

THE WORTHING WHEEL



**MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB**

WINTER 1997/8

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Winter 97/8=====THE WORTHING WHEEL=====

WORTHING EXCELSIOR CYCLING CLUB'S=====

QUARTERLY MAGAZINE=====

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

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

President: BN13 3LN.	Don Lock , 7 Welland Road, Worthing., Telephone: Worthing 531877
Chairman: BN16 4EJ	Alan Matthews, 20, Water Lane, Angmering Telephone: Worthing 784852
Secretary BN14 8HG.	Paul Toppin, 8 Beaumont Road, Worthing, Telephone: Worthing 201501
Treasurer: BN13 1JL.	Allan Langham, 38, Lenhurst Way, Worthing, Telephone: Worthing 263049
Membership Sec. BN13 2QB	Richard Cooley, 3, Holmes Lane, Rustington Telephone: Worthing 786322
Social Secretary. BN132QB	Richard Cooley, 3, Holmes Lane, Rustington Telephone: Worthing 786322.
Road and Track. Beeding, BN44 3JS.	Vern McClelland, 31 Downland Road, Upper Telephone: Worthing 814351
Club Coach Beeding, BN44 3JS.	Vern McClelland, 31 Downland Road, Upper Telephone Worthing 814351
Club Events Sec. BN14 9JQ.	Mel Roberton, 30, Pines Avenue, Worthing. Telephone: Worthing 214489
Club Events Ass't. BN15 0HG	Alan Stepney, 38, Manor Road, Lancing, Telephone: Worthing 762988
Mountain Bikes Rep. Worthing. BN12 4QF.	Jeremy Wootton, 17 Amberley Drive, Goring, Telephone: Worthing 245068
Club Runs Hollingdean, Brighton.	Tony Palmer, 23 Brentwood Crescent, Telephone: 01273-558597
Magazine Editor. BN13 3LN	Don Lock 7 Welland Road, Worthing Telephone: Worthing 531877

EVENING TENS 1998?

Will we be running this popular series this year?

Every year since the mid-sixties we have promoted this series. We have used courses based on Washington for many years, but before that they were held on the Ashurst, Partridge Green road with a 'dead turn', north of Partridge Green. There was also a spell when they were on the Littlehampton Road, going north through Angmering and turning short of the A27. Some may also remember a course on the A27 with the turn at the eastern end of the Shoreham -by-pass, before the traffic lights rained down and before traffic 'flow' became the horror that it now is.

The course for '98 (the same Washington/Ashington, as last year) is booked, the series is RTTC approved, and there's little doubt that 40 plus riders will be wanting to ride every Thursday evening. Despite our current racing strength being rather down there will still be 20+ wanting to compete and many from other clubs will have riders wanting to ride private trials.

What's the problem then? Well unfortunately we still do not have an organiser, and if we do not get a volunteer these events will have to be cancelled.

RTTC approval has been given, the Police notification is dealt with by Mel Robertson so that side of things is taken care of. Our Ed has offered to organise the timekeeper rota. Perhaps someone could take on the organising of the tea - not an essential part , but nice. Maybe one or two would undertake to put the signs out? Handicapping has been dropped so there's no worry or hassle there. Ideas to simplify the organisers job on the evening will be considered at the AGM.

So is there not someone who could perhaps take it on? With an assistant maybe?

It's up to you.

IN BRIEF

Mike Poland's had a respray - Next year he's going to get his bike done as well!

A 'Paul Toppin' is a haircut slightly more generous than a crew-cut, the hair is left short and spikey. Recommended by Betterwear.

A 'J Ford-Dunn' is a heavy agricultural vehicle, a sort of cross between a JCB and a big tractor.

Cliff Hawkins has been thrown out of another D.J job for unacceptable behaviour. Would insist on bringing his bike into the studio!

'Pete Kibbles' are little round balls of rotten vegetation used for lighting fires, or they can be fried with eggs and bacon.

A 'P.Baird' is something we all need from time to time especially when it's cold and wet!

Who was it that thought Ron Bardouveau was a kind of very hot curry?

Who was it that named Sheila Lucas 'Old Spice'?

Why does John Lucas keep referring to Tony Palmer as Dad?

Two riders climbing long hill and trying to catch another in sight up the road. "It's Feasey" said one, "You speak for yourself" said the other "I'm finding it a real struggle".

Is it right that Ian Cheesman's nick-name is 'Cheddar'?

Did you know that Paul Carruthers is a Lieutenant in the Guards and his wife's really his batman?

A 'Vern McClelland' is a Formula One Turbo Charged Grand Prix car from the Jackie Stewart outfit.

Sean McClelland was christened Sean after a particularly severe haircut.

Dave Hudson appears on the front of the Audax magazine 'Arrivee' November 1997 issue. Bearing in mind his catering talents it is perhaps appropriate that he is seen riding a Bakers delivery tricycle complete with enormous wicker basket/carrier. All the mag had to say was "Front cover Dave 'Supremo' Hudson". His reputation goes before him!

Mike Poland's been riding his daughters mountain bike. First of all he thought it was too small but he found it was OK when he pumped it up.

Have you heard of the 'Lucas sandwich'? It requires four vehicles and you have to be second in the convoy. The first one stops, and you stop. The third one does not and smacks you up the rear. The fourth one also keeps going like a blind man and pushes you into the one in front. Bad luck John, glad you weren't hurt.

Mike Gibbs has been having something of an overhaul for the 1998 season. The widely rumoured 'nose job' was not cosmetic but to widen the passages. He didn't think the little nose tabs did the job adequately! The Path Lab have done an oil change and with new filters and plugs we should see an improved season. It will not start though until the warmer weather is with us.

Mel Robertson told us, and we won't let him forget, that he's going to have a go again this year. Looking back we think it's 1992 that he last rode a time trial. Strong and with plenty of stamina, he could be a boost to our racing strength. Hope the training's going well.

During 1997 Richard Shipton passed a couple of notable marks. He completed his 200th sub 1hour '25' and his 50th sub 2hour '50'

CLUB HILL CLIMB CHAMPIONSHIP

The annual ascent of Springhead for the Club's Hill Climb Championship on 21st September had a pleasant morning and it's a shame that some more of the Club's racing membership don't turn

out and give it a go. They are all keen to beat each other up the hills when out training, so why not do it properly. Even incorporate the hill climb in a training run.

Tim Stedman managed to retain his hold on the Trophy which he won in 1996 with 4.21, but did not seem to be so happy with the time. He had no doubt noticed Roger Smith's climb in 4.03.

Paul Carruthers continuing his promise to have a go at everything followed up 2nd place in the 12 hour our longest championship, with the same high placing in our shortest.

HILL-CLIMB RESULT SPRINGHEAD 21-9-97

NAME	POS	ACTUAL TIME
Tim Stedman	1	4.16
Paul Carruthers	2	4.37
Karl Roberton	3	4.45
Sean McClelland	4	4.54
Vern McClelland	5	4.59

PRIVATE ENTRIES

NAME	ACTUAL TIME
Roger Smith	4.03

AWARDS :

FASTEST 1ST : TIM STEDMAN 4.16

D.N.S..... Jonathan Ford-Dunn

TIMEKEEPERS Don Lock : Alan Langham

PUSHER - OFF Mel Roberton

REFRESHMENTS Dave Hudson

Your Ed volunteered to do the timekeeping with Alan Langham. He enjoyed his ride out to the start and synchronised watches with Alan. "I'll do the finish" he again volunteered - This fool never learns! "Give

me 10 minutes start" he says, and potters slowly off along the gradually rising lane. Down a gear at the first increase in gradient reminds him that the close ratio gear block 13/18 was not ideally suited for Springhead. Four minutes had already passed. Down another gear and then quickly into the 18. None left now and he had just hit the steep bit. Sharp corner - very steep - back wheel slipping - stop! Walking a 1 in 4 in cycling shoes is like trying to walk upstairs with flippers on - damn nigh impossible! He'll try to run - he can't. He's on an easier bit now so he gets on and rides again. 7 minutes have gone. He's croaking badly and gets to the finish point with eyes all misted over. 9 minutes have elapsed and it takes two more for the eyes to focus. Only the approach of the first rider interrupted the coughing!

SUSSEX C.A 1998 PROGRAMME

Sat	March 7th	Open 16.5 mile
Sun	March 8th	Open 25 mile
Sun	March 15th	Open 2 Up Team Time Trial
Sun	May 3rd	25 mile Team Championship
Sun	May 31st	Open 50 mile
Sun	July 5th	Open 100 mile
Sun	August 9th	Open 12 hour
Sun	September 6th	25 mile Championship
Sun	October 25th	Hill Climb

Again the problem of finding promoters. This time the S.C.A have been unable to get anyone to take on the '100' so it will be run in conjunction with the East Sussex C.A event and on the East Sussex course. Now, before you moan about this remember firstly, the reason and ask if you could have done anything to help and then secondly recall that the record for the E.S.C.A course is now under 4 hours!

Full details in the RTTC handbook.

TIME TRIALLING for BEGINNERS



TIME TRIALLING FOR BEGINNERS

Compiled by the Road Time Trials Council

Over the years the Regulations governing time trials have grown and become more complicated. This makes it difficult for the newcomer to the sport to find the important things they need to know about time trialling before riding in a race. These notes contain the main features from the Regulations relating to racing and competitor's behaviour but in no way do they detract from or alter those regulations.

1. Minimum Age

The minimum age for competitors is 12 years. This is in the interest of safety as most time trials are conducted on open public highways and it is not practicable to try and supervise all minors throughout the event. It is therefore essential that young competitors know the Highway Code and are competent to ride on roads alone, and have the authorisation of their parents to compete (*if under 18 years of age*).

2. Time Trial Races

The minimum distance for a time trial is generally 10 miles but shorter races are permitted in certain circumstances. Most races are at either fixed distances (*10, 25, 50 and 100 miles*) or fixed time (*12 and 24 hours*). Riders start at one minute intervals, or sometimes more, and cover the course as fast as they are able alone and without taking pace from other competitors or vehicles. When a competitor gets caught by another one the Regulations require the overtaken rider to fall back to a distance behind the other one where he/she is getting no shelter or help from the faster rider. At least 50 yards/metres is required.

3. Safety

When time trial courses are designed safety is a major consideration. However, ultimately it is the competitor's conduct which determines how safe a course is. The races are held on open roads and competitors must obey the law of the land relating to road travel before, during and after a race. **Competitors must be responsible for their own safety and also avoid creating situations which are unsafe for other road users.**

There are a number of points which will help the beginner, and others to enjoy safer racing:-

- (i) A cyclist is less likely to be seen than a car or lorry by drivers of vehicles. You need to remember this when approaching any road junction. To improve visibility from the rear (*as well as identifying the rider*) all riders are required to wear a bright fluorescent number on their rear. This needs to be

positioned on the rider's shorts from the waistband downwards, or as near to that position as possible since an overhanging jersey would cover it in that position. The number should not be positioned high on the back like a runner's numbers are.

- (ii) U-turns in the road are another hazard as drivers of vehicles are not normally expecting another road user to make this manoeuvre. It is R.T.T.C. National Policy to eliminate U-turns from courses and to reduce their use where they cannot be avoided. They are also a hazardous manoeuvre both before the race whilst riders are warming up or circling in the road prior to starting and after the race when riders return to the result board or to their cars.
- (iii) Head down riding is another major hazard as the rider will not see an obstacle on the road. Even on a Clearway cars may stop at the side of the road due to breakdown or to consult a map or for some other reason and it is no good saying "The car should not have been there". The answer to that is "You should have seen it". This type of accident is one of the types covered by the Regulation about dangerous Riding and if the rider is found to have contravened this Regulation then a suspension from competition is normal.
- (iv) Any road junction or roundabout can constitute a hazard in a race. Competitors are travelling much faster than motorists are used to seeing cyclists moving and this may cause the motorist to make an error of judgement. Be ready for it. Slip roads joining and leaving dual carriageways and other major roads are places where care is particularly necessary due to the long distance where a cyclist can be between two lanes of merging traffic or vehicles leaving the main carriageway at high speed.

4. Accidents

If you have an accident during a race, no matter how minor it may seem, you are required to report it to the Event Secretary as soon as possible.

5. The Bicycle

There are some restrictions regarding the equipment which you can ride in a Time Trial. Your brake levers must be positioned so that you can get to them quickly in the event of an emergency from your normal riding positions. Clamp-on Triathlon bars with forearm supports, and equivalents, may be used. A solid disc wheel may be used at the rear of your bike but must not be fitted as the front wheel. Spoked and composite spoked (*tri-spoked*) wheels may be used in the front and rear wheel positions. Under no circumstances may streamlining devices be used (*i.e. wheel covers, etc.*).

6. Clothing and Advertising

Clothing for Time Trials is generally a short sleeved racing vest and cycle racing shorts which cover the upper part of the thigh to just above the knee. Nowadays this is often a one-piece skinsuit. The wearing of a helmet is recommended.

The subject of carrying advertising on race clothing in time trials is complicated. Basically, if you are a member of a sponsored club *(or a professional)* you may carry your sponsor's name(s) on your race clothing. Other than that nobody may carry advertising on their race clothing in a Time Trial *(except in Club events)* except where the manufacturer puts his name on one of the products which he makes. Thus cycling shoes with the name of the manufacturer *(e.g. Sidi, Look, etc.)* may be worn but a racing vest or hat with the name of somebody who did not make it *(e.g. Raleigh, Campagnolo, your local cycle dealer, etc.)* may not be worn unless they happen to sponsor your club.

7. Entering Races

Whatever type of Time Trials you are entering you must be a member of a club which is affiliated to the R.T.T.C. Being a B.C.F. or C.T.C. member does not generally qualify you to ride Time Trials unless your B.C.F. Division or C.T.C. District Association is affiliated to the R.T.T.C.

If you are entering a race the closing date by which the organiser must receive your entry is usually just under two weeks before the race. It is advisable to send your entry just a little bit earlier than this to allow for delays in the post. Entries must be on an official R.T.T.C. Entry form *(there are three types - one for Solo Time Trials, one for Team Time Trials and one for Hill Climbs)*. Unless otherwise specified the fastest entrants at the distance being entered will be accepted - only times done during the past three seasons qualify. If you are under 18 years of age your parents must sign the Parental Consent Form.

Entry to Club Events is different, usually being "entry on the line" on the day of the event. You will be required to sign a Club Entry Form and if under 18 must show the organiser a Parental Consent Form.

Once your entry has been accepted for a Time Trial you will receive a start sheet a few days before the event giving details of the course, prizes and your starting time. After the race you will receive a result sheet showing where you finished in the event and confirming your official time.

8. Courses and Watches

Courses are measured to a high degree of accuracy using special equipment and methods. Whilst Marshals are appointed to assist riders to get round the course, it is your responsibility to make sure you know the route to follow in the race.

The watches which Timekeepers use must also meet high standards of accuracy, have certain features which generally prevent wrist watches (*even digital ones*) from being used and be certified by an approved Watch Tester. The Timekeepers word regarding your time is final, but if you have a query leave this until the event is over when the Timekeeper will be able to check his figures.

W.E.C.C. POINTS COMPETITION SEASON 1997

NAME	L.Furl 23-2	Pulbor 2/3	Aft 10 22/3	Ash 13/4	25m Champ 11/5	50m Champ 1/6	100m Champ 6/7	30m 20/7	12 Hour 10/8	Hard Riders 28/9	10m 5/10
KARL ROBERTON	12	16	20	23	30	32	33	39	43	45	47
CHRIS BACON	6	15	27	41	43	46	51	53	57	61	66
IAN CHEESMAN	9	16	17	25	38	44	49	54	58	61	66
TIM STEDMAN	12	15	21	22	35	41	46	59	63	64	69
PAUL CARRUTHERS	2	11	23	34	47	53	58	59	60	65	70
RICHARD SHIPTON	12	21	33	49	52	53	55	58	60	68	72
VERN McCLELLAND	12	21	31	36	49	55	57	61	65	73	78
RICHARD BONNER	3	9	21	33	44	50	55	62	66	74	79
LESLEY BARRETT	12	21	24	26	39	45	50	63	67	75	80
JONATHAN FORD-DUNN	12	13	18	27	39	45	50	63	67	75	80
MATHEW GOULD	5	7	19	35	40	46	51	64	68	76	81
RON BARDOULEAU	10	19	31	35	44	50	55	64	68	76	81
COLIN MILLER	8	17	29	35	41	47	52	65	69	77	82
NICK LELLIOTT	1	6	14	30	43	49	54	67	71	79	84
MIKE FEESEY	12	21	33	40	44	50	55	68	72	80	85
SEAN McCLELLAND	12	21	23	33	46	52	57	70	74	82	87
JEREMY WOOTTON	4	13	25	41	51	57	62	72	76	84	89
DIANA TRAFFORD	12	21	33	49	50	56	61	74	78	86	91
GAVIN BAYLIS	12	21	33	49	62	68	73	81	84	92	97
ANDREW LOCK	12	21	33	49	62	67	70	83	86	94	97
MIKE POLAND	12	21	33	49	62	68	73	86	90	98	99
REG SEARLE	12	21	31	47	59	64	69	82	86	94	99
ALAN COOPER	12	21	30	46	59	65	70	83	87	95	100
ADRIAN BROWN	12	21	33	46	59	65	70	83	87	95	100
ALAN STEPNEY	12	21	33	49	62	66	71	84	88	96	101
KEN RETALLICK	7	16	23	39	52	58	63	85	89	97	102

1997 Trophy Winners

Mens B.A.R.	Richard Shipton	22.744 mph
Veterans B.A.R.	Richard Shipton	+5.299 mph
Ladies B.A.R.	Lesley Barrett	21.522 mph
Clark Cup 12 Hour	Richard Shipton	230.888 miles
Mason Cup 100 Miles	Richard Shipton	4h. 25m. 2s.
Welch Cup 50 Miles	Richard Shipton	2h. 3m. 9s.
Pressley Cup 30 Miles	Richard Shipton	1h. 12m. 28s.
Bennett Cup 25 Miles	Richard Shipton	1h. 2m. 53s.
Young Cup Hardriders	Chris Bacon	1h.10m.35s.
Clapshaw Handicap	Diana Trafford	
Hill Cup 10 mile series	Chris Bacon	
Barratt Cup Hillclimb	Tim Stedman	
Fastest Vet 10 mile series	Eric Bonner	
Most Improved Rider (men)	Karl Roberton	+1.294 mph
Junior 15 mile Shield	Sean McClelland	
Senior R.R. Shield	Tim Stedman	
Junior R.R. Shield	Kathryn McClelland	
Track Champion	Vern McClelland	
Points Cup	Karl Roberton	
Club Runs Attendances	Tony Palmer	
Tourist Trophy	Mike Irons	
Clonmore Trophy	W.E.C.C.	
Club Person of the Year	To be announced	

THE WINNERS

Congratulations to all those who have ridden off with the silverware in '97. Now when is someone going to knock Richard Shipton off the top? In his 51st year and still turning out remarkable performances, especially at 25 and 50 miles. He put himself on the rack in tackling the 12 hour and came close to being toppled by debut rider Paul Carruthers, and on a hard day only just held off Chris Bacon in the '30'.

Well done Lesley Barrett in winning the Ladies BAR, more racing would we're sure see you improve enormously and some training with other stronger riders would also stretch your performance.

Tim Stedman is our best for the year with his road racing efforts, but again Tim seems to come and go and not devote a full season. Hills don't seem to bother him as witness the Hill Climb Championship, and a fine second in the Hardriders.

Our future lies in our younger riders and we look to Sean and Kathryn McClelland along with Chris Dransfield to do even better things in '98.

Finally it's good to see that 'Most Improved' rider this past year was someone under 60! Karl Robertson rode consistently well to take the Points Trophy and getting down to a short '23' shows that the speed is coming. That '100' ride was also a fine debut ride.

SUSSEX CA LUNCHEON AND PRIZE PRESENTATION

About 80 sat down to a superb meal prepared by Vanessa Attwood on behalf of the SCA at Wivelsfield Village Hall on 14th December. It's a great opportunity to meet up with all those members of other SCA clubs who so often you only see coming back from the turn!

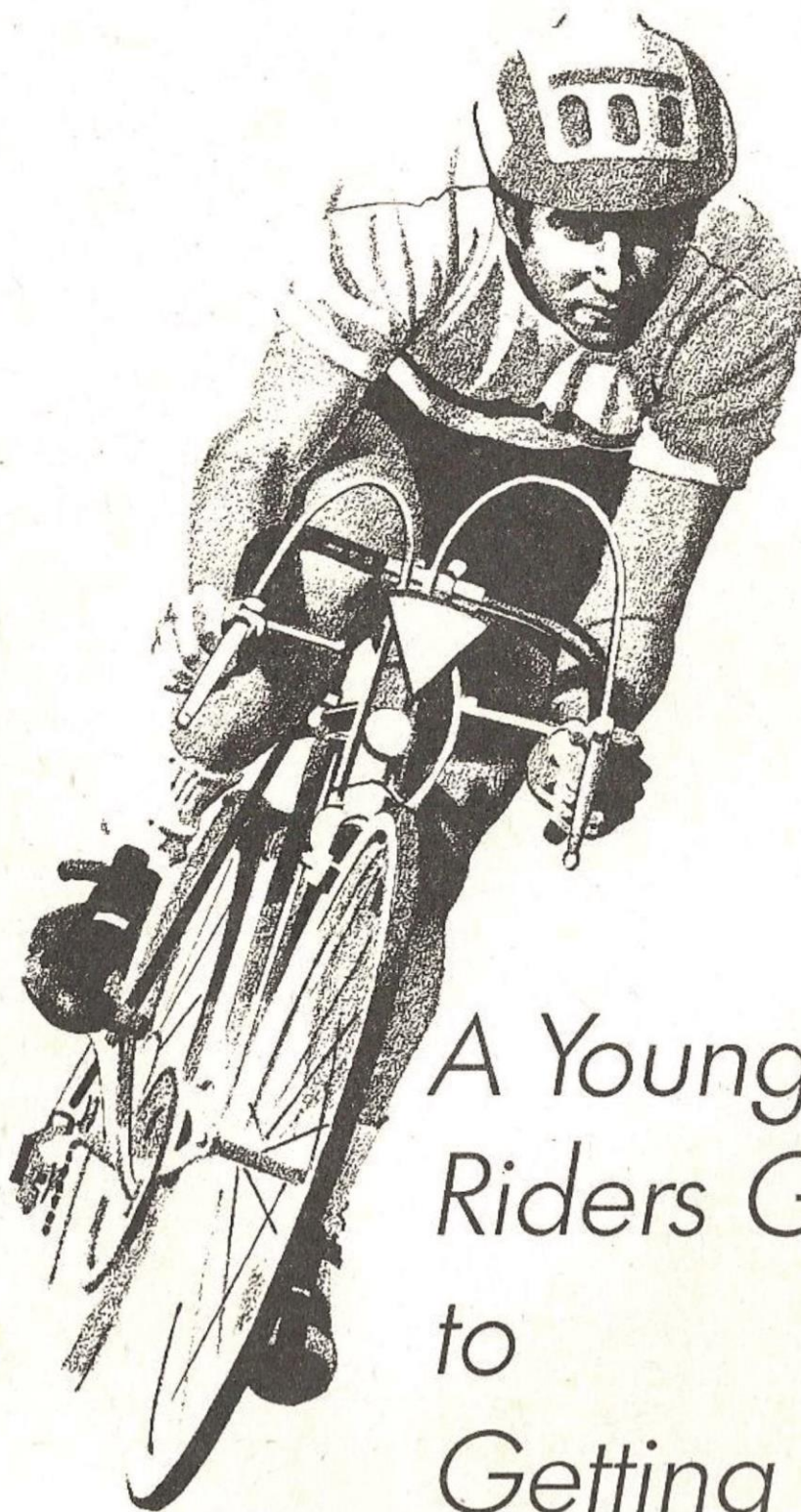
The meal though, is quite exceptional and for £8 it would have been more expensive to have stayed at home. Mike Poland was so delighted with 'the value for money' that he has promised to take Ann next year!

The year's awards were presented and we had the opportunity to bang the table and make some noise when our ever young Richard Shipton collected the Veterans Best All Rounder Trophy.

We didn't do quite so well in the raffle as in 1996 but there were more of us that year. Paul and Angela Toppin, Don and Maureen Lock, Reg Searle and Alan Chatfield completed our party.

Ralph Dadswell was the guest speaker.but then all trike riders are. and Dick Jones of Brighton Excelsior was funny in reply. Did you hear the one about the Tennis Balls.

ROAD TIME TRIALS COUNCIL



*A Young
Riders Guide
to
Getting Started*

TIME TRIALS

A Young Riders Guide to Getting Started

1. AT WHAT AGE CAN I GET STARTED ?

There is a minimum age of 12 years of age and the Juvenile category covers all riders under 16 years of age.

You become a Junior on your 16th birthday and remain one until the end of the year in which your 18th birthday falls.

2. WHERE CAN I FIND RACES TO RIDE ?

The best way to do this is to contact a cycling club local to you. Details may be found by contacting your RTTC District Secretary, or in your local library.

Details of all Open Time Trials can be found in the RTTC Handbook. Local Club Event details may be found in the District Handbook. The Handbooks are available from cycling clubs, or from the District Secretary.

3. DO I NEED TO BE A MEMBER OF A CYCLING CLUB ?

If you want to try Time Trialling this may not be necessary. Some clubs allow newcomers to try time trialling once or twice without insisting on membership, while some clubs promote "Come and Try It" events especially for newcomers.

4. DO I NEED PARENTAL CONSENT ?

Yes you do. If you are under 18 years of age you will have to get a parent or guardian to sign an "RTTC Parental Consent Form". These forms can be obtained from your local cycling club or District Secretary.

5. DO I NEED A SPECIAL BIKE ?

No you don't. You can ride on any bike, including a mountain bike, so long as it is in a road worthy condition.

6. DO I NEED SPECIAL CYCLE CLOTHING ?

No. Beginners can ride in any suitable clothing, although wearing a safety helmet is strongly advised.

Once you start riding Open time trials it is recommended that you wear the official club strip with short sleeves and shorts that reach mid-thigh.

7. WHEN DO I ENTER RACES ?

For club events you can usually turn up on the night and ask the club official if you can ride. In the case of open events the closing date is normally 12 days before the event.

8. HOW DO I ENTER TIME TRIALS ?

You will need to complete an "RTTC Standard Entry Form" and, if under 18 years of age, the attached Parental Consent Form.

This form is sent to the event secretary together with the correct entry fee (Cheques should be made payable to the organising club).

9. WHAT TYPES OF TIME TRIAL ARE THERE ?

The most common time trial for beginners is the 10 mile event, although some clubs promote 5 mile events.

These will either be straight out and back courses with a roundabout turn, or a circuit type course.

10. WILL I GET A PROGRAMME ?

If it's an Open time trial, yes. It will give you details of your, and other riders, start time, the event HQ, officials, course details, local regulations etc.

11. WHAT HAPPENS ON THE DAY OF THE EVENT?

You should aim to get to the event HQ at least half an hour before your start time to collect your number and allow enough time to warm -up before presenting yourself to the start timekeeper before your start time.

When you finish your ride continue to the HQ where your time will be displayed.

12. WHAT OFFICIALS WILL BE THERE ?

Timekeepers will be positioned at the Start and Finish points. They should never be disturbed with any type of query.

People will be positioned around the course to check that riders have completed the correct course and don't contravene RTTC regulations or the Law of the Land. However, the onus of keeping on course always rests with the rider.

13. WHEN DO I GET MY PRIZES ?

Unless they are presented after the event they will be posted to you together with the official result sheet.

14. WHAT IF I HAVE AN ACCIDENT ?

Ensure that you tell the Event Secretary or another official so that, if necessary, you can receive medical treatment, and an "RTTC Accident Report Form" can be completed.

This will ensure that you receive any benefits due and that you are covered under the RTTC Third Party Insurance Policy.

THE JIM AND CONNIE AWARDS

Jim and Connie Hughes provided a sum of money to the Club some years ago. They wanted particularly to encourage young members, so the Committee decided that these awards to be funded from this generous donation, would be considered each year. Unfortunately not every year has there been junior effort which has been deserving of an award or indeed encouragement. But 1997 was exceptional and the Committee had no difficulty in making two awards to Katherine and Sean McClelland for their wonderful performances at school level in just about every competitive sphere of our sport. National Championships and National records were won together with many other high placings.

In our last issue we listed some of these achievements. It is fitting that we were able to say 'well done' at our Annual Dinner and they deserved the applause they received when the specially engraved plaques were presented.

The Sussex Best All Rounder Competition - Changes

Previously the Championship has been based on rides in the SCA promotions at 50 miles, 100 miles and 12 hours. Frequently the 50 has clashed with BCF Sussex Division Road Race Championships which has meant that riders who would have liked to have ridden both have been unable to and have, if they rode the BCF event, effectively barred themselves from the Best All Rounder. With the need to have more competition for the BAR and to give riders a second chance, perhaps if for example they suffered a puncture in the '50', it has been decided that the winner of the BAR will be the SCA affiliated Club rider with the fastest average m.p.h over 50 and 100 miles and 12 hours, in events promoted by the SCA, the ESCA or any SCA club.

The event must appear in the RTTC handbook and of course as we have seen, the SCA 100 this year is with the ESCA. So effectively you can now ride the SCA 12 hour and the SCA/ESCA 100 - no other options at these distances, but, at 50 miles in addition to the SCA championship there is the Bognor event and one by ESCA and maybe others.

LETTERS

From Jim and Connie Hughes:- We extract the following. They also enclosed a generous donation to Club funds. They are always pleased to see any of their old friends who will soon find a cuppa at their side. We wish them happiness and better health for 1998.

22 Ivydore Close
Durrington
Worthing

11th November 1997

Dear Alan,

Just a line to say how sorry Con and I are in deciding that we cannot come to the Club Dinner this year. Connie is having quite a rough time now, and feels that the pain would stop her enjoying it.

As for myself, my hearing is so bad now I can never make out the

speeches, and in general chatter I cannot sort things out. I think this must be only about the 3rd time since 1946.

I don't forget how in 1987 I was invited to become President, I felt honoured but turned it down because of my hearing and I am worse now. I entered Cycling Club life in 1926 when I joined Doncaster Wheelers. My pre-war club was the Hampshire Road Club, and I joined W.E.C.C in 1946.

With regards to all, and hoping you have a great evening.

Best Wishes,

Connie and Jim Hughes

From John Grant. Dated 31st December.

John and Daphne's CB radio services have served us well again in the past year. John charges nothing to the Club but collects a very modest fee for assisting other clubs and associations. From this W.E.C.C has received a kind donation. We extract the following from John's letter:

"I hope to return eventually to my work on the Club history task, and to get back to getting a few miles in. This should be when I retire, probably in 1999. However, for the moment, I do so little (sic) work for the club, and have so little contact with the members, that I wish my name to be removed from the list of Vice-Presidents.

Also, I should be grateful if you would please pass to the committee my desire to be removed from the list of club timekeepers. It is a task that I have never really enjoyed, and a couple of run-ins with mouthy know-it-all youngsters (not, I hasten to add, from the Excelsior) have left a nasty taste in the mouth"

Note

The General Committee have asked John to stay on as a Vice-President. The Club were pleased to honour John for his past services. It was not given for services still to be rendered. He does, nevertheless continue his contribution to the production of the magazine, and to the sport with his CB radio services.

Audax 1997

The final results are yet to be published but the trophies have been awarded and we are delighted to announce that Andrea McClelland has been voted by Audax membership as 'Helper of the Year'. We know how much hard work she has put in with the catering for our Audax promotions for about 3 years now, but it is good to know that it has been appreciated by the riders. Dave Hudson presented her with the Trophy, and Andrea we add our congratulations and thanks. Dave Hudson, of course had only just returned the trophy, having won it himself in 1994.

In 1995 Worthing Excelsior was top of the list for organising Clubs and in 1997 we have managed to repeat that performance. This is based on points for each successfully completed ride in the events promoted by the club during the year. Longer distance events carry a greater points value. In '95 we scored 500 and remembering the awful weather for the 300 in '97 it is perhaps a lower total. Nevertheless it is better than any other club could manage so again congratulations and thanks to our promoter and helpers.

THE CLUBMAN OF THE YEAR AWARD

The name to go on our Honours board for 1997 is Vern McClelland after he was awarded this honour at the Annual Dinner back in November.

If there was proof needed of the truth in the adage "If you need a job done ask a busy man" Vern is that proof. He is club coach and our Road and Track/BCF representative. He involves himself directly with the Preston Park track. He is our Surrey League co-ordinator and promotes our road races. He keeps an eye on our storage garage and looks after the rollers. He organises roller racing. He attends all kinds of meetings to ensure that our interests are protected or promoted.

No he's not retired, indeed as well as being fully employed his work frequently throws him off to Scotland or Norfolk for

weeks.

Oh yes, and he does have three children who all cycle, swim and run, and yes he's our best trackie and roller rider.

If only everyone could contribute so much, or even half. Thank you Vern.

Don

EVENING TENS OVERALL RESULT - 1997

(Aggregate of Eight best placings)

1.	Chris Bacon	9	
2.	Richard Bonner	12	
3.	Eric Bonner	21	
4.	Karl Robertson	34	
	Jonathan Ford-Dunn	34	Fastest Veteran -
6.	Mike Feesey	39	Eric Bonner
7.	Paul Carruthers	49	
8.	Adrian Brown	68	
9.	Stephen Trott	71	
10.	Ian Cheesman	81	
11.	Peter Eldridge	82	
12.	Diana Trafford	95	
13.	Ron Bardoulean	101	
14.	Mike Poland	115	

THE SUSSEX CA HILL CLIMB

2nd November 1997

Using Kithurst Hill between Storrington and Amberley, the same climb as we used for our club event a few weeks earlier, the Association event must have struck a much harder day, for only star rider Rowan Horner went under 4 minutes, with an incredibly rapid 3.49.0, all the rest were from ½ to 3½ ! minutes back.

We had four entries and Club champion Tim Stedman went back on his club event time by nearly 20 seconds to finish 10th in 4.40.7. Vern McClelland made 14th with 5.06.4 just pipping Sean who finished 16th and deservedly won the junior award. Chris Dransfield was 20th, not bad in an entry of 30.

1997 VETERANS TIME TRIAL ASSOCIATION BEST ALL ROUNDER TABLES

For the second year running Worthing Excelsior has provided the top Sussex Veteran in the National table with Richard Shipton finishing in 34th place. It wasn't a brilliant year for Richard now in his 51st year, and he would not have been pleased with his longer distance performances. The '100' of 4.21.25 would have well satisfied most his age, but Richard was probably looking for 10 minutes quicker. As to the '12' well it was his first ever ride and the day was so hot that he did very well to finish with 230. Another 10 miles here could have been expected if the conditions had been kinder. Over the shorter distances - 25 miles, 55.33 - only six in the table went quicker, and - 50 miles, 1.55.13 - only 9 went quicker, he was clearly of top ten quality.

Looking down the table the next best Sussex rider was Bob Courtier of Crawley on 77th place with Horry Hemsley of Lewes 78th. We did however notice the name 'K.Gelder' A5 Rangers at 46th. Keith, of course, was a member of the Excelsior a couple of years ago. Enjoying retirement (almost full time) his Christmas greetings received by the Editor indicated many and diverse miles, foreign tours with Pam, successful veteran road racing with a number of high placings and a clutch of lifetime personal bests, not bad at 62! A 1.3.58 for 25 miles, 2.14.12 for 50 miles, a fine 4.31.35 '100' and 211 for the 12 hours.

Well done gentlemen.

THE 1997 DINNER HEARSAY

"Not bad", "Pretty good evening", "Yes, OK I enjoyed it".

Well, fine so far, but there must have been some minus points, what about the Tour de France game, how did that go? Yes, good, went down well, although some people compared tickets early on and knew from the outset that they could not win. Make note for revised version in '98.

"How was the guest speaker?"

"OK, but some of the jokes didn't suit youngsters or indeed some of the ladies present"

Oh dear - always difficult getting a speaker. Any ideas for this year would be appreciated.

"How was the food?"

Generally this question was answered favourably so we've re-booked.

All the prizes were distributed and there was our usual super raffle. We made a small loss but not a bad outcome financially. Highlight perhaps was when the Editor's daughter - remember he invented the game- won the Tour de France competition and only when she found out that she was the only one with Hinault (Heeno) she thought the name was "Hin Ault"!!! Brother Andrew trying to organise the thing in Dad's absence was having an apoplexy in his embarrassment.

Andrew incidentally, earned his ticket spending most of his evening playing the Master of Ceremonies bit. Did quite well by all accounts.

Well we thank Sue Dray and Alan Matthews for organising the evening and unless you decide differently at the AGM Maureen Lock and our Ed will be in charge this year. Some ideas already formulated.

10 MILE RESULT 5-10-97

NAME	POS	ACTUAL TIME	H'CAP	H'CAP TIME
Karl Robertson	1	25.11	1.35	23.36
Andrew Lock	2	25.36	2.00	23.36
Mike Poland	3	30.07	8.10	21.57

AWARDS

1st ... Karl Robertson
H'CAP 1st Mike Poland

PRIVATE ENTRIES ...

NAME	ACTUAL TIME
J Wootton	22.53
E Andrew	25.49

TIMEKEEPERSDon Lock / Alan Langham

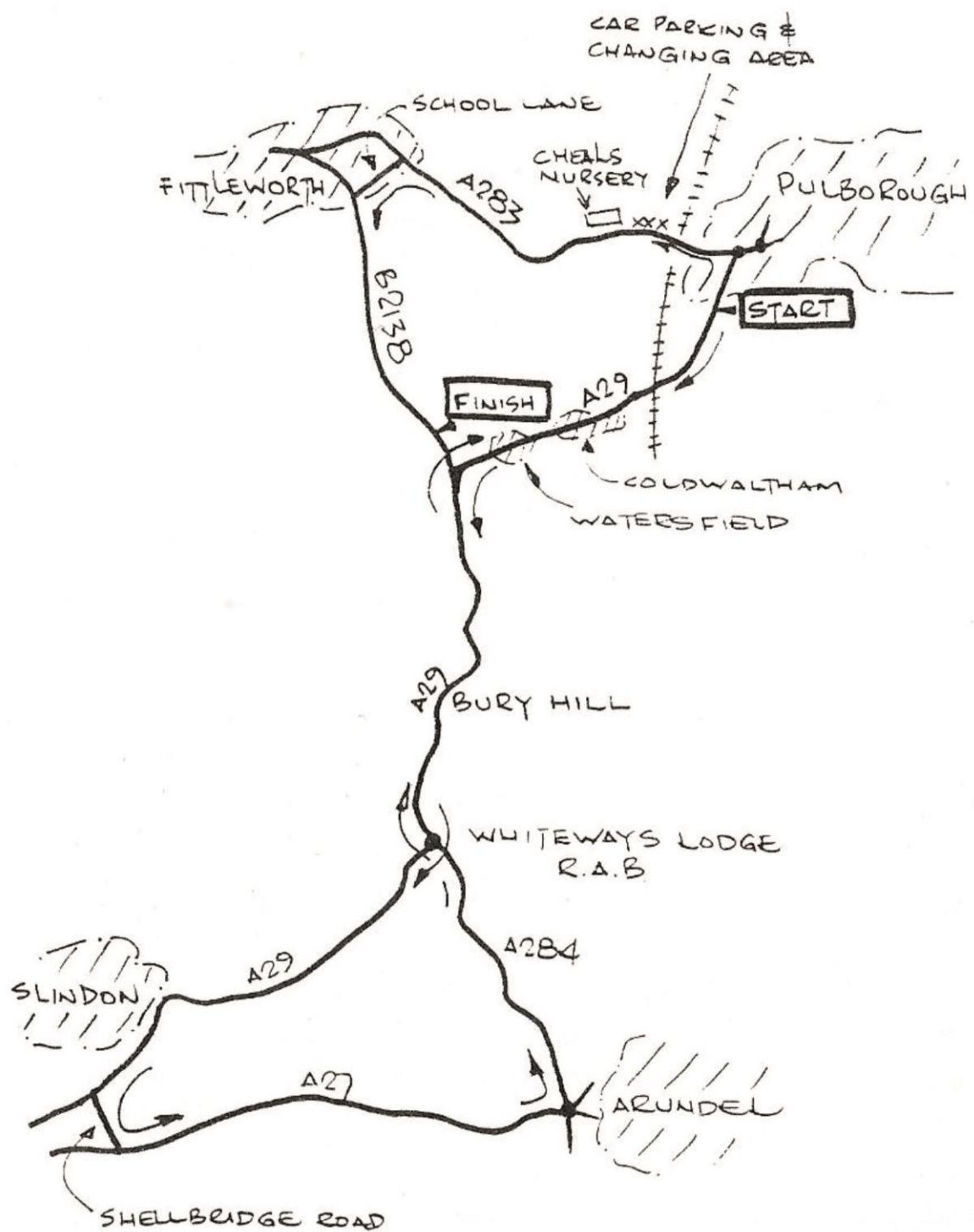
PUSHER - OFF Alan Stepney

H'CAPPER Don Lock

Almost a non event. Three riders are by the rules necessary for an event to be constituted. We did have five entries but one did not start, and one, Richard Shipton, was unwell and did not finish. Odd also that Jeremy did not enter, for his time would have given some degree of respectability to the winning time. Needless to say this one has been removed from the calendar.

THE HARDRIDERS - FORGOTTEN?

We slipped up really, should have got one of our freelance reporters out to cover the story, instead our Ed went. His head was full of his forthcoming holiday and after he had ridden out to Fontwell and up to Whiteways things were a bit hazy anyway!



HARDRIDERS COURSE [GS 992]

At least Club Events Supremo Mel Robertson never lost track of the result so we are confident of the accuracy in that respect. Incidents that are recalled include seeing the riders plummeting down Fairmile Bottom while Ed staggered his way up. Also the passing of pleasant words of encouragement as they returned through Coldwaltham with only a few miles to go. These offerings were it seems not greatly appreciated - four grimaces, three grunts and downright abuse from Grandad Ken R were the sum total of the responses received!

Chris Bacon was an obvious favourite but he was not flying and early checks indicated he was holding only a small advantage over the rest, with Tim Stedman keeping the deficit to a minimum and looking capable of posing a serious challenge.

The result shows that strength over the last part of the course enabled Chris to lever a little more time from his pursuers but Tim's effort was a good one and he certainly thrashed the handicapper.

HARDRIDERS RESULT 28-9-97

NAME	POS	ACTUAL TIME	H'CAP	H'CAP TIME
Chris Bacon	1	1-10-35	Scratch	1-10-35
Tim Stedman	2	1-11-38	4-30	1-07-08
Karl Robertson	3	1-14-27	7-00	1-07-27
Paul Carruthers	4	1-16-50	5-30	1-11-20
Ian Cheesman	5	1-20-59	12-00	1-08-59
Ken Retallick	6	1-21-05	8-00	1-13-05

Private Entries ...

Roger Smith	1-08-09
Richard Bonner	1-14-49

DNS ... Jeremy Wootton (Apology)

AWARDS

1st CHRIS BACON 1-10-35

H'CAPPER Don Lock
PUSHER OFF Mel Robertson
MARSHALLS Simon Markwick / Mike Irons
CATERING Dave Hudson

TOURIST TRIAL 1997 Part 2

We left the story in the Autumn Mag with our Ed. slightly ahead of Alan Matthews and Sue Dray, with Mike Irons 4th and Paul Toppin back in 5th place.

Now in part two we had additional entries in the McClelland family, but unfortunately lost Alan and Sue.

Comfortably seated in the Clubroom, we just had to work out a route on our OS198 Brighton and the Downs 1:50,000, show organiser Tony Palmer where we would be going and then answer some questions.

Spot heights, map references and other clues enabled all to pencil in the route correctly, so at this point Don still led. Mike Irons was second and Paul seeing as how he did get some points in Part 1, was third ahead of the McClellands.

The questions, like how many times did you pass under a Power line, and unrelated things like who won the 1997 Tour de France (when did he join the CTC anyway!) did not greatly affect positions save that now equal on points we now had Mike Irons and Don Lock.

The Palmer's eyes gleamed he had a tie breaker for just this eventuality - how many miles did the route cover off road? Our Ed thinks that Mike Irons actually slipped out of the Clubroom and measured it, anyway he was very accurate and that determined the destination of the Argent Memorial Bowl for 1997.

Well done Mike, and thanks Tony for your efforts in organising.

The Ed says he'd like to get his own back - could he organise it in 1998?

FRENCH LEAVE '97

Our second trip across the briny using fast ferries went off to a slow start, first an extra low tide was blamed, then technical difficulties with the engines were blamed. Talking to the cabin crew later it was explained the water jets which drive the craft draw a large volume of water, it is the rubbish, e.g pallets which get sucked in and cause problems. Nevertheless two raids to the cafeteria helped pass the time.

When we did get on the craft it soon became obvious why I had suggested that cleated shoes were best left at home, as part of the floor was polished wood strip, still no casualties were reported at this stage. There was little enough movement on the craft but Sue was more comfortable on the aft deck where some impression of the speed we were travelling at could be obtained by watching the cockerel plume of spray rising from the sides in a huge crescent and forming rainbows in the sun.

Soon enough we docked at the new terminal in Dieppe and left along the quay side and into the outskirts of the town. Taking position in the corner of a small square I sent all the members I could see up into the corner of the square and up the short but steep hill. At the top of the hill we stopped and waited for those who were presumably still walking, a head count showed that we were seven short. Alan Stepney went back to look for them, to no avail. After waiting and discussing what could have happened we pressed on, slowly at first to allow the others time to catch up. It later transpired that four of the group had no intention of riding with us but were merely using the discounted crossing to perform a Hypermarket raid. Unfortunately nobody realised this and the other three missing riders had become detached from the main group whilst waiting for the missing four.

Shame really for those that were left behind because as we finished climbing we passed through some of Rommel's Atlantic wall, decaying on both sides of the road. Then a mad hairpin descent, lovely views for those willing to slow up and look. Through the village of Martin Eglise, though we didn't go through the picturesque ford, and left into the Route de la

Foret which didn't half go on a bit. Some of the way up we passed an isolated house with a huge cider barrel converted into a kennel.

Shunning orders the group did not wait to regroup at the top and missed a turning. Paul Toppin rode them down, it was quite funny because someone offered the excuse "I saw that it was 1.2 Km from the top to the turning but my computer only reads in miles!" The forest is worth a visit in it's own right but we had more to come. Crossing the main road into something little more than a farm track we twisted among some plain, rather utilitarian farm land until another valley opened up with the road curving within sight to the bottom. Across the D1 again and round a magnificent church which bore the Commonwealth War Graves Commission plaque. Back along the D1 again and fork right over a railway track. As a point of interest the railway lines are not universally fenced and consequently the trains have to carry headlights.

Now the road undulated gently for about 5Km - sorry 3 miles for those with computers, and some stunning houses could be spotted hiding behind immaculate hedges. Thatched houses with irises growing on the ridge, and small cider orchards with people gathering the crop by striking the tree and gathering the fallen fruit to make the local soft cider, a cloudy mushy drink.

Passing some rare (in France) clapper board houses was our next turning a tiny, steep opening in the hedge which most took for a private drive, right and right again and along our next valley, lunch was calling but so was a puncture. Stopping outside some delightful houses the group spread themselves out to enjoy a spot of sunbathing on the bank whilst I changed the tube, Tony pulled a 9" (230mm) thorn from the tyre. We set off again along the suitably named Route du Beau Soleil. Three riders felt in need of some attention so decided on a bit of close formation cycling. They got it wrong and Sue and Colin returned with buckled wheels and David lost the brake retaining nut. He later found another.

We arrived at the lunch venue to find the owners had shut for

lunch or something and pressed on. The best bit was watching the group arrive at the stone bridge, a flimsy contraption over a raging torrent, designed to catch out cyclists with cleated shoes! Nobody dived in but Mike felt like a bit of sympathy and tried to chop his leg off with a circular saw or a chain ring, very similar those two. He didn't bleed to death however which is just as well really because I would have got into a lot of trouble for polluting the river.

Up to the main road and through a small village, the name of which escapes me, before riding through a campsite, then a sailing school and even a bridge with a gate in it. I'll let you know what "Endroite Interdit" means now. "No Trespassing"! But that only applies on foot, or so it seems.

Under the castle of Arques La Bataille we found an obliging cafe owner and beer and sandwiches flowed freely. Alan Stepney was keen to sink his dentures into some patisserie. I assured him that there was an excellent establishment at the bottom of the hill. He headed off, panicked when he thought that he had passed his dream shop and tried to head butt his way into - the butchers, easy mistake, we've all done it. At the bottom of the hill was the object of his desire and 155,000 calories later, after a chorus of mmmmmmmmmmm had finished we dragged ourselves back into the town.

Michelin Man

PS TO FRENCH LEAVE '97

The three who got lost at the start were your Ed with wife Maureen on her second outing with the club and only about her third outing on the bike, together with Dave Hudson. We had an enjoyable day and it was our fault that we got it wrong in Dieppe. We followed 90% of Richard Cooley's route and very pleasant it was too. It may in fact have worked out well for us, because although we would have enjoyed the company we may have been in difficulty on the hills. Maureen did brilliantly to cover some 32 miles but was happier to progress at her speed. Anyway we all met up again and enjoyed the trips across La Manche.

Thanks Richard for organising everything.

Don

WORTHING EXCELSIOR CYCLING CLUB
TIME TRIAL PROGRAMME 1998
 (Subject to R.T.T.C. Approval)

DAY	DATE	EVENT	COURSE	START TIME
SUN	22.2.98	LONG FURLONG CIRCUIT (2 LAPS)	GS983	0900
SUN	1.3.98	10 MILE	G10/98	0900
SUN	22.3.98	16 MILE (Pulborough)	GS993	0900
SUN	19.4.98	16.3 MILE (Ashurst)	GS982	0900
SUN	10.5.98	25 MILE Championship	G25/93	0700
SUN	31.5.98	50 MILE *(With Sussex CA)	G50/10	0600
THURS	25.6.98	25 MILE	G25/93	1900
THURS	2.7.98	10 MILE (2 UP T.T.T.)	G10/98	1900
SUN	5.7.98	100 MILE *(With East Sussex CA)	G100/86	0600
SUN	28.6.98	INTERCLUB (Clonmore Trophy)	P832	0630
SUN	19.7.98	30 MILE	GS941	0730
SUN	9.8.98	12 HOUR *(With Sussex CA)	G12/91	0600
SUN	27.9.98	HARDRIDERS	GS992	0900
SUN	4.10.98	HILLCLIMB	Spring- head	0900

EVENING 10 SERIES ON THURSDAY EVENINGS
COURSE G10/98 (Washington)

7th MAY - 18th JUNE 7 EVENTS
 9th JULY - 13th AUGUST6 EVENTS

Events marked * are run in conjunction with 'Open' events

WORTHING EXCELSIOR CYCLING CLUB
TIME TRIAL OPEN EVENTS PROGRAMME 1998
 (Subject to R.T.T.C. Approval)

DAY	DATE	EVENT	COURSE	START TIME
SUN	26.4.98	CLUB OPEN 25 MILE (Ray Douglass Memorial)	G25/93	0600
SUN	20.9.98	CLUB OPEN 10 MILE	G10/98	0730

AUDAX EVENTS PROGRAMME 1998

DATE	EVENT	DISTANCE	START LOCATION	ORGANISER
7.2.98	The Winter Warmer 100	100K	Ashington	Alan Matthews
8.3.98	The South Coast	200K	Worthing	Dave Hudson
8.5.98	The South Coast	400K	Steyning	Dave Hudson
8.11.98	The South Coast Hardriders	100K	Petworth	Tony Palmer

HELMETS

A lot of the hype has died down and people have decided for themselves whether to wear one or not. Personally I think that is right. Observing members in this Club it seems about 75% have opted for.

One of the biggest moans about helmets has always been that they are uncomfortable and hot. Well that argument now seems lost. The other week Mike Gibbs rode to Adversane complete with helmet. He stopped for 11's and then rode home - - - He noticed he hadn't got it on, when he went to take it off!

MORE BRIEFS

A "D.Lock" is one of the best anti-theft devices for your bike.

A "J.Lucas" is an old time cycle light.

A "P.West" is advisable when the winds from the East!

Tony Palmer's done his shoulder in. Rumour is he's been pumping iron three days a week at Withdean Stadium!

"Wants to get fit and lose some weight".

Now steady on old man, stick to tiles and rolls of wallpaper. You'll only go and do yourself a mischief!

Warm weather so early has quite amazing results - why by January 11th there was blossom on trees, birds were nesting and Paul Toppin was out on his bike and and Alan Cooper was out in his shorts!

"Chris Bacon" is best with egg and sausages.

"A.Cooper" is a barrel maker!

"Sue Dray" is a legal process against a low cart for carrying barrels!

Our 'illustrious' President suffered the inconvenience of a puncture on a club run a few weeks ago. Back wheel, of course, and everything dreadfully mucky. Certainly one stalwart put the punctured inner tube away and another did assist with the task of forcing the tyre back on, but it does raise the question: should there not be created the honorary position of President's 'Puncture repair Person' ? Our Ed thinks it an excellent idea and has no doubt that there will be any number of volunteers!

COURSES

Watch out for the Mel Robertson production, with plans by Tony Palmer, of all our local courses. Come to your clubroom and collect your copy.

A Nice Cup of Tea.

Sweat stings your eyes as you lean back exhausted, lending the earthen bank the weight of your pack to ease the soreness where its straps have cut in. Wrists ache from the weight of that b...dy No. 4 rifle, and the feet..... well, ammo boots aren't carpet slippers, however you try to soften them. Rasping breath consigns all officers and NCO's to the other place.

A dark olive-green van pulls up.... "NAAFI up lads!" - the first friendly words from the sergeant since you started out on this hell. A jostling and good-natured queue quickly forms, and ten minutes later good old char and wads have done their stuff. Shoulders "aw bettah now", feet eased, you swing along - "You knew a girl in fifty-two, and she was awful good to you - **Sound off!** One-Two, **Sound off!** three-Four".

Magic stuff, tea.

The leaf has figured large in cycling life for as long as most of us can remember - the most important information on the runs list was always the tea-stop.

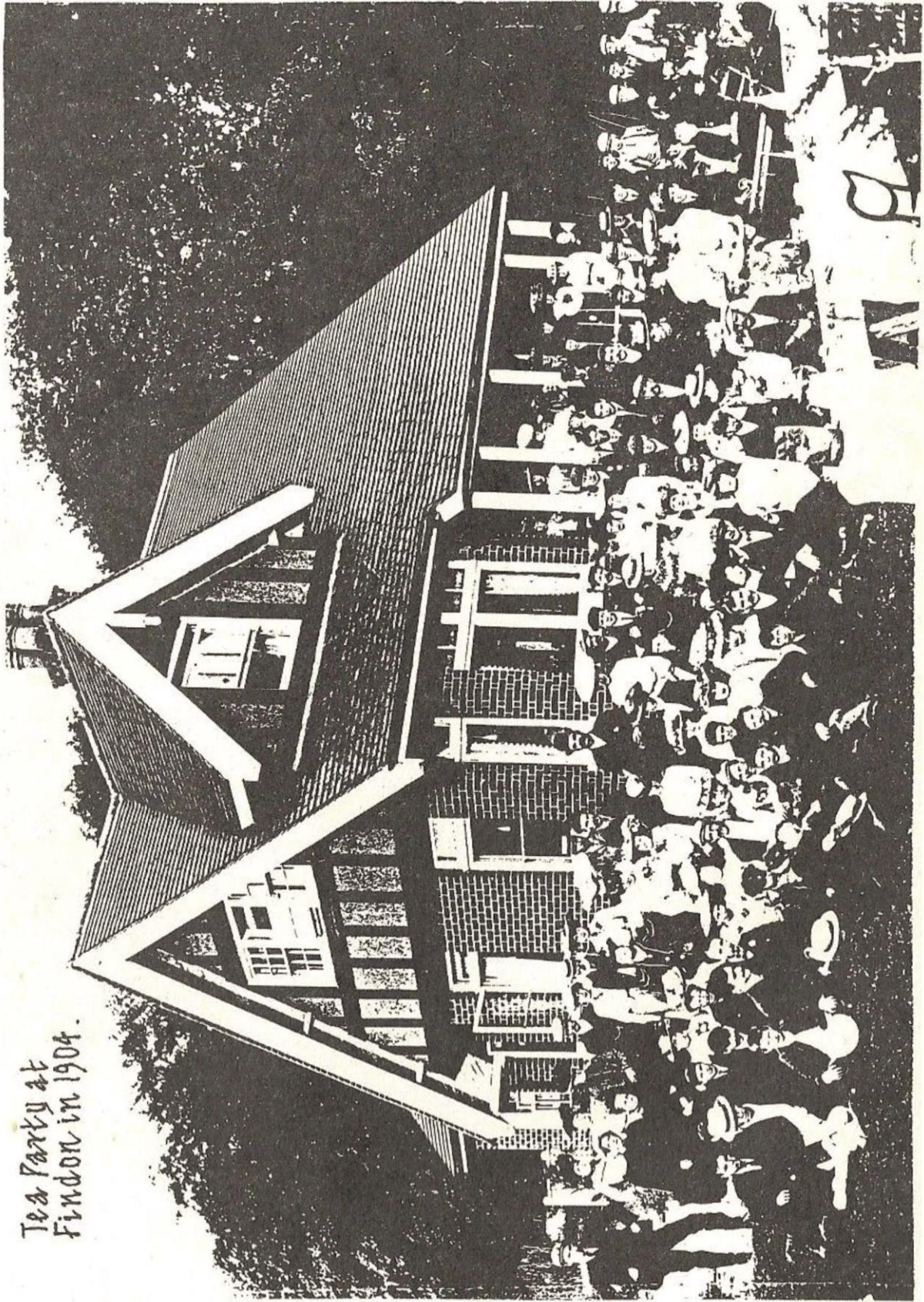
Mr. Charman's Frankland Arms was a popular stop for cyclists in the 1880's, so tea may have refreshed our founding fathers before they held that vital first meeting at the Washington Bostal. The amber liquid soon took hold of Excelsior life.

The Secretary's Tea

Charles Fibbens owned and edited the Worthing Gazette, to the great joy of Dick Long, alias "Dick Turpin", our then press secretary. In 1896, and every year thereafter, until 1908, when Charles stood down as secretary, he invited the club to tea at his home "Thistledown" at Nepcote.

These were late Victorian and early Edwardian days, so the ladies wore long dresses and dainty boater hats, and the gentlemen wore Norfolk jackets and knickerbocker trousers. Dressed like this they took part in novelty races, party games, and there was more heady entertainment, like the annual heavyweight foot race between Charles Fibbens and Councillor G.H. Warne, when, to quote Dick Long, "the ground shook under their thudding hooves".

Tea Party at
Findon in 1904.



"Thistledown" is still there if you want to see it - it's the chalet bungalow on the right as you ride up to Cissbury. If you do go, try to imagine the front garden as a large paddock, peopled with eighty to a hundred happy people - lump in the throat time!

The Strawberry Tea

Soon after he took over as club captain⁽¹⁾ from Mr. Hewer, Alf Chilton recognised that the Sunday social runs were being spoiled, especially for the ladies, by "scorching" by the racing men. To remedy this, Alf suggested that members set out in smaller groups, each at its own pace, to gather at the appointed tea-place, then go their separate ways afterwards. (How history repeats itself - I remember the Littlehampton club of my youth suffering from the same problem, and using the same solution!)

This worked, but Alf didn't rest on his laurels. In July 1897, as an experiment, Alf organised a strawberry tea at Ashington. I can't be sure of the venue, but it's a safe bet that it was the garden of the Red Lion, Ashington's coaching inn. Twenty-two members went, it was an instant success, and "a return match with the strawberries" was arranged for the following year, again at Ashington.

Alf couldn't get the Ashington site in 1899, so he booked the Frankland Arms at Washington. This too was a resounding success, and the "Feast of St. Strawberry" became an annual fixture, and the Frankland Arms, or rather the large field behind it, its continuing venue.

If it rained, the event was moved to the large club-room at the rear of the Frankland, but good weather was the rule. Duffield's captaincy became famous for it.

Proceedings usually began with four husky lads manhandling the piano out to the field, and the music began.

You ate your fill of "King Strawberry" smothered in cream, topped up with bread, butter and tea, all for ninepence. The Excelsiors sang, they danced, and entertained each other. We boasted several good pianists, at least four violinists, plus a flautist (Sam Clark), so never went short of music. After the feast, for those who could still move, there were novelty races, although, reading between Turpin's delicate lines, there were some who stole off for romantic walks up the hill to Chanctonbury.

Alf's whistle (where had that bugle gone?) sounded all too soon for the walk up the Bostel and the ride home. One doubts that it was always the idyllic picture that Dick Turpin painted, but I confess to a lump in the throat when first I read his description of the long line of twinkling rear lights as three and more impromptu choirs wheeled their happy (and bilious?) way back to Worthing.

It is said that imitation is the most sincere form of flattery. West Tarring C.C. (the "Fingleaves"), the Y.M.C.A. cycling club and others soon ran strawberry teas of their own. The field, by the way, was built on, probably in the 1950's, so there's no chance of reviving this one.

The President's Outing

Excelsior summer mellowed into Excelsior autumn, and came the President's outing. Soon after Councillor G.H. Warne accepted the Presidency, he resolved that he would each year "stand the club a feed". An hotelier himself, he always booked with one or other of his pals in the trade. Sometimes it was the Chinese Gardens at Hurst, (now Hurspierpoint), sometimes the Swiss Gardens at Shoreham, or the Railway Hotel at Selsey, and there he would lay on a superb lunch.

Late in the morning of the appointed day, the bulk of the club, some sixty sedate young ladies and gentlemen, wheeled gently in behind the captain, followed by the perspiring racing men, who had taken a more testing route. Finally the President's party, comprising Mr. Warne and the "elder statesmen", Bill Young, Jack Young and unnamed others, arrived regally in the President's motor-car, to be cheered in to dine. Yes, there was the usual round of competitions and merry-making, while Sam Clark indulged his enthusiasm for things ecclesiastical by showing the party around the nearest ancient church.

The Ray Douglass Tea.

And now we come full circle, and in a few weeks will once again celebrate the life of that gentle man and gentleman, Ray Douglass, and drink to his memory - in tea.

John Grant

1. After the President, the Club Captain was the club's most senior officer. Chairman? No, appointed only for the duration of the meeting he chaired.

CONGRATULATIONS

To Paul and Christine Carruthers, on the birth of their daughter Rosie, who made an early appearance in the New Year. Expected later in January she obviously felt 5th January was suitable! Only 5lb 1oz but they do say the nicest presents come in small parcels. Both baby and Christine are fine and poor old Dad's recovering!

The Home Baked Cafe, The Hornet, Chichester.

The welcome would not have been out of place in an Irish pub. You know what I mean, "There are no strangers here, only friends who haven't met." Well it was like that, only in this perfectly respectable tea spot the welcome was for one rather steamy cyclist arriving just before lunch on a Sunday. We were off to a good start.

Magpie clad waitresses cleared up from the leaving customers and one offered me a paper to read, having arrived alone (aah!), even before I had placed my order. Nice touch that. The pot of tea for one came promptly and with one of those neat little tea strainers that swivels to catch it's own drips, makes me smile anyway. This is the kind of place where all the crockery matches and a jug of water comes as standard, I got four cups for my 90p.

The fruit cake that came up when I asked for some rocket fuel was a delight, lighter than Coral's (Beam ends) but no less delicious, it slid down well indeed.

The background chatter was of theatre openings and book signings, sounds a bit highbrow but was comfortable

enough. I went to pay the magpies, £1.55, and was politely greeted with a reference to the number of cyclists to be seen here on different days of the week. And that brings us full cycle (sorry couldn't resist that), after all if you can't trust a cyclist to find a good watering hole, who can you trust ?

Help is required by Dave Hudson for the 400K promotion on 8th May. Please contact Dave on 01273 591840, or in the Clubroom. See our advert on page 40.

John Grant is our club historian because he's the only one that can remember the first meeting at Washington.

Back in '63

When John Lucas was just a lad - Yes, he was once, unbelievable I know, but by all accounts he was a bit of a wild one and a right tearaway in the road racing scene (massed start they used to call it then). A bit useful on Preston Park as well. Anyway his bike was his life and when it came to having a new frame the local and well thought of builder was Bill Rayment, then in Rutland Road, Hove, and when it came to detail John was right with the fashions of the time. No detail too small and no expense was to be spared.

The specification came into our hands recently and as best we can we have copied it for you to drool over. Just look at the price of those Campag bits (If you don't understand old money speak to your Dad!) and get that 'J.Lucas' in red on the top tube!

Doubt that the whole cost him more than £30 - now those were the days they were.

P.S It can still be seen on the Sunday Club run. Still looks good too, only John seems to be wearing a bit!

RAYMENT CYCLES

62 RUTLAND ROAD, HOVE, 3, SUSSEX

FRAME ORDER FORM

TYPE OF LUGS

Nervex Pro
Italian

TYPE OF FORK CROWN

Standard Nervex
Italian Slope

Seat Tube Length 21 1/2
(Centre B.B. to top of Seat Lug)

Top Tube Length 21 1/2
(Centre Head-Centre Seat Tube)

Angles. Head 72° Seat 72°

Chainstay Length 17 1/4

Type of Fork Ends Campag

Diameter of Seat Stays 3/8" 9/16" 3/8"

Bottom Bracket Height 10 1/2

Type of Brakes being used Universal
centre pull

Front Forks. Oval/Round.

Type of Hubs, or width over cones.
Front Rear Campag QR

BRAZED FITTINGS

Pump Pegs. Size Position Front of S.T.

Brake Stops Central/Offset/On Top

Gear Stops 10 speed H. B. central

Make of Gear Campag

Gear Lever Bosses. Left/Right

Lamp Boss. Left/Right

Head Fittings Campag

Bracket Fittings Williams Bottleless

Seat Pillar Campag

ENAMELLING

Enamel

Lustre Campag blue

Flam. on Silver

Head Panel

Seat Panel

Lug Lining Red

TYPE OF TRANSFER

Large Block Red

Script

CHROME

Fork Crown

Front Tips

Rear Tips

Front Ends 6"

Rear Ends 6"

Head Lugs

EXTRAS where not included in spec.

Campagnolo Ends £1-0-0. ✓

Campagnolo Seat Pin £1-16-0. ✓

Campagnolo Head Set £1-10-0. ✓

Stronglight Head Set 14/6d. ✓

Wrapover Seat Stays 10/6d. ✓

Mafac Bridge 7/6d. ✓

Seat Stay Stiffeners 10/- ✓

Front Fork Stiffeners 10/- ✓

Any other fittings, wheels, etc., can be supplied to order.

=====

OTHER DETAILS NOT INCLUDED ABOVE

guide rings to all cable stops.

World champs. rings on ST 4

and 1 set round head tube.

J. Lucas in Red on T.T

=====

NAME

ADDRESS

DEPOSIT £

DATE

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Friday 8th May

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