dorking where the Redhill C.C. were the promoting club. It was an excellent wooded course with paths, hard run-ups, steep drops and difficult sections through the trees. There were about 70 starters with Barry Coomber of the Regent again leading the way home. M.M. was 32nd but not too bad in a hard man's event.

26th November saw the Old Portlians meeting at Shirley Hills in Croydon, but this was on a quite different course to our previous visit. Andy Slater went well in the juvenile race but dropped back with a suspected puncture to finish tenth and a little disappointed. Nick Martello finished fourth

in the under twelves on what was a difficult course for the youngsters. In the main race M.M. punctured just before the start and got away last to finish 35th from 65 starters.

17th December Its back to Shirley Hills yet again. Let's see what the Clarencourt promotion has to offer. Well to start with they have an entirely new course, again. The wind howled, and the rain; it pimplly sissed down, it was very wet indeed! We had two cross bikes for three riders. Andy Slater and Brian Sutherland used them first in the juvenile race. Andy punctured but Brian carried on to finish a very creditable fourth. M.M. used the remaining serviceable bits in the main race, however, on a steep descent the gears went into the wheel for an all nasty and that was that! Very wet for very little. Good fun though !

At the time of writing there are still a few more events left before the end of the season in which we hope to shine. Experience is being gained all the time. Next cross season we intend to get very organised with lots more recruits to the W.E.C.C. cross team.

Mike Miller

EAST SUSSEX Six Worthing members attended the annual luncheon and prize presentation for the East Sussex Cycling Association near Uckfield recently. It was a very good humoured informal affair and most enjoyable. Worthing still comes in for quite a lot of ribbing over our ability to find 30 riders for the reliability trial in November but only very few for their racing promotions. Can we perhaps do something about this in 1990. We have Richard Shipton over there and one the one occasion when we gave him some real support, in the September 25, we won the team shield. Also if our Ed. can finish 7th in their senior best all rounder competition (it doesn't

include a 12 hour) then with a bit of effort we should be able to take that team prize. The programme is on page 24 and you can see that they have three 25's, two 50's and one 100 and you only have to complete one of each.

COURSE MEASURING

We ride all these courses but have we thought about how they are measured ? It is not just left to someone to run round them in a car or to check them with a cycle computer, that would not be nearly accurate enough.

Firstly each R.T.T.C.district has to set up a standard mile. Information from police or highway authorities is not acceptable being considered very inaccurate! The standard mile has to be measured along a good surfaced straight road, preferably with a kerb. The terminal points must be clearly marked. The local one is on the Sompting by-pass.

The measuring must be done with a steel tape of not less than 100 feet. These tapes, loaned from the R.T.T.C. when new are accurate at 68 degrees fahrenheit but are regularly checked and users are informed of the corrections which may have become necessary. When the standard mile is laid down at temperatures other than 68 degrees there is a table giving the necessary allowances for expansion and contraction. This varies from, for example, a plus of four inches at 57 degrees to a subtraction of 4 inches at 80 degrees. A thermometer is actually loaned with the tapes for this purpose.

There are in addition very strict rules as to the use and handling of the tape and the marking of each 100 feet, kinks or twists would obviously cause errors.

There is finally a recommendation that as a safety factor a 4 inch addition should be added to ensure that the standard is not short. The standard is measured 18 inches from the kerb.

Course measurements are calculated from the recorded revolutions of a cycle wheel. The recording is done automatically by a rev-counter with a five point star wheel actuated by a striker attached to a spoke. Again these can be borrowed from the R.T.T.C. The striker should be fixed so that it has just cleared the star wheel when the valve is at the ground. The rim can then be graduated in tenths.

Before starting to measure though you have to find the constant for the wheel, usually about 760 for a 27" wheel. This is done by riding the standard as straight as possible about half a dozen times and taking the average. It might work out at 760.8 using the tenths marked on the rim.

Converting wheel revolutions to distances is a matter of arithmetic. Wheel revolutions, divided by Constant, equals distance in miles and decimals.

The R.T.T.C. guide for course measurers finishes up with the advice that the accuracy can always be affected by a multitude of possible small errors, so the whole performance should be checked by another course measurer, and even then suggest that the finish point of a course should still be placed about one yard per mile beyond the calculated point to make absolutely sure that you do not have a short course. Now I know why I died 100 yards before the finish of the S.C.A. 100 I had gauged my effort for just 100 miles!

Bearing in mind parked cars, roundabouts and other obstructions the measuring of even a ten mile course or just an amendment to an existing course, is going to require a lot of time, a lot of care and patience, and a lot of arithmetic.

If you are interested to know more or indeed if you would like to become a course measurer have a word with Ray Douglass. Ray has been doing it for years for the London South District of the R.T.T.C. and he would be pleased to give you more information and advise.

Now we know where he does all those miles.