

THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

SPRING 1994

Vol. 27 No. 1

SPRING 1994=====THE WORTHING WHEEL=====
WORTHING EXCELSIOR CYCLING CLUB'S=====
QUARTERLY MAGAZINE=====

Clubroom: Broadwater Parish Rooms: Meetings every
Tuesday evening, 7.30 to 10.30. Canteen until 10.00.

Opinions expressed are those of the contributors,
and not necessarily of the club or its committee.

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Welcome New Members.

Alan Cooper
27 Thesiger Road
Worthing

Gavin Baylis
1 Anscombe Road
Worthing

David Bacon
17 the Mole
Littlehampton

Peter Cox
7 Mardale Road
Worthing

John Savile
Lazy Days
Hurstons Close
Worthing

Frank Jackson
92 St. Andrews Road
Worthing

Alan has been a regular with the Saturday morning runs and is a mileater, rides round a 200km Audax course for a warm-up. Gavin and Peter rode the circuit event and Peter rode the Lewes Reliability Trial.

John? - now is he a rejoin or was he previously only second claim? - not sure but undoubtedly should be a full member, why, it was John that arranged for Andy Sutcliffe, Cycling's editor, to come to our dinner last year.

Dave I know: now this time Dave, get involved - let's see more of you. Frank has been up to the clubroom on Tuesdays, hope to see you out on the road as well.

Hope you will all benefit from membership and that the club will benefit also.

These six were signed in at the committee meeting on the 7th March - now if we could get six new members each month!!

Don.

Touring Competition.

The Argent Memorial Bowl was not awarded in 1993 due to difficulty with dates and indeed because of lack of interest. It has to be said that entry numbers have dwindled considerably over recent years. In the search for a new formula to rekindle the enthusiasm 1994 will see the promotion in two parts; a short, perhaps just a couple of hours, road, or indeed off-road, section in the summer months, and a section on a Tuesday evening in the clubroom.

It was as a fore-runner to this "indoor" section that Tony Palmer provided a map-reading and questionnaire, two part competition a few weeks back.

In case any of you would like to have a go in the comfort of your own bike shed the two sections are repeated and the answers will be found later in this mag.

The winner on this trial run was our Ed., just edging out another Argent Trophy winner, John Mansell, by the smallest of margins. It was so close that he offered to share the Roger Smallman donated prize, a pair of track mitts: he suggested that they could be used by him for the first five years and then passed on to John, but the generous offer was not accepted.

Incidentally, the best score was 28, so see if you can do better. You need the O.S. map "Brighton and the Downs", No. 198 in the Landranger series.

The Touring Competition. Questions.

Starting from OFFINGTON ROUNDABOUT proceed North on A.24 through SH41, turn RIGHT by public telephone box, continue to pass a church that has no spire or tower on your RH side, continue to T junction where RIGHT to SH132.

1. What well-known landmark is on your RIGHT? _____

LEFT on bridle way and continue to join SOUTH DOWNS WAY, turn East to join yellow road at SH145, LEFT to descend hill to Post Office in village.

2. How steep is this hill?

_____ RIGHT to join A283 at roundabout.

3. What remains are near-by?

_____ From roundabout proceed on yellow road over river at SH3

4. What is the name of this river?

_____ Continue to join A2037, where LEFT, proceed past caravan park and camp site where RIGHT over ORHAM COMMON.

5. What are the origins of this road? _____

Turn RIGHT and continue past Holmbush Farm, RIGHT again to pass through SH31 and SH55. LEFT at junction to pass a post office on your RIGHT.

6. Within the last mile you will have passed by a wind operated device. What is it?_____

Turn LEFT at a church with a tower and continue to join A281, LEFT and continue to join B2117.

7. While on the A281 you passed beneath something, what was it? _____

LEFT at Muddleswood to pass through SH32 and SH43. LEFT at bridleway opposite public phone box, to Stucles Farm. RIGHT to cross river Adur for the second time continue to SP12. LEFT to pass Twineham Grange on your LEFT. Turn LEFT at junction, to turn RIGHT at public telephone box south of WINEHAM.

8. While travelling from North to South between the previous two junctions what border have you been on?_____

With the River Adur on your left, continue to join A281 at Wychwood Farm.

9. How many churches without a spire or tower have you passed since the last public phone box?_____

Left on A281, to pass a picnic site on your right, continue to Henfield where RIGHT in town centre to pass a church with a tower on your left, continue to join Downslink bridle way where North to join B2135 South of Partridge Green. Turn LEFT through SH5 to turn RIGHT before telephone box to pass church with spire on your

left. Turn RIGHT at junction, pass through SH19 and SH8 to join A24 south of DIAL POST. Cross A35 to pass Swallows Farm, Pound Farm and Smoke House Farm to Broomers Corner and then on to Hungerhill Farm.

10. North of the road between Pound Farm and Smoke House Farm a mill stands adjacent to a river. How would you approach the mill from the South?

Left on to B2139 to Pickety Cottages where Left on footpath to join B2133 at Laybrook Farm, Right and Right again through Goose Green to Thakeham Church. LEFT on bridle way to Warminghurst Church, where RIGHT through SH29, continue to crossroads at SH71, where LEFT on bridle way to join A283 at SH56, LEFT to roundabout continue on A283 where LEFT to WASHINGTON proceed to join A24 adjacent to long distance footpath, LEFT to roundabout adjacent to a cemetery and an inn, where RIGHT on A280 through a cutting to SH112. LEFT onto bridleway keeping Church Hill, SH154 radio mast, SH128 on your left, proceed to windmill.

11. What is no longer used at O.S. map reference 115083?

Continue to join A27 at junction adjacent to a hospital where LEFT to finish at Offington roundabout.

12. On the route taken what is the total mileage between Muddleswood crossroads 269149 and phone box south of Wineham, 236197.

13. Travelling at 10 mph, how long will it take to ride from map ref 238182 to 179162 using the shortest route on main and secondary roads?

QUESTIONS.

1. Which rivers go out to sea at;
NEWHAVEN
SHOREHAM
EXCEAT
2. Collectively where would you find Went Hill Brow, Baily's Hill, Flagstaff Point, Bran Point, Rough Brow, Short Brow and Haven Brow.
3. Which Sussex village holds an annual sheep fair?
4. Whose home is at Arundel Castle?
5. Which local Saxon church has a "Rhenish Helm" tower?
6. In 1911, "Eoanthropus Dawsonii" was found in Sussex. What was it and where was it found?
7. At what distance did Chris Boardman win his Olympic gold medal?
8. Who holds the R.T.T.C. 100 mile record?
9. Whose headquarters are at Cotterell House?

10. How do you calculate a derailleur gear ratio?
11. Many old granaries in Sussex are supported on mushroom-shaped stilts. Why are they shaped like this?
12. What is the highest hill in Sussex?
13. If Hadrian's Wall divides England from Scotland, what separates England from Wales?
14. The inventor of the tricycle, George Starley, lived where in Sussex?
15. What bird appears in the Sussex county badge?
16. Where is the tallest man in Sussex?
17. Over 200 hammer ponds exist in Sussex, for what were they used?

RESULT

Don Lock	28
points	
John and Sonia Mansell (tandem)	28
points	
Pete Kibbles, Charlie Brazier,)	
Cliff Hawkins (triplet?))	24
points	
Andrew Lock	24
points	
Roger Smallman	23
points	
Paul Toppin	22
points	

David Mills	20
points	
Dave Hudson	17
points	

Over-all winner Don Lock - superior map-reading skills and a much smoother rider than Mr. Mansell. (He says!)

Slimming?

He started from the bottom and worked his way up, but the top button was too tight.

So he started at the top and worked his way down, this being on the basis of what he couldn't see (under his belt) he couldn't grieve over.

But it didn't work, and he did worry so he cut out cakes and biscuits and saved seventeen pounds (£17 or 17 lbs)? - probably both.

It's a much slimmer-looking Tony Palmer now and we shall keep you informed of continued progress.

Anyone else wishing to join our gut-flatteners scheme can do so by sending £ 10 not 10 lbs to the Editor and we shall be pleased to weigh you in and record your efforts.

John Lucas.

It's rumoured that John Lucas has been in and out of the hospital with his knee so often lately that he's now greeted "Hello

Mr. Lucas", and if he misses a week it's "where were you last week". In fact his legs are such a feature in the place that when he damaged his thumb recently they insisted on examining both his legs first. We are hoping to arrange a viewing of the "Lucas Legs" in the clubroom later in the season but have yet to decide on ticket price and the question of police approval is also being considered in case of crowd trouble.

A Fast Start.

Congratulations to Jeremy Wootton for an excellent start to the season. He seems to revel in those cold early-season events, producing an enthusiasm that for most of us is still deep in hibernation. The thing that is bothering a number of our other riders is when and where and how does he train? No-one sees him out and he's always complaining that he doesn't get time - oh yeah!

He started with an excellent 10th place in the G.S. Stella Hilly, which includes a climb of Harting. A time of 1.5.20 for a tough 25 miles indicates much faster times to come. A week later he tackled the Kingston Wheelers "Sporting" 14 and came home 4th fastest in 36.03, just 43 seconds off the winner and with a number of notable scalps. Next he's attracted by the Central Sussex 25 over another "sporting" course and this time on a really foul morning - freezing cold and a blizzard of sleet. To get home in 1.3.36 was a super effort and his 8th place meant he had made the Cycling Weekly for each of the first three weeks of the racing season.

What will he do in the summer?

Don.

The Bournemouth Experiment
or - The Poor Man's Majorca.

Training camps in the sun in February certainly sound attractive but there's too many "£" signs, especially after the plastic is cracked up with the expense of a new frame.

The Fircroft Hotel in Boscombe - known to have strong cycling connections - it sponsors one of the Bournemouth clubs - was advertising in Cycling Weekly and the special offer for a week-end with full board looked too good to be true.

Paul Toppin and family, Andrew Lock with his daughter, Ray Douglass (ah, so that's whose daughter he is!!), Dave Hudson and Our Ed and Maureen, were the group that travelled to the New Forest on the early evening of Friday 18th February - had to be there for "Dinner at Eight".

Accommodation: adequate. Food: excellent. Staff: friendly. Bikes: under lock and key.

Saturday morning and Dave and Ray head for Fordingbridge. It's a flattish run of about 22 miles. Dave controls the route while Ray sets the pace. It is a cold but dry morning with a breeze from the South East. Paul, Andrew, and yours truly head North-East after Southbourne and Christchurch. The general idea is that we go out to Brockenhurst then head North-West through the Rhinefield Ornamental Drive and pass North-West of Ringwood and straight off the Forest into Fordingbridge.

The "general idea" is a bit ambitious and we cut towards Holmesley and through Burley. At Picket Post I call a committee meeting, perhaps I'm feeling the pace but "we'll never make Fording-

bridge in time to meet Ray and Dave". "How far is it", said Paul - "about 7 miles and it's 10.45 now. "Oh, that's O.K." They agree and on we press. The pace increases - thinks..... "perhaps I should have brought the low profile". At 11.05 - not bad - we arrive, and it could not have been better timed. Dave and Ray approach from the other direction. We had 34 on the clock at an average of just about evens.

A large cooked breakfast meant that coffee was enough for me, but Ray tucked away a large bowl of soup and a giant crusty roll. "I like to have something in hand", he explained. He was not rushing back for lunch. I was hopeful that the return to the Hotel, about 20 miles, would be at a more sedate pace, after all arch-tourist Dave would ensure no racing.....

or would he?

As Paul and I crossed over from the café Dave and Andrew were disappearing at the other end of the High Street, and it took three miles to get on the back. If Dave has paid for lunch he is not going to miss it, and we didn't.

The ladies and youngsters had been down to the beach and knocked up a few castles, and into McDonalds and knocked back a few milk shakes, prior to knocking up a few accounts in the local shops. Warning - this is the expensive part of the weekend!

In the afternoon Dave rode out to Hengistbury Head, Ray rested, and the rest of us "motorised" to Poole. Based on my "intimate" knowledge of the area, based on being hereabouts in the R.A.F.

(ah.. a foreign posting - speaks the lingo too!! - JDG) in 1956, I was to navigate. Outward, no problem via Sandbanks and into Poole but coming back the pedestrianisation of Bournemouth Centre threw me so far out that we got lost and had to ask a policeman. Oh Dear, the indignity!

Sunday, unfortunately, was atrocious with heavy slush, snow and strong winds, and was bitterly cold. We were not tough or dedicated enough to tackle that so it was motorised trips into Bournemouth and an early return to Worthing in the afternoon.

It was well worth doing and with a bit of better luck with the weather some useful training would have been included in an enjoyable trip. Next year we could perhaps make plans earlier and get a lot more members to come. There can be as much cycling as the make-up of the group requires. The New Forest is on the doorstep and the price - £42 per head, and discounts for the children - included the two night accommodation and breakfast lunch and dinner each day and excellent meals every one.

We shared the week-end with large groups of cyclists, principally from the Farnborough and Camberly, and from the Whitewebbs C.C.

Don.

A Small Change - on Page 1.

Your President is now the Worthing Wheel's Editor. Roger Smallman stood down after five years in office because he thinks that's enough and feels that the honour should pass to other shoulders. It is a line of thought which Ray Douglass, our

other "Past President", initiated when he handed over to Roger.

I think they are right, for to be elected the President is a great honour, and over the years there have been others who should have been so rewarded.

To be elected at this year's Annual General Meeting came as a complete surprise. I hope I showed the pleasure and gratitude which I felt. I shall do my best to further the name and the aims of the Worthing Excelsior which I joined in 1960, after 8 years with the East Grinstead club.

I have tried to play a full part in the club's activities and I promise that like Ray and Roger before me I shall be more than just a figurehead, even though I am better looking (and a touch more wooden? John).

Don.

Club Circuit Event - February 27th.

About this time every year we send our riders round the Long Furlong. Seldom do they go round that way, so we send them round twice. My feeling is, that having made them race round twice before anyone sensible is thinking of the return of the time-trial season, it has the effect - like when my Dad made me eat greens as a kid - of nobody riding Long Furlong again until the end of next February.

The first event produces people who pop up out of the woodwork after a two-year lay off. There's at least half the field that we will not see again 'til next year. Some are serious - even take the training bottoms off. Others ride with lamps and

mudguards - like carrying a ready-made excuse if it doesn't go well.

"It's mild" they said.. well yes, it wasn't actually freezing. "The wind is in the right direction" they said... well, I don't know, it was still jolly windy.

Sixteen put their names down and paid up but only fourteen turned up after the other two persuaded each other that it was a ten a.m. start, instead of 9 a.m. Make a note - Mike Muzio and Chris Bacon can't get up in the mornings.

Of the fourteen Mike Stanbridge and Alan Stepney climbed off after one lap and of the original "green bottles" twelve remained on the shelf at the finish.

Nick (Coachy) Lelliott was understood to have purchased some new wheels and whether riding them or not he must mean business. With only 21.05 elapsing for his first circuit - some might say it was business as usual! But eyebrows were raised when Jeremy Wootton shot past in 21.15. We know he had already had a couple of very fine rides in early season hillies, so could he make up that deficit?

It was clear that it was a two-man race for next best at halfway was Peter Baird on 24.26, a couple of seconds up on yours truly. At this point I was giving myself six out of ten and the bike less, because the tri-bars were moving up and down with every bump - very disconcerting!

It was good to have two ladies racing. Jan Scotchford was clocking 25.46 and Lesley Barrett was on 26.51. Of three new members, Gavin Baylis

was on 25.29, Peter Cox on 26.30 and Martin Puttock on 27.50

Lap two saw only one rider improve his time and it was significant. Jeremy managed to turn the screw a bit hard for a super 21.00 and a total time of 42.15. Although Nick was happy with his form - well so he said - and he reckons he used one cog higher second time round, his ten seconds advantage was turned dramatically into an eighteen seconds deficit by the finish.

We had a good number of privates and among these John Saville got round in 47.21 - good enough for third if he had entered, and Alan Langham on 54.53. Two tandems went round, the fastest clocking 40.40.

It was a good event and thanks are due to;

Organiser/Pusher-off: Mel Robertson.

Teas/Shoulder to cry on: Barbara Stepney.

Marshalls: John Maxim and Ken Retallick.

Timekeeper: Ray Douglass.

Handicapper: Don Lock

Full Result

	<u>Lap 1</u>	<u>Act'l.</u>	<u>H'cap.</u>
1. Jeremery Wootton	21.15	42.15	39.45
2. Nick Lelliott	21.05	42.33	42.33
3. Don Lock	24.28	49.23	43.53
4. Peter Baird	24.26	49.53	41.53
5. Colin Miller	24.47	50.49	41.49
6. Gavin Baylis	25.29	51.11	42.11
7. Karl Robertson	25.36	51.35	41.05
8. Jan Scotchford	25.46	51.58	43.58
9. Lesley Barratt	26.51	53.51	38.51
10. Peter Cox	26.30	54.24	45.24
11. Martin Puttock	27.50	57.52	48.52
12. Reg Searle-trike	33.40	68.28	44.28

Handicap winner: Lesley Barratt.

Don.

A Gilbert.

what is a Gilbert? I think a definition could go something like this:

A Gilbert is a nut - no, I do not confuse with filbert.

It's a nut who goes skiing every year when he would be much safer on his bike. One year he comes home with his leg in the luggage rack.

This year he has to be lifted off a mountain by helicopter.

A Gilbert takes out half the other skiers on the piste, goes arse over apex and requires 12 stitches in his head.

Now that, John, is a Gilbert.

Don.

The Two-up - March 6th, 1994.

Last year we questioned whether this event should be continued, for then it was on the rule that each team should include a veteran. We didn't have much of an entry so the "veteran" rule was dropped. In 1994 we only just managed "an event" scraping together the required three teams, and of these six riders four were veterans!

We moved the course to Wiston/Shoreham to avoid the traffic lights in Hole Street. It was cold and there was a hard wind from an almost due Westerly direction.

Nick Lelliott did a tow job with our Ed. and they clocked 22.44. Karl Robertson and Alan Stepney

recorded 26.34 and Colin Miller and Martin Puttock 26.47.

Fortunately a dozen or more private trials made the event a little more worthwhile for the effort of the organiser and officials. In fact the second fastest ride was the solo effort by Mike Muzio, who was timed at 24.24.

There was a clash with the East Sussex Hardriders, which claimed two of our riders, but where was everyone else?

The question mark would seem to remain.

Don.

So it's competition now, is it?

We've have a few mistakes through our word checker and we've retaliated with the "Lettiott" in the dinner menu, but now there's a new guy at it, and he's good!

Karl Robertson enters the fray with his result sheet for the Club Circuit Event:- in first place we had JERMERY WOOTTON. It's going to take a good 'un to beat that, but as they say, watch this space.

Don.

I'm told that it'll go away if you rub the right stuff on.....

Don - the Daily Telegraph are reputed to have started this years ago, with their world-famous "shrdlu". Even they excelled themselves in one of

Joop Zoetemelk(is that right?)"s last Tour-de-France efforts - they had him down as Joep 3/4mely.

Then of course there was the ignoramus who thought that Hertz Van Rental was a Dutch racing cyclist!

John

The Reliability Rides

Sixty-two miles of West Sussex roads, some A, some B, and some unclassified. Two nasty hills but otherwise just up and downs that shouldn't have worried the reasonably fit. A morning that was dry after a few specks of sleet at the start, a light easterly wind and a reasonable temperature, at least while you kept going.

Perhaps with the benefit of hindsight, the two standards were a bit too easy, there was not quite enough challenge. 4 hours thirty minutes was the slower standard and there were ten takers. Nine of these made it home with time to spare, and only one failed and this was due to an additional three miles off course. At the faster standard of 3 hours 45 minutes, sixteen set off, fourteen came back, but three were outside the limit. The other two did not complete the course.

At the half distance, it was surprising how many went for the slow standard. 31 miles in 2 hours 40 minutes should have been for those who rarely get their bikes out, for those of many years, and maybe for anyone coming back after injury. It was hardly a "trial" for those who a few weeks later will be looking for time-trial speeds of 20mph and more. Still, it's a free world!

21 left starter Dave Funnell in this group, 19 made it back in the time allowance, two were out of time. There were only two starters in the final group, the 31 miles in 2 hours 10 minutes. They rode the perfect reliability trial, clocking in with a margin of 5 minutes.

We were grateful once again to Dave Hudson for the refreshments at the finish - quite amazing how this café appears on the green, dispenses endless supplies of tea, coffee and cake, and disappears about three hours later. Thanks to Brian and Betty Cox for providing similar facilities at Wisborough Green, unfortunately it's always slightly less social at half-way.. "can't stop to get cold", "don't want to stiffen up", "must get going", but the tea and cake were very much appreciated all the same.

Roger Smallman and Jean, just back from gallivanting in the Antipodes (sounds nasty!) were up at Southwater to check the short distance riders and offer biscuits and orange, and John (he with the cap) Grant was on duty back at Washington to time everyone back in.

Apart from Worthing, ten other clubs were represented, plus riders from local C.T.C. groups.

Worthing Excelsior (superb) certificates go to;

62 miles. 3 hours 45 minutes.

D. Baird-Murray
M. Sussex
Andrew Slater
James Walmsley
Roger Smith
Chris McNamara

East Grinstead C.C.
East Grinstead C.C.
V.C. St. Raphael
V.C. Étoile
V.C. Étoile
V.C. Étoile

M. Kilner
Peter Price
Eric Bonner
Paul Toppin
Andrew Lock

V.C. Étoile
Lewes Wanderers
Central Sussex C.C.
Worthing Excelsior C.C.
Worthing Excelsior C.C.

62 miles 4 hours 30 minutes.

Dave Fox	C.T.C.
Andrew Neale	Eastbourne Rovers
G. Cook	Eastbourne Rovers
Mike Feeseey	Worthing Excelsior C.C.
Alan Langham	Worthing Excelsior C.C.
Richard Shipton	Worthing Excelsior C.C.
Mike Gibbs	Worthing Excelsior C.C.
Colin Toppin	Worthing Excelsior C.C.
Don Lock	Worthing Excelsior C.C.

31 miles 2 hours 10 minutes.

R. Cooley	Worthing Excelsior C.C.
John Mansell	Worthing Excelsior C.C.

31 miles 2 hours 40 minutes.

Vernon Hyde	Sussex Nomads
Bob Gray	Crawley Wheelers
G. Clifford	Brighton Excelsior C.C.
R. Harbour }	{Brighton Excelsior C.C.
J. Yeates }	{Tandem
G. Clifford	Brighton Excelsior C.C.
Colin Miller	Worthing Excelsior C.C.
Brian Howe	Worthing Excelsior C.C.
Martin Puttock	Worthing Excelsior C.C.
John Gilbert	Worthing Excelsior C.C.
Karl Robertson	Worthing Excelsior C.C.
Tony Palmer	Worthing Excelsior C.C.
John Lucas	Worthing Excelsior C.C.
Sheila Lucas	Worthing Excelsior C.C.
George Wall	Worthing Excelsior C.C.
Peter Kibbles	Worthing Excelsior C.C.
Dave Nightingale	Worthing Excelsior C.C.

Alan Orman
S. Lawrence

Worthing Excelsior C.C.
Unattached

Don.

Don - just you leave my cap alone - it keeps the woodpeckers off - John.

Licence to Ride?

I saw a note in the Argus a few weeks ago, saying how in 1895 the Italians, now there's a bike-loving people - actually brought in legislation requiring all bicycles to be licensed for owners to pay a tax, and each machine to carry a plate.

I wonder if old man Moser has still got his? I couldn't see it anywhere on his version of the 'Obree' machine.

Don

It's rumoured that..... one of the club's vice-presidents has recently had trouble with a proposal form for motor insurance. The question about previous convictions had to be answered "Yes". Apparently caught throwing a firework at the Lewes Bonfire Celebrations at the age of 15.

Oh Mr. Palmer, you naughty boy!!

Mr. Douglass has had a letter from Douglas - Isle of Man. I suppose you could call that a Man to Man letter! Someone interested in riding the S.C.A. 12-hour, apparently!

Don

Antique Roadshow?

It's not funny to find yourself featured in a museum, and that's been the case for Colin Miller, Keith Dodman, Richard Shipton, Ray Douglass and our Ed. Only photographs it's true, but when they are on newsprint that has yellowed with age, when it shows them all with much more hair than can now be boasted, it's a bit of a shocker.

Richard in the mid-seventies sported quite immaculate sideboards, and Colin a superb beard, would you believe!

The exhibition, called "Fun on Wheels", originally consisted totally of items from the museum's collection of cycling memorabilia, and came about almost by chance. The large room where the exhibition is housed suddenly became available, and with no time to plan, or seek involvement from the town's cycling organisations, the museum staff had to cobble together a display to fill it.

Luckily for us, Worthing's "old bikes" had recently come back from their holiday at the Chalkpits museum, so a display about cycling was seized upon, with the bikes, two Ordinaries, a Boneshaker and a Hobby-horse, as the focus. The club's involvement began when we approached Dr. Sally White, the principal curator, and offered our services. The reception was enthusiastic and positive, and very soon the Worthing Excelsior Cycling Club was "on display".

Our contact with Dr. White left us with the feeling that, with some effort on our part, there might even be the opportunity for a "100 years of the Worthing Excelsior" display some time in the future. Who knows?

Hellcat Computers for Worthing Excelsior.

John Saville arranges for Cycling Weekly's editor to come to our Annual Dinner then a few weeks later John's letter "to the Editor" is selected for a Hellcat computer. Then a couple of weeks pass and who is next to get the award? None other than Jeremy Wootton. The President has been writing every week but no luck so far - he's beginning to think he slipped up by beating Cycling's Andy Sutcliffe in that series of events at the club dinner. Anyway readers, no such problems for you - send your letters along to the Editor of "C.W." and mark them "Worthing Excelsior Regular Hellcats Letter Contributor" and you surely can't fail.

Don

The Sussex C.A. 16½ mile event. Saturday 12th March.

A rearranged course meant riders starting just North-West of Steyning on the A283, proceeding West to the A24 at Washington, then South to Findon, retrace to Washington and back along the A283 almost to the start point and then a final Northerly couple of miles to finish just past the village hall event headquarters at Ashurst.

It was certainly lumpy and the start with the drag up past Wiston Pond while the "engine" was still cold was a bit cruel. A strong South-Westerly wind did not assist on the opening stretch either. Trying to race up the Washington by-pass makes me glad we skip most of it in our evening tens as well. But then it was faster going North and even faster going East, so it made for a good finish.

Fifty-eight riders had entered and Peter Main who won it in 1992 will once again have his name on the Royal Bank of Scotland Trophy. He finished well clear with a fine effort of 37.06. Kevin Harding of Central Sussex was second in 38.01, just six seconds ahead of Mike Marchant of G.S. Stella.

Colin Toppin showed signs of form with a sixth place and a time of 39.46, while Don Lock picked up second spot in the veterans' section recording 41.49. Other Worthing times were; Colin Miller 44.38, Ken Retallick 45.16, Paul Allen 45.48, Peter Baird 45.54 and Mike Poland 56.26.

Interesting to note that the team event was very close and went to 34th Nomads whose third counter was Clare Salmon. Their aggregate was 2.2.24, Lewes were second only 13 seconds back on 2.2.37, and Bognor were third with 2.2.47. The Bognor team incidentally was a family; Fred Shepherd who won the veterans' first prize, and his two sons, David 5th, and Chris 8th.

Don.

Offshoots from the visit of the Tour de France to this part of England are loudly proclaimed to excuse the short-term disruption. Benefits to one and all will follow we are informed, and we believe it.

On my local radio station to-day I hear that £30,000 is to be spent on Preston Park to improve facilities - fifty per cent from Brighton Council and fifty per cent from the Sports Council.

The reason is "because of the visit of the Tour de France in July". There is to be a programme of

"events for the community" - let's hope that the Sussex Cycle Racing League or the British Cycling Federation can make good use of the increased and improved facilities and put something on to give a wider public the opportunity to enjoy track racing.

Don

PALMER'S PULSE METER.

It's rumoured that Tony Palmer has taken to wearing a pulse meter full time - well that was the idea, but in practise there have been problems. John Lucas now refuses to ride with him following a non-stop commentary with readings every fifty yards, which did nothing for conversation.

Another problem was that at lunch-time when Tony got down to a browse of his Daily Tabloid he found he could never get past page three without his meter went off the clock.

Training.

I did not feel like going out on my bike after getting home from work, but that damnably knowledgeable inner man was telling me that I should. I must adhere to the schedule I had set myself if I wanted to achieve even the modest goals of "doing better than last year".

In the car going home the wind blew hard and "Inner Man" and old "Easy Going it Won't Matter" were arguing the points of an hour's training or an hour's rest. Old "Easy Going"'s arguments seemed very sound.... but I fought back. I went straight upstairs and got changed. I find that once I've done that I've got it beat. Get the bike out, start the watch and get cracking.

Well now I'm out there, but old "Easy Going" is still nagging away. "Does you no good bashing away on cold windy nights like this, why not compromise with a low-gear potter?" But I find that once I'm out there it's a case of get down to it and work hard, forget the hills, hate the headwind and when it's on your back get some high gear high revs going.

When I'm home the bike's back in the shed. I've finished coughing and spluttering and I've had time to shower and change and I feel great. Naturally pleased that old "Easy Going" has been clobbered again I can relax and the inner confidence which is provided is worth seconds on Sunday. Keep it up and seconds become minutes.

There has to be rest, well for me anyway, but it has to be pre-planned and not taken when "Easy Going" wants you to chicken out.

Don.

The Touring Competition.
Answers - Section 1.

1. Cissbury Ring
2. 1 in 5 to 1 in 7
3. Bramber Castle
4. River Ouse
5. Roman
6. Windpump
7. Overhead electricity transmission lines.
8. District.
9. Two.
10. Bridleway
11. Flint mines.
12. 6.8 miles
13. 36 minutes

Section 2.

1. Ouse, Adur, Cuckmere.
2. Seven Sisters.
3. Findon.
4. Duke and Duchess of Norfolk.
5. Sompting.
6. "Skull of early man" subsequently proved a fake, "found" at Piltdown.
7. 4,000 metres.
8. Ian Cammish.
9. Cyclists' Touring Club.
10. Chainwheel x wheel diameter
Rear sprocket
11. To prevent vermin from getting in the granary
12. Blackdown, 918 feet.
13. Offa's Dyke.
14. Albourne.
15. Marlet.
16. Wilmington.
17. Sussex iron industry.

The rest of the Time-Trial Programme.

We tried to circulate a text with the last magazine, but in case you haven't all got one here's the balance of our 1994 club events.

EVENING TEN SERIES: starting 5th May to 16th June (incl). Thursday 7th July to 11th August (incl). Unless forced to change because of road works they will be on the usual Washington course and start at 7 p.m.

Sun. 22nd May.	25m Clapham-Findon-Wick Start 07.00
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Thurs. 23rd June.	Two-up Washington 19.00
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Thurs. 30th June.	Two-up Washington 19.00
Sunday 24th July.	30m (two laps) Ashington Circuit. Start 07.30
Sunday 7th August.	25m Clapham-Findon-Wick Start 07.00
Sat. 8th October.	Two-up Washington. 14.30
Sun. 11th September.	Hill Climb Springhead Storrington 14.30

The Club Championships at 50miles, 100miles and 12 hours are as usual incorporated into the S.C.A. events. Don't forget then that you need two entry forms.

At the time of writing the 10 course at Washington is looking unlikely and we may well have to move to a course using the Littlehampton and Rustington bypasses on the A.259. Contact your Evening Tens Secretary (see page 1) for up-to-date details.

Don.

The S.C.A. "25" - 13th March, 1994.

On Saturday evening the forecast was foul - gale-force winds, rain, trees across the road, milk-floats upside-down - a full house, in fact.

It was still blustery enough when the alarm went off at 06.30: Daphne looked across.. "Les won't run it in this, will he?". "Better turn out, just in case".

Roll out of bed for two soggy Weetabix and a cuppa, and off up the road to Copsale's delightful

little village hall, all of corrugated iron (and 'er don't arf rattle when the rain gets on 'er!), and set around with notices about not parking in the pub car-park 'cos it upsets the landlord.

I thought the finish was at Broadbridge Heath (memo to self "must read start-sheet in future") so we took the Wonder-Wand with us, all eighteen aluminium feet of it. We didn't need it - our two radio points were only about half a mile apart, optimum distance for two plastic cups and a bit of nylon string.

It had quietened down a bit as we set up, but I still wouldn't have wanted to ride: sixteen of those who'd paid their fee agreed, and like Henry V's cowards, stayed abed that turbulent day. Times were down, well down, and Mr. Marchant's 1.1.43 was a good 'un in the conditions. There were however nice comments like "it's a nice bendy course, and the wind is only against you for short stretches" from one lady rider.

Sadly there was a sour note - Les Janman had a great struggle getting enough marshals, and this an S.C.A. event too! He was not happy! There is a simple message. "Ride some - help some". That way everybody gets a share.

Excelsior times and placings

31	Chris Bacon	1.11.32
39	Peter Baird	1.15.17
45	Reg Searle	1.40.38

John Grant.

The ESCA Reliability trial 1993.

The morning of Sunday 21st November dawned clear and bright and saw a succession of club riders driving to East Hoathly, to take part in the 1993 version of the ESCA Reliability Trial. Despite being the morning after the club dinner, Tony Palmer had managed to find a good number, although it looked unlikely that we could win the trophy for the highest number of finishers, which we had managed several times in the past.

As we drove through Brighton and into East Sussex, flakes of snow began to fall, and by the time we arrived at East Hoathly, the ground was covered with an inch of snow. Our riders were in two groups, the slower group led by Tony Palmer, who had already ridden the course during the preceding week, while the faster group followed Richard Shipton, at home on his local roads.

Before the start, Don Lock was clearly worried by the weather conditions (sell him some more insurance Paul!! - duty typist) and shortly into the ride, his group returned to their cars: clearly we were not going to win the trophy now! The first few rides of the reliability trial were in the lanes, heading towards Rushlake Green and Woods Corner. The snow was falling heavily and was being blown straight into our faces. It was lying quite deep on the roads and the tyre tracks created by those ahead of us made bike control a little difficult.

We were however soon out of the lanes and onto the more major roads, and these were clear. The Sun began to shine and the riders enjoyed some beautiful winter country scenes. Mike Muzio was riding his stripped-down racing machine, and was unfortunate enough to puncture. He was forced to

admit that he had left home without a pump, spare tube or puncture repair outfit. Nobody in the group seemed particularly keen to lend him a tube, and Richard Shipton didn't look as if he was willing to wait, which presented the rest of the group with a problem as we were relying on Richard to lead the way. Eventually it was Colin Toppin who unpacked his tool kit and came to Mike's aid.

The group continued on through Wartling and Pevensey and on towards Polegate. A fair pace was being maintained and as we cracked on across the flat expanses of land around Pevensey the speed quickened to 24 mph. At Filching we were climbing towards Jevington when Geoff Boore (Sussex Nomads) came thundering down from the opposite direction; we never did find out why.

Crawley Wheelers had the highest number of successful riders at 20, Worthing Excelsior were second with 9.

The course joined the A259 at Friston Pond and we halted at the second check point, before hurtling down Exceat Hill and continuing on to Friston and Golden Cross. We then rejoined the lanes and approached East Hoathly via the third check point at Hale Green.

We made the finish with plenty of time to spare and changed and put machines into cars before "checking in". On reflection, a very pleasant morning's ride, even if we didn't win the trophy - you really must try to finish next year, Don and Tony!

Final memory of the morning was Nick Lelliott at the finish, waiting beside Allan Matthews' car but unable to get into the locked vehicle. It's not a good idea to drop your travelling companion,

especially if he's got the keys!
Successful riders for Worthing were;

Nick Lelliott
Mike Muzio
Paul Toppin

Michael Hopkins
Richard Shipton
Allan Matthews

Colin Toppin
Andrew Lock
Dave Hudson

Paul Toppin

The E.S.C.A. Two-up. March 20th, 1994

The event moved back this year to a course based around Findon - Slindon. To be precise, it started in Clapham and took an anti-clockwise route up Long Furlong to Findon, Washington, Storrington out to Amberley up to Whiteways down to Slindon on the A29 cutting left to the A27 at Slindon and back on that road to finish at the top of the Hammerpot. Twenty-four-and-a-half hilly miles, but it was a lovely morning with bright sunshine and only a little wind from a westerly direction.

Fifty teams, including a sprinkling from outside of the county, and an Andy Attwood promotion on behalf of the Association, promised and indeed provided a good event.

The pace was set early on when Numbers 9 and 10 Steve Comben and Shane Faulkner of Lewes scorched home in exactly one hour, a time which was to remain at the top of the board for almost an hour. Mike Murray and Andy Payne of Brighton Excelsior had dropped into second spot with 1.00.50 and Worthing's Colin Toppin and Mike Muzio held third for a short while with 1.1.39.

It was numbers 59 and 60, the Association's President, Mark Jones, and Richard Keevil of G.S.

Stella, who put a new perspective on things when they moved into a clear lead on 57 minutes 23 seconds. A few minutes later and Bognor's David and Chris Shepherd ducked "inside" with 59.13 and the early leaders shuffled back once more. Peter Roberts and Chris Hill from Lewes clocked 1.00.36 and then the composite team of Simon Birnstingl (Brighton Excelsior) and Kevin Harding (Central Sussex) recorded 59.53 but as they approached the finish right on their heels came a team that had started four minutes behind them.

Steve Elms and Steve Dennis of East Grinstead had ridden to the start (a 40 mile warm-up!). Elms is reputed to have finished a 40 mile road race the previous afternoon and they were to ride home. It is a dedication which clearly does them no harm. They completed the 24½ hilly miles in a time, which to me is difficult to comprehend, of 55 minutes 58 seconds, especially when someone tells you that Elms doesn't go well up hills!

One other team cracked sixty minutes when Glen Cook of Team Total Fitness and Steve Chattell of Team Zoyland recorded 58.44, but being a composite team they did not qualify for an award in the overall standings.

Apart from Colin and Mike, finally placed 10th, we managed three other entries. Jeremy Wootton and Gavin Baylis finished in 1.8.38. Gavin is something of a novice yet, and when Jeremy was told by other members to treat him gently he retorted along the lines "I go running with him and he tears my legs off". The word revenge was not actually used though! Paul Allan and Allan Langton enjoyed their ride with Paul maybe enjoying it just a bit more. They recorded 1.11.37.

I had an eye on the veterans' award when I asked Ken Retallick to ride with me, but after his accident and a lack of miles he DNF'd after a couple of miles. I completed the course - well it was a nice morning - and was given a solo time of 1.6.25. A shame really because the vets' award went to a time of 1.8.44!

Don.

George Matthews.

Remember George Matthews - fast against the clock and pretty good in criteriums as well?

Dave Hudson had a card from Jessie and Norman MacMillan (Norm was "Coachy" before even "Coachy" was) now living in South Africa, telling us that George surprised everyone by getting wed.

Appears that he and wife Margaret have been married for over a year now (November 7th 1992): he said "can yer ride tandem" - she answered "yes", so he's now steering for the two of them.

Don - I know it's a bit late, but what a Bhota a congratulatory card signed by all of us?

John Grant.

R.T.T.C. ban "Forward-facing" Mirror.

Can someone let me know what on earth a forward-facing mirror is? Does it come with the "Backward facing front man" on a push-me-pull-you tandem? Is it for a low profile that's so low you are looking back up your own saddle stem? Could there really be people prepared to ride with the forward vision being provided by a mirror? Can you imagine driving a car around the town - backwards - just using your rear view mirror?

Thank goodness for some common sense from the R.T.T.C., they come under a lot of criticism but I have no complaint with this - unless I total fail to understand... "The Forward Facing Mirror".

Don.

The Annual General Meeting
22nd February, 1994.
Appointment of officers.

President

Don Lock

Life Vice-Presidents

Jim Hughes,
Mrs. Connie Hughes
Brian Weir
Ray Douglass
Roger Smallman (newly elected)

Don Lock
Dave Hudson
Tony Palmer
John Mansell

Vice-Presidents

Ron Mills
Mike Gibbs
John Grant
Freddy Clayton

Richard Shipton
Reg Searle
Paul Toppin

General Committee

Chairman
Secretary
Treasurer
Asst. Treasurer
Social Secretary
Runs/Touring Secretary
Road Race Secretary
Track Secretary
Club Events Secretary
Press Secretary
Magazine Editor
Evening Tens Secretaries

Alan Matthews
Paul Toppin
Robert Downham
Karl Robertson
Nick Lelliott
Tony Palmer
Vern McClelland
Andrew Lock
Mel Robertson
Colin Toppin
Don Lock
Alan Matthews/
Andrew Lock

Race Writer
Club Coach
A.T.B. Representative
Committee Member (Juniors)
Additional Member

Andrew Lock
Nick Lelliott
Jeremy Wootton
Mike Muzio
Jan Scotchford

Runs Committee

Tony Palmer
Dave Hudson
Don Lock
John Maxim

Social Committee

Nick Lelliott Angela Toppin

Peter Baird.

Timekeepers

Martin Ford-Dunne
Ray Douglass
John Mansell
Don Lock
Alan Matthews
Ken Retallick

Brian Weir
Tony Palmer
John Grant
Mike Gibbs
Reg Searle

Assistant Timekeepers

Pete Reeves
Mike Stanbridge
Keith Harmer
Alan Orman
Peter Kibbles
Dave Funnell

Colin Miller
Peter Baird
Mike Feesey
Vern McLelland
Alan Langham

Handicappers

Brian Weir
Ray Douglas
Tony Palmer
Dave Funnell

Don Lock
Colin Miller
Keith Dodman
Mike Stanbridge

Auditor

Reg Searle

A leak?

It appears that security at the Worthing Wheel Fuehrerbunker needs tightening up.

Dispensing amber nectar at the club "10" our Ed. was grabbed from behind, and his head forced towards the urn. His assailant was John Gilbert - "you want to be careful - I may have had a ski-ing accident recently, but you're on the verge of an "urn'ere".

Will anyone who understands this joke, and knows how the story got out, please contact Head of Security.



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for further details*

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