

THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB



SPRING 1988

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FRONT COVER

MICK MANSELL AT SPEED

SPRING 1988 ++++++ THE WORTHING WHEEL ++++++
Worthing Excelsior Cycling Club's Quarterly Magazine

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

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

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MISTAKE But I wonder how many people noticed. It was in the first four lines of the last issue. Poor Jim and Connie Hughes will think I have it in for them. It was only a few issues ago that they asked me to indicate that the canteen would not continue beyond 10 o'clock, now I'm trying to get them to stay for half an hour after everyone else has gone home. My apologies - we are correct this time.

PERSONAL PRIORITIES The crash hat question gets more and more debate. My own feeling is that it should be left to the individual, and personally I should very much regret the day, if it comes, when I can not go for a ride on my bike without wearing one. However, we are well beyond the debate stage when it comes to rear lights. The law requires you have one in working condition and switched on during the hours of darkness. This is a section of law that I no longer need, for to be without one is a quick way to get killed. The reason that I bring these two matters into one paragraph follows from my careful observation of one of our members a few weeks back. It was dark and it was wet, visibility was bad anyway let alone through the windscreen of a car. The rider, as always, had a crash helmet, but he was without any rear light, indeed I don't think there was even one fitted to the machine!!!!!!!

Don

TOP HUNDREDS I very much regret the omission of Mike Mansell's fantastic trike 100 from last years list, but I shall not apologise for Mike will bear me out, if I say that I must have chased him at least six times for this kind of information. I have to thank Reg Searle for drawing it to my attention. Reg says that the time of 4.36.58 compares to a solo ride of around 4 hours 9 minutes, and believes that it was in fact the actual fastest trike hundred in the country last season.

Don

RELIABILITY TRIALS 7TH FEBRUARY 1988

The 1988 edition Worthing Excelsior Reliability Trials were spectacularly uneventful, but who cares, it was a fantastic February morning with little or no wind, beautiful sunshine and a temperature that come May or June we shall probably have to wish for.

The Editor, who organised it came in for a bit of stick for the inclusion of Bedham Lane, south to Fittleworth, always difficult even without the ice which persisted halfway up; Duncton Hill, and the sting in the tail, over Steyning Bostal; but in between these it was a fairly painless course as is borne out by the 59 qualifiers from the 76 entries, and nearly all home with plenty of time to spare. Next year, perhaps, it would be a good idea for the route sheet and event details to make it clear that no allowance over the stated time is given, or, should the committee decide, how much time will be allowed. Three riders actually waited to clock in just after their standard as they thought this was intended. Maybe also some restriction should be placed on those finishing too early, for example, an 18 m.p.h. limit perhaps. The R.T.T.C. do have a set of regulations regarding reliability trials, and while the Editor feels that informality adds to the event and lots of rules and regulations could detract from it, nevertheless, large groups of riders travelling at speed are bound to cause road problems and these must be avoided.

Anyway the short route - for beginners - youngsters - and those wanting to get to the Veterans lunch was set at 32 miles and from Washington covered a pleasant route to Ashington, Dan Hill and Adversane and then on to Wisborough Green before heading south through Bedham to Fittleworth. Then after a short stretch on the A.29 and with Bury Hill looming large in front of them, the riders, with relief, turned east through Bury village to Houghton and back to Washington via Amberley and Storrington.

The sixty mile route followed the same course to Fittleworth but then turned west through pleasant lanes via Coates and past Burton Mill and Pond to join the A285 north of Duncton. The climb of Duncton Hill had one or two walking , but most, with very different styles and speeds made it on two wheels. It was now a long south west run, still on the A285 through Halnaker and Boxgrove to meet the A27 just east of Westhampnett. A flat section that doesn't seem to have been used before for reliability trials, then saw the field out through Eastergate and Barnham to Littlehampton and back to Worthing. The organiser had planned to finish up the A.24 to Washington (honestly) but the mileage wasn't enough, so it was on a little farther east to Sompting Church and then the climb over the Downs to Steyning, and back that way to Washington instead. But on such a lovely morning you should have been grateful, the view of the Sussex Weald was magnificent.

Thanks to David Davies for taking the names and the money, and to John Gilbert for holding the watch. Thanks also to the checkers, Ray Douglass, Joe Simpson and Cliff Hawkins at Wisborough Green, Ian Reader at Houghton Bridge, Brian and Betty Cox at Westhampnett, John Grant at Littlehampton and Ken Atkins at Sompting. Finally thanks to Maureen Lock in charge of the drinks at the finish.

Successful riders were:-

60 mile in 3hrs.45mins

Miles Davies	W.E.C.C.	Keith Hall	W.E.C.C.
Jason Buckley	"	Pete Nightingale	"
Les Frost	"	Nick James	V.C.Etoile
Dave Bacon	"	Mike Coyle	"
Paul West	"	Adrian Cooper	-----

60 mile in 4hrs.20mins

Colin Miller	W.E.C.C.	Marvin Lucas	W.E.C.C.
Paul Toppin	"	Don Lock	"
Richard Shipton	"	Tony Palmer	"
Bob Withers	"	Jez Maddock	"

Dave Hudson	W.E.C.C.	S.Tully	B'ton Mit.
R.Jones	Byways R.C.	A. Green	"
Paul Fox	Gatwick C.C.	P.Davies	"
Mick Burgess	Lewes Wands.	Joe James	Central Sx
Paul Hardcastle	Amphibians	J.A'brecht	Amphibians.
N.Coe	"		

32mile in 2hrs 10 mins

Dave Elson Brighton Excel. Andy Smith and Christine Barnett (tandem) Worthing Excelsior.

32mile in 2hrs 30mins

Neil Lambourne	W.E.C.C.	John Wiseman	W.E.C.C
S.Barratt	"	M.Roberton	"
P.Seymour	"	K.Roberton	"
M.Bacon	"	W.Procter	"
T.Bacon	"	Robert Downham	"
Keith Harmer	"	Mike Gibbs	"
Toby Harmer	"	Sheila Lucas	"
Ben Hockett	"	John Lucas	"
Darren Stepney	"	J.Moorey	Rother V.
Alan Stepney	"	F.Allen	B'ton Mitre
P.Etheridge	Amphibians	A.Marchant	Amphibians
S.King	"	P,James	"
R.Hartwell	"	F.COe	"
Miss J.Rowe	"		

THE FIRST RECORD OF THE YEAR is claimed by veteran Keith Dodman who was out in shorts on February 20th. We would have thought that such old knees, attached to an equally old head, would have been wiser by now. Of course, the other interesting fact is that Keith, he of the unknown birthdate, was actually out on a run with the 'over forties' group. Well that should tell us something.

CLUB ROAD RACE PROGRAMME 1988

- Saturday : 9th April: Ashington Village Hall: 2.0.p.m start. Race for juniors and third category senior riders . Distance about 43 miles.
- Mondays : 16th and 3rd May : 6th and 13th June - The Evening Criterium series. For 1st,2nd and 3rd category senior riders . Each race is about 38 miles with a 7 p.m. start. The race headquarters will be Ashington Village Hall.
- Sunday : 21st August : The Surrey League races promoted for the league by Worthing Excelsior. Headquarters: Staplefield Village Hall. First race approximately 60m for 3rd category riders only starts at 9.30 a.m. The second race of 75 miles is for 2nd and 3rd category riders and starts at 1.30.p.m. This is a tough 15 mile circuit - Staplefield - Whitemans Green - Balcombe - Handcross - Staplefield.

REST OF SUSSEX DIVISION ROAD RACE PROGRAMME 1988

- Monday 2nd May Eastbourne Spring Road Races. 3/J/L/V and 1/2/3 at Laughton
- Thursday 12th May Southborough & District Wheelers P/1/2/3/J/JUV . Brands Hatch.
- Sunday 15th May Eastbourne Antiques Road Show Veterans. Laughton/Ringmer.
- Sat/Sun:28th/29th May V.C.Etoile Giles Ree Memorial Two Day . 1/2/3 Crowhurst/Outwood.
- Saturday 4th June Sussex Divisional Championships Juniors and 1/2/3 Lavant.
- Thursdays 2nd 9th and 16th June Lewes Wanderers Evening Criterium series 3/J/V/L Laughton
- Sunday 19th June Southborough ANC Sussex Grand Prix P/1/2/3 Tunbridge Wells
- Thursdays 7th 14th and 21st July Eastbourne Sunset Sprints 3/J/V/L Rushlake Green
- Monday 29th Aug.East Grinstead G.P. 1/2/3.
-

IT'S RUMOURED that Tony Palmer, after a less than rigorous winter's training programme, has found it very difficult to get right down on the drops. The racing position seemed to require a flexibility where little room for bending remained. He has now, for a period, taken to sleeping in a single bed - and across it's width!!!! That should achieve something he hopes. Wife, Ann, has not been available for comment.

PRESS SECRETARY Please will all riders report on their rides to our new Press Secretary Keith Harmer, whose telephone number appears on Page 1. Whether it was a road race or a time trial, or perhaps even a randonnee, Or a training weekend, or a track meeting. Make sure that one person reports to him if there are a number attending the same event. It is important if we are going to achieve space in the papers, that he has news for them every week.

SECRETARY'S REPORT as delivered to the A.G.M.

1987 was a significant and successful year for the Club. Our Centenary was celebrated with a number of memorable events and occasions. From the Club photograph (now immortalised in 'Cycling!'), through the Reliability Trial, Centenary Tea, 100 mile ride, Barn Dance and finally the Centenary Dinner, the events were well organised, enjoyable and a tribute to those many (though never enough) hardworking club members who give their time and effort to put on these events. I am sure you would wish me to thank them all for their hard work in this busy year.

The club has also been extremely successful on the racing scene. The enthusiasm and work of Pete Scarsbrook produced some excellent road races, and gave the roadmen a new trophy to sharpen the competition. A full time trial calendar (perhaps too full!), organised by Tony Palmer and Ken Atkins gave everyone a chance to gain race experience and contributed to a string of new records at all levels

and distances. Most of the new records were gained by well known club riders like Pete Danckwardt, Andy Smith, Richard Shipton and Mike Mansell, but our newer members showed a promising first season. We thank all our sponsors for their help in many of the events promoted in 1987. It seems to have been the year of the tandem too, and we look forward to more record breaking performances from the Gibbs machine and the Andy Smith/Christine Barnett duo.

Though club runs suffer in the summer, they provide a mainstay for the social of the club in the 'off-season'. With the Randonnee, Reliability Trial and Tourist Trial they offer the non-racing members of all ages the opportunity to enjoy social cycling in the beautiful Sussex countryside. It is a little disappointing that, with well over 150 full members, more do not take part in these sociable events.

We must also thank our stalwart caterers for their life-saving tea and cakes at racing events and in the clubroom - Connie and Jim Hughes and, at the events, Carol Stanbridge and her team of helpers. In this age of equal rights there is no reason why some of the tea and cakes cannot be made and served by men (and boys!), so if you can offer to help - please do!

Finally, remember that we can devote all our efforts to finding a Clubroom this year. The excellent (sic) club magazine will keep you informed but we need everyone to be aware of our needs so that no opportunity is missed. If you think you can help however little, please ask. Bob Grange Secretary

RIDING IN A GROUP

Is there much to say about this? Is there any difference to riding just with one other, or alone even? So far as actually propelling the machine, you do just the same things, sit on the saddle, hold the bars and turn the pedals, but let's think of some of the things that do in fact make it quite a lot

different:-

The obvious one is the protection you get from the wind, having someone up in front, and even side buffetting is frequently much reduced. But bear in mind that if it is windy , and especially when you are riding into a gusty wind, that those in front of you could very suddenly be slowed by the wind, an effect not so apparent from your sheltered position, so watch you don't suddenly climb all over his back wheel. To get the full benefit you don't want to be too far back, but at the same time, to try and ride an inch off a back wheel takes a great deal of experience and, vitally important, you need to know the type of rider you are following. Is he going to keep steady or might he be a bit erratic in his style. Normally in a club group about 18 inches is about right. No one, however, wants you to ride along with your eyes glued to his back wheel. Quite apart from not seeing the scenery, you will soon have an accident, through not keeping a proper look out ahead. No one will thank you if you fail to stop and bring the bunch down in a heap. You will find, especially when riding with experienced club members, that you will be able to keep a look out ahead, and your peripheral vision will enable you to keep roughly level with your club mate alongside. Also, you will soon gauge the distance back from the actual body of the rider in front that gives you that approximate 18 inches margin. Remember we want the group to be in twos, except when traffic or road conditions suggest otherwise, when we will 'single up' and we want to keep the group nicely compact. If you are out of place, so will everyone else behind you find himself unable to keep his place.

Braking is important, but quite often it is done unnecessarily. Keep your progress as smooth as you can. If you are watching up front you will know whether they are just easing their speed - perhaps to give something time to clear the roundabout or

junction ahead, or whether there is an obstruction which is going to bring you to a complete halt. If the former, just to ease up on the pedals may be enough, or sit up that also will slow you slightly. You obviously keep your hands near the brakes, and, if you have to use them, try to squeeze them, rather than snatch at them. As well as preventing a skid, which is expensive on tyres as well as dangerous, it keeps the slowing down more controlled. Frequently just the slightest squeeze is enough, as the speed in front picks up again.

When changing gear watch that you do it smoothly, indeed make sure that the mechanism is working properly before you leave home, because a chain off, or even a bad change, can slow you sharply and cause chaos behind you.

Keep a straight line, don't wander or swerve in and out. If you are on the inside, about a foot to eighteen inches from the kerb is about right and you will then be able to miss most of the kerbside drains. If you are on the outside, don't crowd the one alongside - have about a foot between the bars, and, of course, don't wander out into the centre of the road. If you need to look behind put an arm on your neighbour's shoulder while you do it and be quick. This will steady you, keep you straight and also you would feel instantly if he should start to brake. Be careful of doing this if the person alongside you is an inexperienced rider. The position at the back of the group on the outside carries with it the responsibility of warning the group of any build up of traffic, which would warrant a "single up" call. In addition, with a very pronounced signal to traffic behind, you are in a position to assist the safe crossing by the group when turning right.

Consideration for the rest of the bunch also dictates that you ride sensibly and observe the kind of smooth riding that has been mentioned. It also means, wherever possible pointing out with left or right arm, as appropriate, any pot holes. Give a

shouted warning as well if you can, especially if it's a bad hole or one that can be easily avoided. Keep a good look out ahead for hazards of any kind and give a warning to those behind you. If you are leading make sure you give as much indication as possible of the direction to be taken at the next junction. Indicate clearly to traffic as well as your mates where you are going. Finally in considering others try in wet weather and at all times in the winter to have mudguards and mudflapson both back and front. It will probably stop us being turned away from the up market coffee stop for looking so thoroughly undesirable. It could also save a lot of hassle from whoever does your washing! If you are likely to be with a group at night it is important to them as well as you that you are carrying good bright front and rear lights and reflectors.

The "chain gang" originated really from training groups and it is a simple system of rotation within a group to ensure that everyone has their turn up at the front . Imagine a group of six in pairs, the outside rider at the front moves smoothly ahead of his partner and without cutting him up moves to the front and against the kerb. The second outside rider moves up alongside him and so on, with the last inside rider moving to the outside. In a training group this is done at speed and frequently to keep the pace high, and it can considerably increase the overall group speed. In a normal club run group it can be done every mile or so. It still gives the fair turn at the front, and it is the safest way to change over for it avoids anyone having to move out into the path of overtaking traffic. It also has the social benefit, like the 'Paul Jones' dance, of giving you a chance to chat to several rather than just one of the other riders.

When you are at the front try not to be always half a wheel ahead of your neighbour. You will soon get the feel of a group, whether it is pushing along briskly, or taking it a bit steady for the sake of

slower riders.

On steeper hills a group will invariably break up with styles and pace likely to be very different, but once over the top try to regroup as before, as quickly as possible and allow the slower climbers to get back in the group without a long chase. If you get out of your saddle as you climb a hill make sure that the movement out of the saddle coincides with a good thrust down on the pedals, to keep you moving at least as fast as you had been. It is easy to get out of the saddle and come right back at someone. If you decide to get off and walk, make sure that you do not impede a rider behind.

So there is quite a lot to it - but you'll soon pick it up.

Don

IT'S RUMOURED that after the recent Club auction both Christies and Sothebys are interested in handling future events. Dave Dallimore told them what they could do with their commissions though, and cantered back home to Brighton on his BLACK HORSE leaving a pile of..... in the doorway.

CLUB MEDIUM GEAR TEN

The opening event of the season, the ten where gears are restricted to 72" was held on the Washington course on Saturday 27th February. It was a lovely afternoon and those who thought that some good times would be returned were not disappointed.

Turning young legs in a manner that makes most veterans look positively lethargic, it was right that two of our brightest prospects were to come to the front. Marvin Lucas who was, at 14, the winner in 1987 confirmed his continued improvement to win again, but with a time of 24 minutes 46 seconds was 24 seconds faster than '87. Jason Buckley showing the benefit of all the training that he has put in during the winter, knocked no less than 3 minutes

from his **1987** ride to come home an excellent second with 24.57. The full merit of these rides is very apparent when you consider that in third place was our 'fit all the year round triathlete' Kevin Spilman and back on 25.37.

Full Result:-

1st. Marvin Lucas	24.46	0.20	24.26
2nd. Jason Buckley	24.57	0.25	24.32
3rd. Kevin Spilman	25.37	Sc	25.37
4th. Trevor Leeding	26.20	0.20	26.00
5th. Colin Miller	26.30	1.50	24.40
6th. Paul West	26.49	1.45	25.04
7th. Steve Gumbrell	27.02	1.25	25.37
8th. Colin Toppin	27.20	1.35	25.45
9th. Keith Hall	27.26	1.50	25.36
10th. Jeremy Arnold	27.49	1.30	26.19
11th. Vern McClelland	27.50	1.50	26.00
12th. Peter Stevens	28.01	2.30	25.31
13th. Guiseppe Martello	28.26	3.30	24.56
14th. Neil Liston	28.40	3.30	25.10
15th. Darren Stepney	28.41	3.35	25.06
16th. Alan Stepney	29.52	3.10	26.42
17th. Alan Matthews	30.41	2.55	26.46
18th. Reg Searle	32.20	6.50	25.30

The time of Neil Liston is noteworthy when it is realised that it includes 2 minutes late start. He would have taken the handicap award easily. He said he went for a warm up before the start and found that it took him longer to get back up Washington Bostal than it did to go down. I found that out a long while ago! A shame though for it was his first time trial and it would have been a very deserved medal. Another interesting ride was the private trial by new member, but experienced roadman Martin Round who pedalled comfortably along to record 25.47.

Martin **ROUND** said he wont be when he gets his weight down.....

THE CIRCUIT OF LONG FURLONG

A nagging northerly wind was all that was wrong as this, the second event of the club's time trial calendar got under way on Sunday 28th February. There were nineteen down to ride and all save for Colin Miller, a puncture victim, started and finished.

Basing their predictions upon the result of the previous day's ten, the prophets were looking for another win from young Marvin Lucas, but strength on the hills and stamina over the longer distance would play their part. Kevin Spilman stung by the two youngsters beating him on the Saturday was one who did not listen to the forecasts.

The start was not until 10 a.m. but still most decided training tights should continue to protect knees, although it was a morning when it was far colder marshalling than it was riding. There were a number of the new skin suits on show but most were clearly covering thermals and other windproofing articles. Colin Miller actually stuffed the rest of the race numbers up his jersey!

Marvin, off at number 15 cheerfully bade farewell to Don (NO.16) with some comment about see you on Tuesday, and took no notice of Don's optimistic "see you up the road". He went off so fast our Ed. was convinced that the scenery actually moved backwards.... Now did he go off too fast? Was he just a bit too keyed up he tried so hard he lost most of his breakfast at one point ?

As the riders began to complete their first lap it was soon apparent that Marvin and Kevin were breaking away from the rest, only Trevor Leeding remained within striking distance.

On completion of the hard fought second lap there was very little in it. Kevin had recorded a fine time of 45.25, and as Marvin came up the road there were just not quite enough seconds left. If he could have heard the timekeeper his ears would have caught " twenty eight....twenty nine" . The minutes were the same. So it was Kevin by a whisker

which I suppose, if you think of it, is a bit unfair on Marvin, seeing as how he doesn't have to shave yet.

Trevor maintain his distance from the rest of the pack but made no impression on the leeding two. His time for third spot being 47.18. Of the new names particular mention should be made of Mal Roberton who rode very well to get home in 6th place.

Full result

1st. Kevin Spilman	45.25	1.00	44.25
2nd. Marvin Lucas	45.29	2.00	43.29
3rd. Trevor Leeding	47.18	1.45	45.33
4th. Don Lock	48.59	2.15	46.44
5th. Jeremy Arnold	49.00	4.00	45.00
6th. Mal Roberton	49.05	5.00	44.05
7th. Dave Dallimore	49.10	SC	49.10
8th. Keith Hall	49.54	4.30	45.24
9th. Steve Gumbrell	50.53	3.30	47.23
10th. Bob Withers	51.16	2.30	48.46
11th. Peter Stevens	52.01	5.00	47.01
12th. Guiseppe Martello	52.20	5.00	47.20
13th. Alan Stepney	54.00	6.00	48.00
14th. Darren Stepney	54.25	6.15	48.10
15th. Alan Matthews	57.53	5.00	52.53
16th. Neil Liston	58.55	5.00	53.55
17th. Reg Searle	1.01.26	9.00	52.26
18th. Neil Lambourne	1.04.43	5.00	59.43

Private time trials: Martin Round 46.50
Clive Goward 50.13

CYCLING, the unfriendly sport?

There is a saying that "manners maketh the man".

Now being "athletes", which is what we really are! We all have some sporting aspirations, and with these aspirations comes a feeling of eliteism, feeling better or superior to our fellow human beings is one of the character traits we all possess. No one likes to feel inferior. We are, of course, in

a physically and mentally prime state, ready and eager for the onslaughts of competition.

But as you wait in a queue looking down from your elitest pedestal, sneering at the lower forms of life, the beer drinking, 'Sun' reading, cigarette smoking people that surround you, have you ever given it the slightest thought, that amongst these mere 'humans', there might, just might be, another Cammish, Harris Moser or Roche ?

Where then does this insular attitude in our sport come from? Is it because we look down upon other forms of human life as something to be avoided at all cost, or does it stem from the fact that the average man with wife and two kids, looks down upon us, as something of a curiosity, a bit cranky even ? You must admit walking around in tights and brightly coloured vests, and cycling shoes giving us the gait of a crippled ballet dancer, is a bit strange. But why don't we take time to explain to our fellow man, why we look like we do.

Without a steady influx of members into the cycling world, our world of course, an elitist world will die. When in the future looking at these others and their failings, why not, instead, consider the failings in ourselves. With a larger membership to call upon we could be right back in the top echelons of world cycling.

So, is it not the duty of everybody to spread the word, be more friendly and open, let people into our dark masonic secrets, before another Doyle or Delgard slips through our fingers?

A bit more integrating of the new members into our sport will go a long way to improving public image. Along with a better public image will go more bargaining power. Responsible cyclists, with a good friendly image might improve chances of promoting events with full police cooperation. Above all else it might change the anti-cyclist attitude of some motorists, and save a life or two.

Gary Collier

CALSHOT '88 REPORT

This year, as in the last three years, the Worthing Excelsior were represented at a training weekend at Calshot Activity Centre in Hampshire. Like last year it was organised by the Southend and County Wheelers. We were represented by Marvin Lucas, Darren Stepney, Steve Gumbrill, Jason (Bernard Hinault) Buckley and myself. I rode here regularly, but the others were facing the indoor steeply banked track for the first time and, quite rightly, were viewing the prospect with considerable apprehension.

The weekend would be spent partly on the road and partly on the track, and these sessions would be interspersed with lectures on various biking topics. Arriving at 7 p.m. on the Friday (12th February) the main group were soon tucking into their evening meal but I had to get on with my weekly track session. We were introduced to the coaches who were running the courses and we were divided into groups according to experience and ability; Darren went into group 'D' Steve and Jason into 'C' along with Steve, and Marvin who was the youngest one there and myself went into group 'B'. The evening wound up with a video of the British squad riding in Australia and a short discussion led by National Squad mechanic Geoff Shergold on bike mechanics and other cycling topics.

Up at 7 a.m. we were treated ? to a short run which was followed by stretching exercises demonstrated by super veteran Dave Watson. Dave by the way, is 48, a first category roadman who finished fourth in the National Veterans Peter Fryer Trophy Series last season. We were then allowed breakfast, which was followed by a talk on track racing preparation by ex-sprint ace Dave Handley and Geoff Shergold. We were given some very definite advice here about not overtaking on the inside, and what should be used to stick tubs on with. The period to lunch time was employed with two groups including Marvin and myself covering about 40 very wet and windy miles in the New Forest while

the others went down to the track for some coaching from Mick Bennett. When we returned we were to hear stories of Darren having fallen for the older woman, when he came down with one of the assistant coaches who was also trying her hand at this type of track riding for the first time.

Lunch was followed by a short talk on training, and clothing. Mention was also made of the need to have mudguards on the training bike. Here we received the benefit of the advice of no less a person than Tony Doyle himself, as well as coach Mick Bennett.

The four groups now changed over from the morning and Marvin and I were down on the track and riding in the shadow of the great man himself, while the others did a 20 mile ride, curtailed apparently because of the weather and something about they kept dropping the coach!!! On the track Doyle first strung us out behind him but then dropped back to talk to each rider, offering advice about track racing and the riding position. Geoff Shergold was handy at the trackside to assist with any necessary bike adjustments.

In the evening we had a talk on road racing tactics and also on the theory and practice of team time trials from Dave Watson and the weekend's organiser Bob Barber.

It was a real time triallist's start on the Sunday, up very early for a ten mile team time trial before breakfast. Save for Marvin we made up a Worthing team and felt the part in our Worthing Excelsior track tops. We stayed together and finished about half way down the finishing order. Marvin was thrown in with the lions rather and was dropped by the rest of his team, which proved to be one of the fastest.

Breakfast was followed by a talk on food and nutrition. Groups 'A' and 'B' then went out for a ride which was a steady pace and enjoyable. The others spent the time on the track with Jason

forever trying to follow National squad rider Sally Hodge and eventually coming to grief at the bottom of the velodrome.

Again the groups changed round for the final afternoon session with a ride in the New Forest for some and time on the track for others. This time it was Marvin who came to grief. Forced, so he tells us, to go too slow on the banking, but he was soon up and running again.

With these sessions over we packed our gear, said our farewells and left for home. Everyone seemed to have enjoyed and gained from the experience. Despite the falls there was plenty of enthusiasm for another visit in the future.

For the record

Marvin, Darren and Jason all came off once. Only Steve and myself avoided this indignity. Darren managed to collect 3 autographs from Tony Doyle.

I collected one - for the wife.

Paul West.

From the Committee meetings

Many of the Club trophies have been going for so long that there is no room left for further engraving. Do we have a woodturner in the Club, or do we know of one who could perhaps make us some new bases?

On 1st February we welcomed the following new members: Pete Seymour, Steve Barrett, Guiseppe Martello and Martin Round. In addition John Pedley became a first claim member having been only second claim previously.

We learn that the Sussex C.A. are to promote an Association Hill Climb on Steyning Bostal. A trophy is being provided by Mrs Dawes in memory of her late husband Alf. This year it is likely to be rather informal and more details will be provided when available. From 1989 it will be a fully fledged Association promotion.

Andy Smith is going to get a nice quality photo album for the Club and try to put together a 1987 Centenary Year collection. The photos taken in the Clubroom and at Washington and those from the press and Centenary Dinner will give him a good start. We do however, need a lot more to show all our activities so would you please look through yours and sort out a few good ones that can be donated. Perhaps then we can have it on display at the next dinner.

Annual Dinner 1988 was booked for 19th November and this year we shall be back at the Chatsworth Hotel. Once again the Editor will be pleased to take early reservations from members with £5 deposit at least per ticket. We haven't got an organiser yet so what about someone from outside of the Committee having a go.

The evening tens at Washington will almost certainly be stopped unless we take very definite steps to ensure that cars are not parked at the start. Even to collect numbers must be stopped. All cars apart from organiser and timekeeper which must still be off the road are to be prohibited. Local police with whom we have good relations and enjoy much cooperation, have received complaints and we must avoid this. **ALL CARS THEN MUST BE PARKED AT THE FINISH AND ON THE VERGE OF THE SOUTH BOUND CARRIAGEWAY.** It would be a tragedy if this popular series was stopped, so please obey this instruction.

Springfield Book Publishers have extended a 35% discount to Club orders. Members can order through Don Lock who has details of the many cycling and other books available. Members will receive 20% of the discount and the other 15% will go to Club funds. already the Club has benefited to the extent of nearly £30.

Ian Leeding is now handling orders for the new racing vests and skinsuits, also shorts with Club name panel. Again there must be some deposit, about

a third of the price and the balance must be paid on receipt of order. Current prices are:-

Track vests.....	£19.50 to £22
Road vests.....	£20.00 to £24
Shorts.....	£19.50 to £22
Bib shorts.....	£26.00 to £29
Skinsuits.....	£35.00 to £39

Beginners The Road Time Trials Council handbook for this year has a new section right at the back (pages 345/6) which is particularly for new time trial riders. For 1988 we have a good number of members falling in to that category, and we do earnestly suggest that they take an early chance to read it. It explains briefly how time trials are conducted and deals, in simple terms, with a number of matters that a new rider might, mistakenly take for granted, or just not think about. It also explains about entering events and reminds us that the minimum age is 12 and that under 18 parental consent is required.

Do you know that you must not carry any kind of advertising material on your clothing, even in Club events? Even if you don't know what all the foreign words are, one thing is certain, it is advertising. Are you aware that if you are caught by another rider that you have to drop back? About 50 yards?

There is then the most basic but most important rule of all. You must at all times obey the highway code. Do not think that just because you are racing that a car which has the right of way, is going to give way to you. He is not and you have no right to expect that he will. Remember also that marshalls are there only to show the way they must not direct traffic. It is up to the rider to know the course and he should not expect to find marshalls on every corner, although in open events it is usual to have plenty of marshalls for the benefit of riders who may be riding a course some long way from where they live.

If you've any other questions please ask.

THE FIFTY / FIFTY SALE 1st.March

This one was not so successful financially as others have been and for that we blame not Dave Dallimore, an absolute hoot as the auctioneer - excellent entertainment value, but all those who made no attempt whatever to extract one morsal from their bike sheds. The event was well publicised, yet from a membership of around 200 only half a dozen managed to produce anything for sale. The fact that Dave managed to coerce just over £50 from the , also rather poor attendance, was quite remarkable.

Dave Hudson is considering trying another one at the end of the season perhaps in October or November, when maybe there will be fewer out training and more looking for bits for the winter training machine. Watch out for further information on this but why not set aside a box for spare bits, so that come the next one, you will be able to contribute.

Thanks anyway to the two Dave's for their efforts, and still a worthwhile addition to the Building Fund.

NEW MEMBERS

At the meeting in March we welcomed no less than 10 new members into the Worthing Excelsior. Lewis Millen, Melvin and Frederick Robertson, Mike and Thomas Bacon, Vernall McClelland, Michael Barton. All first claim. Harold and Judy Coleman and Roger Howells as Associates. Try and get along to the Clubroom on Tuesdays and get your-selves known. It is not always easy walking into a large room full of people all chatting away, and you know no one. As an opening try..... "I'm Fred Smith and new around her..... who does what?" We hope you will enjoy many years of cycling involvement with the Club.

FUN WITH MEMBERS NAMES not me this time.... In the start sheet for the S.C.A.2-Up Bob Withers name was down as "Witherers". I shall complain to the organiser Andy Softwood " (Attwood) said Bob.

ANNUAL GENERAL MEETING 16th February

Election of Officers:

President: Ray Douglass

Vice Presidents: Jim Hughes, Connie Hughes, Brian Weir
(Life) Ray Douglass, Don Lock, Maurice Reeve
-Black, John Mansell.

Vice Presidents: Ron Mills, Roger Smallman, Tony
Palmer, Dave Hudson, Mike Gibbs, Phil
Walters, John Grant, Freddie Clayton
Joe Simpson

Chairman: Mike Gibbs

Secretary: Bob Grange

Treasurer: Roger Smallman

Membership Secretary: Carol West

Social Secretary: Carol Stanbridge

Runs/Touring Secretary: Dave Hudson

Road Racing Secretary: Peter Scrasbrook

Track Secretary: John Lucas

Club Time Trial Events Secretary: Tony Palmer

Press Secretary: Keith Harmer

Magazine Editor: Don Lock

Evening Tens Secretary: Ian Reader

Race Book writer: Christine Barnett

Club Coach: Andy Smith

General Committee Members: Paul West and Bob Withers

Club Runs committee : Tony Palmer, Chris Sweet and
Paul West.

Social Committee: Carol West, Connie Hughes and
Jean Smallman

Timekeepers: Martin Ford-Dunn, Roger Smallman,
Ray Douglass, Brian Weir, George
Cannons, John Mansell, Don Lock,
Tony Palmer, Betty Cox, Ivan Morris
John Grant, Norman Wright

Assistant Timekeepers: Dennis Jukes, Pete Reeves,
Dave Funnell, Alan Matthews,
Ian Reader.

Handicappers: Brian Weir, Ray Douglass, Tony Palmer
Keith Dodman, Paul West, Don Lock,
Colin Miller, Norman Wright.

S.C.A.2-UP HILLY

A new and "sporting" course was chosen by the Sussex Cyclists' Association for their opening event of the 1988 season. It was, as usual, the 2-up, but this year, in an effort to get some events away from the Worthing/Chichester area, they moved up-country to Handcross. Another first was the promoter, Andy Attwood of Lewes Wanderers, who responded to a plea for promoters made last year. The result was a first class, hard, but highly competitive event, well supported by an entry of forty four teams and an excellent promotion.

The course, well known to the Central Sussex riders (now we know why they get so fit), was 21½ miles, comprising an anti-clockwise circuit down to Lower Beeding and Cowfold (the low point on the course), then east under the A23 at Bolney and the long drag up to Ansty. From here it turned north up through Cuckfield and through the hills in the Balcombe area, before heading back west to the finish just short of Handcross. Apart from some poor stretches of road surface, especially the last three miles, which were murder, it provided a good early season workout.

Worthing entered five teams of interesting make-up, with some unknown quality. It was a shame that the team which promised most and had already proved their early form, Kevin Spilman and Marvin Lucas, were to puncture. They finished in a time of 1 hour 1 minute 37 seconds, but we are left to guess at what might have been. The fastest was the pairing of Andy Smith, supposed to be looking for "a gentle ease into the season", and new member Vern McClelland. Vern admitted to "hanging on" but their time of 56 minutes 54 seconds demonstrates a fair degree of fitness and determination. Next came Paul West and Martin Round. Martin it seems was shattered at Cowfold yet it was Paul who was shattered at the finish, from which we conclude that Paul goes well downhill and Martin goes well uphill. They recorded 57.42. Young veteran Bob Withers joined our Ed. in

an all veterans team and they just got under the hour with 59.56, finishing second in the veterans section. Pins are now being stuck in effigies of the Central Sussex pair of Joe James and Kevin Bramham who beat them by a few seconds. Colin Miller said he did not enjoy his ride, while Clive Goward seemed quite happy. Clive's looking quite fit these days so perhaps he made it hard for Colin, however, their time was 1 hour 1 minute 1 second.

The winners were Robert Douglas and B.Clark of the Surrey Road Club with a narrow 6 seconds advantage over Steve Dennis and Brian Philips of the East Grinstead Club. Times: 53.09 and 53.15

CONGRATULATIONS to Marvin Lucas for recording the first win of the season for Worthing Excelsior. Marvin was in fine form at the Eastway Circuit on 6th March and despite doing a great deal of the work was still able to sprint away to first place. This against good London opposition in the 12 to 16 age group . After 13 laps and about the same number of miles he was a deserved winner of the St.John's Benefit Race. Let's hope there's lots more to come.

SLIDE INTO ENTERTAINMENT

Dave Hudson's slide show in the Clubroom on the evening of Tuesday 15th March was a super mixture of slides, old and new, from the silly to the scenic, from Arundel to Australia. There was an audience which varied during the evening between 30 and 50 people and it was very well presented and thoroughly enjoyed.

Dave's collection of slides is very extensive now and while it would be nice to have more contributions from other club photographers, it is appreciated that most take prints, and Dave is still able to show a tremendous insight into the cycling life of the Club and its members.

There was, perhaps a rather overlong section on 'The Canadian Rockies come to President Douglass', but

Mr. President was with us and even Dave can creep a little. Anyway it was all worthwhile for the laughs, especially the 'Pedro Douglas' shot, showing Ray with a large road cone on his head - quite hilarious.

Dave's always kept an eye open for the unusual and his slides of the peculiar and the amusing added greatly to the evening. The signs, all spotted on the one post which read "Toilets" , "No waiting", and "Monday to Saturday only", was one example.

The oldies can be a bit embarrassing; the highspot here was probably the mid-sixties shot of Paul West wearing the Eric Morecombe shorts with room for another leg each side. It is understood that Dave will willingly withdraw any particular slide from future viewings if the subject finds them too embarrassing. The fee is £5 to be paid to the Building Fund. Mind you he continues to add to his collection on this theme.

Thanks Dave for a good evening.

P.S.If anyone has got any 'good' pictures of Dave please contact the Editor.

A PUZZLE

The following is just a short extract from a letter in which have been hidden many place names in East and West Sussex also words which relate to other geographical features of Sussex. How many can you find in this section. Tony Palmer who passed it to the Editor had found 18 and we have found 4 more. How well can you do?

*Afterwards Ted drank too much and behaved like a fighting cock in Gerald's pub, at the bar. Down went the glasses while he and Hamish fought and grappled, rampaging around and sparring merrily, until Hamish was struck a glancing blow which made him flinch. Merely grumbling aloud (I more or less ignoring him) he dabbed at the beer which had spilt down his jeans. Typical of those two after a game - what arrant

nonsense at their age! Hamish said "It was not a fair war, perhaps when he sobers Ted will apologise". After this battle we soused Ted under the tap at the bar, combed his hair and gave Hamish a wash down. Soon afterwards when it was time for us to pay the bill, Gerald wickedly said he had urgent business to attend to, and gave us the slip. "

A TIME TRIALLIST'S PSALM

Time trialling is my challenge, I shall not be bored.
It maketh me to do research on fast courses.
It causeth me to fill up many entry forms.
It keepeth me agile.
It leadeth me into areas of agonising for
competitivity's sake.
Yea, though I live through a winter of inclement
weather
I will fear no boredom, for my bikes are with me.
Their styling and their equipment they inspire me.
They provide me a means of escaping from the tensions
of responsibilities.
They filleth my shed with wheels.
My cash runneth lower.
Surely fitness and prowess shall follow me all the
days of my life, and I will be listed in the ranks of
the great time triallists for ever.

TONY PALMER's breakfast run to NEWHAVEN

We met at 7.45 at The Red Lion Pub at Shoreham. We were disappointed at the small number that turned up. It was rumoured that Don Lock was moving into his sheltered accomodation.

We rode along the Old Shoreham road going east. We turned off the A.27 and climbed up to Mile Oak and then across a golf course and around the back roads of Hove. We made our way to Tony Palmer's neck of the woods (Hollingbury). From then on we made our way over to Ditchling Beacon and down the other side.

Along the back of the Downs now, we made our way to Lewes. We went past the place where Don Lock found a four leaf clover while out on a club run one Sunday morning. (I've still got it Ed.). We arrived at the cafe in Newhaven Harbour for breakfast at about 10 o'clock.

As we left the cafe I noticed that my left crank was loose. We tightened it up as best we could but it was clearly only temporary. We then set off for Brighton and within a few miles it started to come loose again. We decided to make our way to Bill Rayments shop at Preston Circus . By now it was just Kevin Spilman Dad and myself. Bill lent us the tools to make a proper job of tightening the crank and Kevin splashed out on a whole new set of brake blocks!

Out of the shop and then at once we had to tackle New England hill. Kevin and I left Dad at the bottom and then we had to wait for him at the top because he got caught by the lights. While we were waiting a car pulled up and the passenger , oldish, about 65 wound down his window and asked if we had just been to Rayments and asked what Club we were. When told "Worthing Excelsior" He asked if Don Lock was still alive. (I expect he had a long white beard and a large scythe in the back of the car as well ? Ed.).

Marvin Lucas.

IT'S RUMOURED that in the S.C.A.circuit race young Marv. caught and dropped his Dad two minutes and more, while the only thing his Dad dropped was his teeth.

AND NOW ANOTHER OF THOSE PEN PICTURES OF THE PAST
W.R.(BERT) PAINE

Somewhat significantly, Bert raced in public for the very first time at the first sports meeting run by the Excelsior. This was at the People's Park (Homefield) on the afternoon of Saturday the 13th August 1892, and proved to be an epic occasion. Having never staged such an event before, the club put a massive amount of work into the occasion, roping

the entire committee, and quite a number of outside experts, into the organisation, before the great day.

The event was a one mile handicap, restricted to local competitors on solid-tyred machines. Bert was only fourteen, riding for his school club, St. Michael's C.C., and was given 300 yards start over Excelsior scratchman Carrington. He won both his heat and the final, the latter in 2.48, and took home a marble-mounted clock for his trouble.

Bert soon joined the Excelsior, and before his sixteenth birthday was racing on level terms against the seniors on the grass and on the Preston Park track. Finding that track racing was his forte, he finally gave up his other loves, swimming and water polo (where he was once again a Worthing representative) and rode on tracks all over the south, including the Channel Islands. At Preston Park, on his day, he proved almost unbeatable, but gambling, which was rife there in Victorian times, often soured the proceedings. One who had obviously lost his shirt used the press to accuse Paine of unfair riding, by "riding out" another rider on the (much sharper then) dressing-room corner. Although he could "tiger" in his hey day if he had to, Bert usually won his races by superior speed, and countered by enquiring of his accuser when last anyone had even looked like passing him!

An exemplary clubman, Bert often put club duty before his own chances. Like Alf Chilton, the "Strawberry Feast" king, he was captain for several years, and a consistent runs attender. Often when he should have been "pot-hunting" he was out at Homefield Park as marksman or competitors steward at one of the Excelsior's highly successful Bank holiday grass-track cycling and athletics meetings. Road medal rides? The "100" and "12" epics? Yes, he did his turn here to. These were individual rides, more often than not in the autumn, with only one or two having a go on any one day, so that the rest of the speedmen could turn out to pace, (while that was

still legal), to sponge, to feed, or just to encourage. Surprisingly enough for one who was mainly a "trackie", Bert had the stamina to do long stints of pacing, and when it was his own turn, put a few hallmarked gold Excelsior road medals in his "rainy day" drawer.

Was he really that good? Have a look at this, his winnings for one year, 1901. Eastbourne, August Monday - gold medal (lap prize) and silver tray, silver cruet, pair silver candelabra. Next day at Worthing - gold medal, case of cutlery, oak salad bowl and servers. Guernsey - three prizes which he accepted in one as a solid gold "albert" chain. Portsmouth - marble clock, Jersey - biscuit cheese and butter stand. At Brighton, at various times through the year - Sussex 25 mile track champions cup and replica, a share in the Hallett Cup (which he made his own within a couple of years), the Fieldwick Challenge Bowl, a spirit tantalus and another clock. Excelsior gold for 100 miles in 5.42, without pacing for most of the journey but well inside the standard, and another for the "12" (180 miles in 12 hours). He took 11.40, but his helpers reckoned he had nearly two hours off the bike.

And in 1901 he was only 23, nowhere near his prime!

John Grant

ALL FOUND ON THE BIKE (but to make it harder there could be as many as three words - Wow!)

Rude Sue, My Gad!
Ten marsh blade.
Boge cattle
Gave C.A.regal perm.
Salabadd group set

S.S. Eats pink soles
Late Pastor Reeth
Blot sin paddle
Baker ore share
Red Allure

Answers later on in this issue.

IT'S RUMOURED that now that mortgage further advances for improvements no longer qualify for income tax relief the Editor has decided to leave all his personal bests as they were.

CLUB TEN 26TH MARCH 1988

Second round to Marvin, but second place to Round. Yes, Marvin Lucas, having been the victor in the earlier medium gear ten, managed to make it a double with another fine effort on what was a very hard day. To get as close as he did to the 25 m.p.h. mark shows every indication of a "22" before the season is out. Martin Round, beginning to show something of the ability which he has demonstrated in the past was a full half minute back on the winner, but the only other rider to beat 25 minutes. Steve Gumbrill made it hurt and collected third spot, and Pepe Martello was an easy winner of the handicap section.

Full result:

1st.	Marvin Lucas	24.15	Sc	24.15
2nd.	Martin Round	24.45	1.30	23.15
3rd.	Steve Gumbrill	25.25	1.40	23.45
4th.	John Lucas	25.52	0.40	25.12
5th.	Colin Toppin	25.55	2.00	23.55
6th.	Clive Goward	26.10	1.45	24.25
7th.	Miles Davies	26.16	2.00	24.16
8th.	Jeremy Arnold	26.45	2.15	24.30
9th.	Mal Robertson	26.47	3.15	23.32
10th.	Colin Miller	26.56	2.15	24.41
11th.	Paul West	27.10	2.00	25.10
12th.	Pepe Martello	27.17	4.30	22.47
13th.	Vern McClelland	27.55	2.30	25.25
14th.	Jez Maddock	29.05	3.15	25.50
15th.	Keith Harmer	30.43	3.40	27.03
16th.	Reg Searle	31.40	5.45	25.55
17th.	Sheila Lucas	32.04	5.30	26.34

PORTUGAL and the early season training camp here was again attended by Mike Gibbs and wife Linda and meant another meet up with ex-member Dick Wiseman, still lounging about the Med' on his yacht. He says he works hard - Yes, like keeping the water in someones swimming pool aerated! He obviously keeps cycling fit though, for he soon had Mike knocking up 90 or so

miles in one day! Mike is now considering a 12 hour - only 90 miles - but a 12 hour!

Good to know that Linda took a bike along as well, and apparently enjoyed a Wiseman conducted tour of the local orange groves. How about the evening tens now then Linda? No orange groves, but plenty of self service orange squash.

Mike reckons he did about 700 miles in the two weeks so should be much trimmer and fitter now. He really enjoyed the temperatures that hovered around 70 - 75 degrees. Shorts were always worn and he felt very comfortable at the exposure in these climes.

He reports that Dick goes better nowadays after two or three litres of the local plonk and the post lunch riding sessions were inclined to be quite fast. A local drink (Mike says "some kind of coffee", and if you believe that!) known as Gallon was taken in large quantities. It prompted Mike to record that they were generally doing about 15 miles to the gallon!

An excursion to see Dick by Andrew Lock a year or two back saw Andrew throwing his bike into the sea. Now Mike has caught the habit with an immersion of his camera. Watch out for the underwater snaps in next year's slide show, or more importantly beware any rusty cameras in the next 50/50 sale.

Dick sends his best wishes to all his friends in the club and will always be pleased to see you. Do check on his movements though, for he does travel around a bit in the summer months.

RANDOM RANDONEE (INGS)

Club riders: 200km. Tony Palmer
Vern McClelland
Richard Shipton
Bob Withers
Don Lock
100km. Ray Douglass
Roger Smallman
Peter Kibbles

Tom Lainsbury
John Wiseman
Colin Toppin
Michael Slater
Andrew Slater
Keith Harmer
Toby Harmer
Mal Robertson
Karl Robertson
Alan Stepney
Darren Stepney

Altogether we had 25 entries for the 200km with 18 starters and 13 finishers. One of the non finishers went to the halfway point and then had to leave to go to work! Another was rescued telephoning for help from a call box at 8.15 in the evening, he had no lights and had already walked some distance!

In the 100km - 74 entries with 23 non-starters and 51 finishers. Our anticipated French team from Dieppe were unfortunately "strike-bound" at Dieppe and couldn't get here. Paul Toppin took his dogs to Richmond Park!!

Many thanks to controllers Mike Poland, Ian Reader Ron Foster, Keith Laker and John Grant, without whose help the event couldn't happen. Our thanks also to the owners of the Toat Cafe for their kind support. Fortunately we didn't interfere with the car-boot sale this year.

A letter came from David Uncles (Doctor D.) saying that he was on call all week-end and couldn't ride, but wishing to be remembered to all his friends in the club. Last year David and his wife had a tour in Bulgaria and David rode Paris-Brest-Paris, just to keep his hand in.

Brian Cox.

A few impressions from the group of Worthing members that went round the 200km course:

How delightful the morning was, especially the first 50km, with a bright and wind assisted start and a jolly pace that bowled along with jokes and chit chat, unaffected by a pace not far short of evens.

After Plumpton there was a puncture but that loss of air was more than compensated for by the north westerly that was clearly gaining momentum, and by no means, "dropping in the afternoon", as promised by one T.V.weatherman. It was to be a foretaste of things to come. While we noted with joy the masses of daffodils and primroses and the new born lambs of this early spring, we also noted with apprehension the flag at the Toat Cafe which appeared as though freshly starched and straining to get away to some distant part of the orient.

The second circuit was something of a survival of the fittest and in our group there was only one that qualified. The rest of us either felt ill or had groggy knees or just felt..... very tired; as one put it....."cream crackered". I hold in mind a picture of one spread eagled on the grass at Maidenhurst... just wanting to die, and of another begging at a cottage for some water. I can see in the distance one rider bobbing away over the top of Harting, while his "companions" grovel on hands and knees to make the same summit.

But then it was wind assisted again and we cheered up no end, and as we approached Chichester the fit one announced that we had covered a hundred miles. We allowed ourselves a small cheer and then it was back to following his wheel again. There was the super-market stop where we bought practically anything drinkable and then... with reasonable pace we made our way back to Pulborough and to the Toat Cafe and final control. So another 200km. How many now for the 400km in June?

IT'S RUMOURED that Dave Dallimore was caught playing in a sandpit just before the start of the Vets. 25 on Easter Monday. Now we've heard of second childhood but that's ridiculous.

MANY THANKS to ex-member Paul Hampton for his cheque for £20 for our building fund.

WANTED - CYCLING INSTRUCTORS

West Sussex County Council's Road Safety Unit has launched a major drive to recruit new part-time paid cycling instructors.

A recent Department of Transport survey revealed that, despite a reduction in accidents for most categories of road user, the figures for accidents on two wheels are on the increase.

In view of this worrying fact, the County Council has decided to boost its cycle training programme and is seeking people who are prepared to give up a few hours a week to reduce the chances of children being injured while riding bicycles.

Duties are usually on weekdays (five sessions on five consecutive days) in school hours, but instructors may work two or three weeks a year or run two or three courses a day!

Organisers hope this will make the job flexible enough to appeal to people with some time available - such as housewives or retired people. Full training will be given.

The County Surveyor, Keith Williams, explained: "We are embarking on this new scheme to recruit people interested in cycling safety and give them proper training and support in the hope of improving the safety of children and other road users,"

Application forms and further details about the scheme can be obtained from the Road Safety Officer at County Hall in Chichester or by telephoning Chichester 77581 at any time.

That was a news release to local libraries, but we thought it might be of interest to some of our retired members. Although we might wish to argue that more cyclists could be saved by the further education of the motorist and by better road planning, with the cyclist more in mind, nevertheless, anything that can be done to help should be encouraged.

DID YOU KNOW HE HAD A VOICE ?

The Editor's office put a telephone call through to him the other day. The receptionist said, "It's a Mr. Mike Gibbs, a singer from Link Miles"!!!!

JASON ARRIVETH

With a superb display of totally aggressive riding Jason Buckley burst into Club headlines, and will have attracted considerable interest on the local road scene, with his win in the Club's promotion on Saturday 9th April.

We know how hard he has trained in the winter but no one, except perhaps Jason himself, would have looked for such an impact so soon. News came through only a week or two previously that he had won a two stage event, and we had heard of other placings, but we hadn't seen it close-up, as we did, so pleasingly in our own event. We have to go back to Paul Toppin for the last club winner of one of our road events, and that's a few years ago now.

Our Spring Road Race organised by Peter Scarsbrook was for third category senior and junior riders. Jason is a junior incidentally, but he was supported by the experienced Martin Round and John Lucas and also by Neil Liston from Worthing. The race distance was 49 miles comprising 9 laps of the "Ashington" circuit - better known to most of us as the second half of the evening ten course, but with a finish up the hill known as The Hollow just east from Rock crossroads.

An early attack was made by Brighton Mitre's Peter Davies known to have very good early season form. By the third lap it was Jason who was making determined efforts at the head of the main bunch. At times he was clear on his own and his efforts brought others out from the security of the bunch, and the gap was bridged so that a leading group of seven or eight was established and half a minute clear by lap four.

It was great to see yet another Worthing vest in that group, for Martin Round who had expressed himself to be very nervous before the race, (he's not ridden for a couple of seasons) was in there and looking comfortable.

The race generally was developing nicely with the main group still working hard never allowing the break more than perhaps 40 seconds advantage. At many points on the circuit, particularly on the A.24 section they were still in sight, and that meant "still in mind" The race was lapping the almost 5 mile lap at under 12 minutes and gradually the break was being pulled in.

An unfortunate touch of wheel and pedals saw Martin's race brought to an abrupt end for without spokes..... A great shame but he had done enough to restore his confidence, and there is little doubt that he can soon get among the points and climb the categories again in the near future.

By lap 8 the field was together again, but only just. Although the break had been caught there was no lessening of tempo and the constant attack from the front in which Jason was continuing to do more than his share, was stretching the whole field. The experienced roadmen of the Southdown Velo were looking strong and were in numbers at the head of affairs. Had Worthing's chances disappeared?

The answer was so emphatic and it was NO, for with a brilliant burst of speed and a fantastic belief in himself Jason threw himself into a solo effort before the finish lane was reached and gave himself just sufficient margin to hold out for a very well deserved victory. He was dying a hundred deaths as he struggled the final yards up the finish climb, but he was clear by 3 seconds.

From the view of a spectator without road racing experience this was an exciting race, always fast and attacking, not just a club run with a sprint at the end and Jason's riding surely contributed to this.

Neil Liston in his first season did extremely well to remain at all times in the main group and finished only about 30 seconds down on the winner and in very good company. John Lucas with an old head controlling old legs stayed tucked in near the back for most of the journey. He was full of praise for both Jason and Neil and felt that 49 miles in 1 hour 49 minutes (the race time) was quite a useful training run anyway.

The conditions were our usual wet and cold at the start but it got drier and brighter and so did the Worthing Excelsior road racing scene. Let's have more of this.

Don.

EXCELSIOR ONE HUNDRED

Last year's run was to celebrate our Centenary, but it was so successful that it is to be run again. This year it will be on Sunday 5th June. There will again be three groups planned according to ability and departures with leaders will be from the Clubroom at 7, 8, and 9 a.m. Refreshment stops will, of course, be carefully planned and it is hoped that given good weather there can be another long and enjoyable day awheel. Quite a number have already expressed an interest so please give your names to Dave Hudson as soon as possible. It cannot be like an ordinary club run where you can just turn up for he does have some catering arrangements to make. Dave promises a different route from last year but you can bet with Dave it will be a good one.

THE SHERWIN TROPHY 25

The junior handicap twenty five was the first race to return to the Chichester road course since the advent of the Fontwell By-pass. It was run off on the morning of Sunday 10th April which was cold but bright and with little wind.

Marvin Lucas had been placed on scratch and the handicapper had set him a hard task requiring him to beat Colin Toppin by 5¼ minutes. There were two other

entrants Darren Stepney who had been given 11 minutes but was unfortunately not able to start having been unwell, and Shaun Brown who is a new member without any previous time trial performance. He was given just 5.45 and although his ride was a good one for first effort it was an insufficient allowance.

A number of senior riders took the opportunity of trying out the course and the two new roundabouts and the only problems experienced were where roadworks are still in progress and cones and unfinished surfaces rather narrow down the space available.

Marvin was never headed except for senior Andy Smith and in the junior race was drawing away from Colin to gain about 2 minutes by the turn. Colin though was also on to his best ever ride and refused to let as much go on the return leg and held his deficit to 3 minutes 47 seconds, so once again the Toppins go 'Pottin'. Marvin's time was 1 hour 2 minutes 28 seconds and Colin's 1.6.15. Shaun recorded 1.13.58.

Senior rides were: Andy Smith 1.0.42, Bob Withers 1.4.55, Steve Gumbrill 1.5.48, Jeremy Arnold 1.7.52, Mike Brown 1.8.55, Pepe Martello 1.9.16, Alan Stepney 1.12.13.

ANDY'S SECRET IS OUT

What is it that makes Andy Smith go so much faster than most of us? Is it the training, the dedication, or perhaps a special diet? No we think we have spotted what it is. At committee meetings Andy is usually pretty quiet most of the time. We understand that at 9 p.m. it's past his bedtime and try not to disturb him. Of course, it could be he's meditating. However, when the Chairman says "Any other business" he is suddenly awake. In the March meeting he wanted to know about CHEQUERED BOARDS for the finish of races. Did we have one? How big was it? They are very important you know. And then he subsided back into his chair. In the April meeting we had proceeded in similar fashion and the Chairman reached the same

stage in the agenda where he asked for any other business. Again Andy burst into life. "At the new finish of the G938 can we have another CHEQUERED BOARD". "Can we have a CHEQUERED BOARD in the central reservation". "It is important that you can see the CHEQUERED BOARD from a long way off ." He then sank back into this fixed state where he must think constantly of CHEQUERED BOARDS, like Ray Douglass dreams of Cattle grids. We sent him home with Bob Grange who is going to design some real fast shades with black and white CHEQUERED BOARDS in both lenses!

3 Walesbeech
Crawley
12 April '88

Dear Don,

Through the pages of the Worthing Wheel, I feel that the following points should be brought to the attention of all club members.

FACT At the 1986 A.G.M. there was a majority vote AGAINST redesigning the club jersey.

FACT At the 1987 A.G.M. the subject was again debated and, once more there was a majority vote AGAINST redesigning the club jersey.

FACT After the 1987 vote, the Chairman confirmed that on the demand of any 7 members, an extraordinary general meeting could be called specifically to discuss jersey design. However, at no time during 1987 was such a meeting ever convened.

FACT At the 1988 A.G.M. a redesigned club jersey, ALREADY APPROVED by the general committee was displayed for all to see.

QUESTION What justification does this committee have for ignoring the decisively expressed majority views of the last two A.G.M's ?

QUESTION Did the committee properly consider the far reaching implications of bowing to a vociferous minority pressure group?

QUESTION Did the committee truly believe that the best long term interests of this club were well

served by their total disregard of basic democracy?
COMMENT I am appalled at the "Big Brother knows best" attitude adopted by the committee, and disappointed that this "1984" philosophy was introduced to The Excelsior in 1987 -- our centenary year.

Yours with genuine concern,

John (Mansell)

As a committee member I feel the facts are over-simplified and very heavily stated. John's 'facts' are a narrow view of the whole story, but, admittedly, those facts, devoid of all colour as they have been presented, are correct. My response to his questions and comment are as follows:-

1. The General Committee, meeting, as it does, 11 or 12 times a year, is elected to run the club. It can not however change rules. This it has not done for the only rule on the subject concerns 'colours-light blue and dark blue'

2. It has to take into account, on a wide range of matters, all representations, whether made at A.G.M. or otherwise, and be responsive at all times, not just annually, to the changing requirements of what is now a large club.

3. Those who wanted to have a new design, and I believe they will resent John's term "vociferous minority pressure group, as derogatory, felt that they could not hope to persuade the majority, without producing something for them to see. They kept losing the vote at the A.G.M's because they had no alternative to show.

4. Shortly after the '87 A.G.M. a cardboard design was brought to a committee meeting. It was well liked by most and there was general discussion upon it. There was however, no formal approval.

5. It was understood that a member proposed to pay himself, for one to be made up. Fairly naturally the committee expressed the view that it would be interested to see the completed article and it would

give a chance for other views to be obtained.

6. At a later meeting we were shown the made up sample and it was very well liked. No formal approval was given. It was however, suggested that two things should be done: (a) As many as possible of the club members should be shown the article and their further views taken. (b) That we should approach the B.C.F to see whether the particular design would be acceptable to them. The 'feed back' which the members of the committee was receiving indicated that there would be a large response in favour, and furthermore, that it could then be adopted as a Club "B.C.F" or racing design.

7. To 6(a) We received much enthusiasm - maybe not 100%, but certainly 99% of those who would ride B.C.F. road or track events. There was also much favourable comment from those who partake in time trials. The only lack of enthusiasm anywhere was in connection with the cost of a new one, but it seemed that they were content to buy one in due course. In any event there was hardly a word in opposition.

8. It was pointed out that the other designs and existing jerseys remain acceptable in all events other than those under B.C.F. jurisdiction.

9. We also during 1987 introduced club training tops. We strayed considerably from the old design but John hasn't put us on the carpet for that, and why should he, we haven't broken any rules. The colours are not altered.

10. The A.G.M. gives its decision on rule changes and from one year to the next the general committee is bound by that. But its decisions on a wide range of 'any other business' represents the views of the members present at that meeting and binds the general committee only until they clearly are provided with a different mandate.

11. FACT at the 1988 A.G.M. the new design seemed to me to be very well received by the overwhelming majority.

Don.

ASHFORD WHEELERS TWO DAY In the report on the Club's Spring Road Race we mentioned an earlier fine ride by Junior Jason Buckley. It was in the Ashford event during the Easter Holiday. The promotion comprised, on the first day, a 53 mile race in which he finished in 11th place but on the same time as the winner, and on the following day a 58 mile race. In this one he managed to break clear of the main group and stayed away to win by a narrow, but significant margin, of 8 seconds, enough to clinch first place on the overall classification. Well done Jason. At this rate at 18 you'll have enough points to go straight to 2nd category.

THE DORSET 200

As I passed the start of the G.938 at 4.45 a.m. on Sunday 10th April there were no cyclists warming up for the Sherwin trophy time trial; they probably had more sense than to get up at 4.00 a.m., scrape the ice off the car and set off on a 90 mile drive to the start point of what has become an institution in the Audax U.K. cyclists' programme.

The Dorset Coast 200 has become famous by being infamous - I first heard about it 4 years ago when I saw a sticker on a cycle stating "I rode the Dorset 200 and lived" - I was intrigued and found out more; I'm now hooked. Organised by the Wessex D.A. and stage-managed by the legendary (in Audax terms) Keith Matthews, the Dorset has become the "one to ride". Join me now on the ride through Dorset's beautiful Hardy country, a ride of some 125 miles, two category one climbs, three category twos, three category threes and a few nasty bumps in between, a ride which leaves you gasping in more ways than one, but which draws you back like a magnet every year, along with 300 other cyclists.

I was greeted at the car park by Keith Miller from the Epping Forest C.C., we had met the previous year at the ferry start and quite by chance had parked together this year, Keith had cycled our 200

earlier in the season in the company of Richard Shipton, Bob Withers, Tony Palmer and Don Lock. We cycled the six miles to the start together, it was still frosty but already the sun was shining over Poole Harbour and we were looking forward to the day ahead and even discussed our plans for the Audax year ahead. The start is at Poole and the first 400 metres is by boat from Poole Harbour to Studland. As I waited for the ferry I recognised companions from last year, hellos were exchanged, photos were taken, les Francais had arrived again, the atmosphere was charismatic, everybody knew someone else, nobody need ride the Dorset alone.

After leaving the ferry, the road took us along the relatively flat Studland Bay area, the fast boys surged ahead, lesser mortals settled into our own pace, essential in the circumstances with so many riders of differing abilities, age etc; there were mixed tandems, there were a couple of those three wheelers that Reg and Mike insist on riding, there were even crash helmets!! At 20K the field was decimated by Creech Hill; It can be seen for miles, it seems to go on for miles, the good news is that it descends as steeply as it climbs and the reward for the walking pace climb was an exhilarating 30-40 mph descent of some three miles into Lulworth and the next climb up Daggers Gate and the long gradual descent into Weymouth, the first checkpoint at 54 K and free coffee (I said it was well organised didn't I?)

The discussion at coffee centered on only one thing - Abbotsbury - Abbotsbury is long, over one mile long; Abbotsbury is steep, 1 in 6 steep; Abbotsbury has an ice cream van at the top, thank God! There is no disgrace in walking up Abbotsbury; Audax members are a friendly bunch - "mind if I join you" they say happily dismounting to admire the view, Chesil Beach and all. The ice cream at the top was good too, but why were there so many people taking photographs, were they sadists or something - no; friends and relatives, along for the ride too, only they travel by car!

I travelled the next section to Bridport with a member of the Eagle Road Club from East London, he was 66 and had bought himself a bike for his retirement present. He had brought some younger members of his club down for the weekend, but they were a lot further ahead. After Bridport we took to the lanes, now there are lanes and lanes, these were about six feet wide strewn with gravel and lined with wild daffodils and primroses, slow down, time is secondary, (you can admire your front wheel turning in the evening ten series), enjoy the scenery and Charmouth; second checkpoint covered, no point in turning back now. The timekeeper at Charmouth was one Wilf Perry from Yeovil, famous in these parts, noisy at C.T.C dinners, resplendent in cloth cap, N.H.S. round spectacles and stop watch in wooden-case; they say he would have been a rich man if he had received a pound for every time trial he had recorded.

I didn't stay too long in Charmouth, I remembered what was round the corner - Wooton Fitzpaine (Cat.1.) literally straight up the side of a hill, no friendly bends, the lane barely wide enough to zig-zag and even out the gradient and certainly too much for my 54" bottom gear; I resorted once again to walking; so, I am pleased to say, did many others. We regrouped at the top and cycled club run style to Beaminster (123K). Last year the organisers had introduced alternative routes at Beaminster, an easier route across Beaminster Down and "for the hard-men" through the Beaminster Dip; apparently someone had complained that the Dorset was going soft. This year there were no alternatives, everybody was a "hard man", everybody took the Beaminster Dip, two second category climbs following each other along a six mile stretch; as I was approaching the final summit a lightly built young lady passed me "en danseuse" (honking). "That was a sod, wasn't it" she called - I didn't think angels used language like that but it summed up my feelings entirely.

Now I am on record as saying that the Dorset gets easier at 80 miles, it really does. At Maiden Newton (147K) there was a secret checkpoint, yet another free cup of tea and a chance to chat to others, many of whom were riding an Audax event for the first time; "Well I did ride the tandem 3 miles to Herne Hill on Good Friday but don't ask me when I last did 125 in a day" was the most quotable comment, and so to the last check at Dorchester, familiar faces were already there and as we set off in club-run style the timekeeper sent us on our way with "only 27 miles to go, all downhill" and yes he was right (more or less) along picturesque lanes, through Bovington Camp (watch out for Centurion tanks) and down into Wareham, Lytchett Minster and the long category three climb to the finish, none of us noticed that hill, we were nearly there and suddenly the finish, the final checkpoint.

As we waited for our brevets we reflected on the ride "that was hard eh, don't know why we do it - see you next year!!" . It's that sort of event, the Dorset Coast 200.

. Keith Harmer.

ALL FOUND ON THE BIKE

Solutions (if you needed them) to the anagrams on page 30.

RudeSue, My Gad!	= Mudguard eyes
Ten Marsh blade	= Handlebar stem
Boge Cattle	= Bottle cage
Gave C.A.Regal perm	= Campag gear lever
Splabadd group set	= Saddlebag support
S.S. eats pink soles	= Stainless spokes
Late Pastor Reeth	= Leather toe strap
Blot sin paddle	= Saddle pin bolt
Baker ore share	= Rear brake shoe
Red allure	= Deralleur

SPOTTED in our Editor's kitchen, a large bottle of Sanatogen, O.K. so I'm over forty. It's just as well you didn't get a look in the cupboard under the stairs!

WHO'S IN THE COMIC

Without Tony Goodsell and Peter Danckwardt now it will be difficult to keep up with the rate of mention which was managed last season. These two already making the results for their new clubs.

On March 3rd we think we spot Jason Buckley sitting trackside at Calshot listening very intently to Tony Doyle.

14th March and it's Jason again. Already showing the benefit of all the winter training, he manages a fine third place in the juniors veterans and third category race at Eastway promoted by the San Fairy Ann C.C.

On 24th March there is an article about the 300,000 miles club. Leading positions and new entrants to this elite body of cyclists are given and in 31st place we find our own President Ray Douglass with 353,114. The list is headed by our old friend Chris Davies of the Hants Road Club with an astounding total to date of 582,789. Come on Ray what you hanging about for ?

The result of the Sussex C.A. 25 appears on 31st March and Andy Smith "still easing into the season" finishes 4th in a time of 1.1.21. There's also the result of the previous day's S.C.A. 16½ mile Ashurst circuit time trial where Andy is again placed 4th in 41.41. Right behind him in 5th is Kevin Spilman with 42.1. and Marvin Lucas gets a mention for 11th overall and , once again, the fastest juvenile award.

On 21st April Marvin is again responsible for mention of Worthing Excelsior. In the Sydenham 10 on the Tonbridge by-pass course he picks up the juvenile prize with 24.15. We also note another win for him at Eastway in the St.John's meeting.

A shame that our own Road race result did not appear, for it would have been good to have seen Jason's win recorded

OVERHEARD IN THE CLUBROOM I've been trying to get a bike for my wife, but no one will swap!

THE BUILDING FUND The Treasurer reports that the fund now stands at £3140. The committee has decided that if possible a sum of £1000 will be invested in Premium Savings Bonds. Interest rates are lower now so less will be lost and there's the chance that we could pick up a nice big win to really boost the fund. It may be that they can only be held in the name of an individual and in that event some trust deed or other acceptable arrangement would have to be considered.

It's not often that we can tell you of an item in our next issue but Secretary, Bob Grange has been having some thoughts about a building when we get one. It will undoubtedly pose a great many questions and give rise to management work. Once we have it - that will be the beginning of a whole new ball game. See our Summer issue.

FROM THE EDITOR Sorry that this issue is reaching you a bit later than usual and a number of the dates advertised have already passed, but I seem to have been lacking in ideas, or else when I had an idea I didn't have a pencil. I hope this doesn't show in the content. I have been pleased to receive a good number of contributions and they have saved the day. Come to think of it they will probably have improved the Mag. Please though keep the articles coming. Especially let's have some write ups on the road racing scene which is now so much more active and successful. Peter Scarsbrook has very little time so would someone else take this on. The track starts at Preston Park in a few weeks time. I may be able to get over to some meetings, but again I ask if someone could let me have a report, say every four weeks, so that this can also be given proper coverage.

Don