

The Worthing Wheel

MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB

Centenary Edition *1887 — 1987*



SPRING 1987

Vol. 20 No. 1

FRONT COVER

One of the clubs earliest photographs. Dated September 1889 it shows no less than 9 of the original 11 members complete with club uniforms and early cross frame safeties.

- Where was it taken?
- What make are those safeties?
- What badge on the caps?

FOREWORD

This year 1987 the club celebrates its one hundredth birthday. In 1887 a group of eleven like minded cyclists decided to form themselves into an organised body and so the Worthing Excelsior Cycling Club was born. Little did they realise then that their action would result in the club that we know today. Indeed we have much to be grateful for, not only to them, but to a long line of dedicated officials who for one hundred years, including two world wars, have sustained and cherished the club, simply through their love of cycling and the companionship and friendship it engenders. In the thirty seven years that I have been a club member I have known many people who have served the club well and, indeed, at the present time there are members, without mentioning names, who are first class officials and a credit to the club of today. Those original founder members, I feel sure, would have been proud of them.

I know that I did say that I would not mention any names but I feel I must pinpoint three members who are no longer with us. Harry O'Toole was the club secretary during the period of the second world war and it was he that kept the club functioning throughout those difficult years, a quiet, unassuming man liked and much respected by all who knew him. Charlie Lednor was the club secretary and Chairman for very many years and a prominent figure in all aspects of Sussex cycling, always willing to help

in all club activities, a much loved and outgoing man. Thirdly there was Theo Puttick, who was Social Secretary and runs leader. Theo's runs were always well disciplined and woe betide any one who stepped out of line. Many times the mileage exceeded one hundred miles in a day but his runs were always well attended and enjoyed. As Social Secretary and organiser of the Club Dinner his organisation was impeccable. I am sure that there must have been similar examples of club men of the same calibre of the three that I have mentioned in the earlier years of the clubs history hence its continuance today.

Cycling is a sport and pastime that appeals to all ages, indeed, in the club at present we have members varying in age from 14 to 84. Cycling, I think, strikes a fair balance between the individual and his freedom in relation to others, and of his power of movement, and as I have said earlier, the friendship and camaraderie it brings. The Worthing Excelsior Cycling Club is a true example of this and I am sure that it will continue the same for the next one hundred years.

Finally I would like to wish the Club every success in its social and sporting endeavours in this its centenary year.

Ray Douglass

Club President

The Worthing Wheel

Centenary Edition

1887 - 1987



Worthing Excelsior Cycling Club's
quarterly magazine, now starting on
its twentieth uninterrupted year of
publication.

The opinions and comments expressed
in this magazine are entirely those
of the individual contributor. They
do not necessarily coincide with the
views of the Club, its General
Committee or its Editor. Your own
comments and opinions are though,
always welcomed.

The Club meets at Broadwater Parish
Rooms, opposite Broadwater Green,
Worthing between 7.30 and 10.30 p.m.
every Tuesday. We have our own
canteen facilities available until 10 p.m.

CLUB OFFICIALS FOR 1987

PRESIDENT: Ray Douglass, 25 Guildford Road,
Worthing. Telephone: Worthing 38686

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

SECRETARY: Bob Grange, 48 The Winter Knoll,
Littlehampton. Telephone: L'ton 717493.

TREASURER: Roger Smallman, 25 Melrose Avenue
Worthing.

MEMBERSHIP SECRETARY: Carol West, 2 East Ct.
Broadwater Street East, Worthing
Telephone: Worthing 213077

CLUB EVENTS SECRETARY: Tony Palmer, 23
Brentwood Cres, Brighton Telephone:
Brighton 558597

TOURING SECRETARY: Dave Hudson, 151 Middle
Road, Shoreham. Telephone: Brighton
591840

SOCIAL SECRETARY: Carol Stanbridge,
30 Hudson Close, Worthing.

PRESS SECRETARY: Bob Withers, 154
Littlehampton Rd. Worthing. Tele: 68825

CLUB COACH: Andy Smith 67 The Winter Knoll,
Littlehampton. Tele: L'ton: 723227

B.C.F. SECRETARY: Peter Scarsbrook, Crawts
Cottage, Rectory Lane, Ashington.
Tele: Ashington 892789

EVENING TENS SECRETARY: Ken Atkins, 20
Steyning Close, Lancing Tel: Lan. 767726.

MAGAZINE EDITOR: Don Lock 7 Welland Rd
Worthing. Tel: Worthing: 62724

BEGINNINGS

A NEW CLUB

"Under the title of the Worthing Working Men's Excelsior Cycling Club, a new organisation for cyclists has just been established, the officers appointed being Mr.W.Biggs, Captain, E.Burtenshaw, Secretary and W.Young, Treasurer. The entrance fee is 2/6d, and the annual subscription has been fixed at 3/-. **According to present** arrangements there will be two runs weekly, Monday and Thursday being the evenings selected. The members had a trip to Washington on Monday, eleven putting in an appearance; and tomorrow (Thursday) there will be a spin to Patching and Angmering!"

That is how the Worthing Gazette of the 12th September, 1889, told the town of the formal foundation of the Excelsior. The report tells us that the meeting took place on Monday the 9th of September, 1889, but omits to say where, later research showed it to be a spot important in Excelsior club life ever since - the top of the Washington Bostal, just south of Washington village.

The fact that the club had retained no co-ordinated record of its nineteenth century activities meant that its foundation and formative years could only be re-discovered by intensive reading of contemporary, local newspapers. I expected little when I set out on this journey, my views jaundiced by two years service as press secretary of a cycling club in the motor age. After many long hours I had found

numerous snippets of local cycling news, and had even discovered a Worthing Cyclists' Club, formed in 1882, which had a short and sad existence, but I learned with chagrin that the library had no newspapers for 1887. I plodded slowly on, but not until the 12th September 1889 did I finally find the Excelsior mentioned by name. My excitement as I copied the report was the greater when I recognised some of the names as those I'd seen on an 1889 photograph lent to me for copying for the club album.

But I was baffled! Like every member for years, I have known that the Excelsior was founded in 1887. Printed committee reports from the early 1900's say "1887" Our Golden Jubilee was celebrated in 1937, George VI's Coronation year, and our float in Worthing's procession was blazoned "1887 - 1937". Everywhere the club boasts "Established 1887" yet here was the foundation of a Worthing Working Men's Excelsior Cycling Club, in September 1889.

I immediately back-tracked in case I had missed anything, and was even permitted to read the Gazette's own 1887 archive copies. Still, despite many hours of labouring over the same ground, I could find nothing before September 1889 of which I could say with certainty, "This was the Excelsior". The Worthing Cyclists' Club of 1882 certainly was not our Excelsior, but equally I could not be sure that this Working Men's Excelsior Cycling Club and our modern club were one and the same.

There were certainly several clubs in the town in the late 1880's, but we know absolutely nothing about them; all their records are lost to us. One could have been the Excelsior, and there is a "possible", in the vital year - 1887. In February, interested parties were invited to form a Worthing Cyclists' Association, "for social riding and studies in Literature, Science and Art". It gets no subsequent mention, suggesting that it was stillborn like all the others. So, still nothing definite before 1889; one must ask - did the Excelsior really start in 1887?

Another mystery is why those early Excelsior men chose to meet so far out of the town, when they could have had a larger attendance by using one of Worthing's several excellent meeting halls. Were they a little uncertain of what they were doing, or were they being intentionally secretive?

Let's give imagination rein.

Here was a group of friends who had met through cycling, and had started riding out together in 1887, with no thought of formalising their fellowship into a club. During one of their evening rides, they stopped for a "swift half" at the Franklands Arms in Washington village to prepare for the Bostal.

"Bostal" is a fairly common Sussex name, derived from the Saxon "beorh" (a hill or mountain), and "stegele" (a rising path or stile), and thus translates fairly

readily to "a hill - path". Having discovered this, I was a bit disappointed to learn that the Bostal of our founders time, while it still survives, is not that old, merely part of a relatively young turnpike route built in 1804 to link the fast growing seaside resort of Worthing to the Horsham Road.

For those who don't know it, this Bostal, while no mountain, climbs steeply southwards out of Washington towards Worthing. The road, some 600 yards of rolled chalk and gravel, rose some twenty feet higher than it does today. I am certain they walked, pushing their heavy solid-tyred machines up its rutted steepness. At the top they stood, recovering their breath, taking in the view south toward Findon, and enjoying the glorious colours of a fading autumn day. They chatted of bikes and biking. Perhaps one or two pipes scented the autumn air as they breathed easier, and discussion turned to serious matters. The Worthing Cyclists' Club was struggling, and the town's cyclists needed a sound cycling organisation. Our little group of friends realised that if they didn't tackle the problem, nobody else would, so they decided there and then to form a club, even going as far as choosing a name for it and setting membership fees. Finally one asked, "This is all very nice, but do we count our Excelsior's existence from today, or from when we first rode out together in 1887" If that was so, we know the answer.

It's a romantic little scene, but a sterner one suggests itself. In cyclings

Victorian hey-day, the eleven men at the Bostal were typical of many who had long been uneasy at the way the hobby was being catered for in Worthing. None belonged to the Worthing Cyclists' Club, and we must conclude that they had chosen not to. This group of tradesmen and artisans had been meeting informally for two years, in other words since 1887. "Premier", Worthing Cyclists' Club press secretary, was ever ready to savage upstart cycling groups, so we can't blame Hower Biggs and the Young brothers, and the other seven, for keeping their heads down for a while!

Thus it was that they rode out on that September evening, as discreetly as they had done for the last couple of years, in ones and twos, along the narrow avenues of Broadwater Road, South Farm Lane and Offington Lane, up the tree lined coaching road, on past the old turnpike house at Paygate Lane (Bost Hill, another "Bostal"), past the Black Horse and the Gun Inn, through Findon to the appointed place at the top of the Bostal, there to decide whether the time was ripe to bring their little organisation out into the open.

Whichever is the truth it is puzzling that the first general meeting, in March 1890 did not formalise 1887 as foundation year. In a young club such matters were perhaps of little importance..

Also, why "Excelsior"? After all, 1887 was Queen Victoria's Golden Jubilee year, and "Worthing Jubilee Wheelers" has a nice ring.

Many modern cycling clubs have exotic continental names; V.C.Londres (London Bicycle Club), V.C.Etoile (Star Bicycle Club). In the same way, Victorian clubmen loved to imply excellence or superiority, "Paragons", "Mitres", "Invictas" and "Excelsiors" abounded, but Biggs junior argued for "Excelsior". He must have made a good case. Longfellow's youth may have borne his banner to a romantic death, but the word had sad connections in Worthing.

In 1884, riots against the Salvation Army culminated in the death of one of the rioters. An anti-temperance mob attacked the Army's premises, and eventually dragoons had to be called out to quell the riot. The mob was the "Skeleton Army" or the "Excelsior Club", and a contemporary engraving shows one of the rioters carrying a flag; on it is a knight in a mailed surcoat, and the words "Excelsior Club".

Despite this, our club took the name "Excelsior" on the 9th September, 1889, and the "Excelsior" it has been ever since. Foundation year was discussed at length at the club dinner in 1902. Two founders, Jack Young and W.A.Hewer, were there, and while the results of the arguments are not recorded, notepaper from those days says "founded 1887".

So, whatever the facts of those first two years, we firmly believe that Excelsior history goes back a hundred years, but Worthing's cycling roots go back beyond the Worthing Cyclists' Club, back to the Regency and the hobby-horse....

John Grant.

BRIGHTON MITRE CYCLING CLUB

Formed 1894

"Allendale"
320 Ditchling Road
Brighton BN1 6JG

Feb.11th 1987

Dear Don,

My committee have asked me to write to you to convey our very best wishes and congratulations on your Centenary Year. A great milestone in your club's history. My own club has a little way to go, another seven years in fact, but time soon slips by.

What a pity dear old Charlie Lednor did not live to join in your celebrations. He and Charlie Janman timed our Open '25' for many years with unfailing courtesy and good humour.

Anyway the very best of luck with all your special events this year.

Sincerely,

Bill Sladen.

WORTHING EXCELSIOR FLORAL BADGE

This will be in Denton Gardens in East Worthing during May and June. by courtesy of the Parks and Gardens department.

ROAD RACE PREVIEW

In a rare moment of euphoria (or was it brain damage?) I volunteered my services as Road and Track Secretary and Club B.C.F. representative for the Centenary year 1987.

These posts, I thought, would dovetail in nicely with my existing position as Surrey League representative, keeping it all in one briefcase, so to speak.

As I sit surrounded by reams of paperwork, trying to compile a reasonably coherent preview of the coming years promotions, I realise it isn't as easy as it sounds, or as Paul West made it look, so if I miss anything - or anybody - let me know.

Firstly: The Track Scene.

There are Sussex Cycle Racing League points meetings at Preston Park on the following Wednesday evenings, starting at 7.15 p.m.: - from 6th to 27th May, 10th to 24th June, 1st to 29th July, and 5th to 12th August. For those who fancy their chances the Division Track championships are being held on Wednesday 3rd June, whilst the famous Brighton Sash Meeting starts at 2.30 p.m. on Sunday 7th June.

Worthing club riders regularly compete at track league meetings and amongst those likely to do so this season are Paul West, Ian Leeding, Andy Lock and Marvin Lucas. The club rider scoring most points in the league becomes the club's track champion.

Paul West, rumour has it, is specialising in track riding this year,

travelling the country in order to compete, so if you need any advice, he's the man to see. He also tells me he is undecided whether to continue with the Club Track meeting organisation - perhaps someone else would care to take that over?

Secondly: The Surrey League.

Once again the club is competing in Surrey League events; to date six riders have affiliated, Ian and Trevor Leeding, Paul West (hedging his bets!) Bradley Walters, Robert Downham and Ian Stainer. I hope to see a few more riders from Worthing this year - I really think that the League races are the best introduction to road racing a newcomer can have.

There's the usual full programme of events on Saturdays and Sundays for 3rd and 2nd category riders from now through to the middle of October. There's also a four day Easter stage race and a series of Thursday evening handicaps which are entered on the line races. Finally, a reciprocal agreement with the Kent League opens up a whole new series of rides, particularly for 1st cats. and juniors.

Registration fee this year is £10 but you get £5 back if you finish two races, and thereafter start to accumulate points towards further prize money. I will be at the club room on most Tuesdays to register any new riders and also to take entries for future events. If you need any further details please don't hesitate to ask - or ring me on Ashington 892789.

Our own club promotions for the League are on Saturday the 18th July, at Shillinglee. I shall require the usual

amount of help for these events, so any offers will be greatly appreciated. Help will also be required at the Club's B.C.F. promotions which this year include an evening Criterium series.

Our first club event is a Bradley Walters/Steve Jukes extravaganza; the Spring Road Race for 3rds and Juniors to be held on the Ashurst circuit on Saturday 11th April at 2.00.p.m. An improved finish should avoid the problems encountered at last year's version of this event.

The evening Criteriums all over 38 miles are on a new circuit, 4 $\frac{3}{4}$ miles round, based at Ashington and are for 1st 2nd and 3rd cat riders. They all start at 7.00.p.m. and are on Monday evenings; 11th and 18th of May and the 1st and 8th of June. Please support these events in any way you can, we'd like them to be special in the Club's special year.

Looking through the handbook, there are not too many races in the Sussex Division this year. Ours, of course, - and the Lewes evening Criteriums on 4th, 11th and 18th June plus two or three more.

The Division Championships are being held on Saturday 6th June so as not to clash with the Sash Track Meeting and are on a different, hillier circuit in the Goodwood area - should prove interesting.

There are however plenty of rides in the Wessex and Surrey divisions - plus Eastway of course. It would be nice to see a Worthing team riding more events this year - and riding as a team.

Which brings me to my last point. Those of you who went to the Club Dinner will no doubt have noticed that there were no trophies to be won for Road Racing. It seems a shame in a club as active and diverse as ours that this should be so and I hope this year to change that. I have devised a points system, loosely based on the B.C.F.'s own category improvement system, but with the important addition that points will also be gained for finishing events. If all goes well therefore I hope to see both a senior road race champion and a junior/juvenile champion receive trophies at the Centenary dinner: more on this later.

Meanwhile, if all riders in road races, whatever category, would keep me informed of their efforts throughout the year I will keep a record of points won towards those hoped for trophies.

In conclusion may I wish every rider good luck for the coming season; particularly our Division Champion and also members of the Worthing training camp, ably led by Mike (who put that lorry there?) Coyle. May they leave Spain as they found it- and come back super fit.

Pete Scarsbrook

Have you seen the new Club certificates designed printed and individually coloured for us by Keith Dodman? They are superb, and something really worth winning. Thank you very much Keith. The only problem is that they are so good that so many promoters want to use them that you are going to be kept ever so busy

REMAINDER OF CLUB TIME TRIAL PROGRAMME FOR 1987

- 17th May 30mile Course G938 plus 5miles.
25th June 10mile 2-up T.T.T. on G914
the usual Washington course
28th June 25mile G938 - Hammerpot.
30th June 25mile 2-up T.T.T. G938.
2nd July 15mile Washington/Ashurst circuit.
9th July 15mile Washington/Ashurst circuit.
19th July 25mile Inter-club event with
Bognor Regis C.C. on G938
18th October Hill Climb on Bury Hill.
24th October 10mile Grand Prix des
Gentlemen on Washington course

It has been very difficult to fit these in without some clash with the many open and association events. The date for the inter-club is still provisional, but if approved it will probably include the club championship, while that on 28th June will be the handicap and junior race.

The club 50m, 100m and 12hour are run with the Sussex C.A. events. Members wishing to take part in these must complete a club entry form.

The evening 10mile series Course G914 runs from 7th May to 18th June inclusive and then from 16th July to 27th August. Start 7.00.p.m. in May and August and 7.30.p.m. in June and July.

SUSSEX CYCLISTS' ASSOCIATION

remainder of 1987

TIME TRIAL PROGRAMME

May 3rd 25m Team Championship on G193,
Cowfold based course.

June 14th Open and Championship 50m on
the A27 based course, G952

July 7th 10m on the Wiston course G917

July 12th Open and Championship 100
course starts and finishes at
Washington, but mainly A27 G926

August 9th Open and Championship 12hour
Washington start Course G971

September 20th 25m Individual Championship
G938 the A27 course.

We are affiliated to the Sussex Cyclists' Association, indeed we were founder members in 1921. These events and the early season ones incorporate a senior Best All Rounder over the three distances, 50m, 100m and 12 hour, sponsored by John Spooner: a veterans best all rounder and a points competition for a fine trophy given by the Worthing Excelsior in memory of the late Charlie Lednor.

EAST SUSSEX CYCLING ASSOCIATION

remainder of 1987

TIME TRIAL PROGRAMME

April 25th 10m G815 start 2.30 p.m.

April 26th 25m G838 start 8.00 a.m.

June 7th 50m G853 start 7.00 a.m.

June 21st 25m G837 start 7.00. a.m.

July 26th Open 100m including V.T.T.A.
National Championship
G865 start 6.00. a.m.

August 16th Open 50m G853 start 7.00. a.m.

September 5th Open 10m G815 start 2.30.p.m.

September 6th Open 25m G838 start 8.00.a.m.

October 4th Open Hill Climb G801 (The
Wall near Hartfield)
start 10.30 a.m.

Further details from the Road Time Trials
Handbook or from the Association's Racing
Secretary, Mick Burgess at 7 Sandridge,
Crowborough East Sussex TN6 1JE or
telephone Crowborough 61754

The Worthing Excelsior Cycling Club is,
despite our geographical situation in West
Sussex, affiliated to the East Sussex
Cycling Association.

OUR LONGEST SERVING MEMBER

June 7th 1933 to be exact, is the date that Freddy Clayton joined the Worthing Excelsior. Freddy can be exact on a great many of his memories over the years, but I found as I talked to him one evening how these memories are nearly always of those he has met and known. It was not so easy to find out about Freddy, but what a source of information he will be for our Club Historian. The names of other members, what they did, where they lived, who they married, and if still with us, where they are now, all come out with ease. It shows what great store Freddy has placed upon the fellowship of the cycling friends he has made.

Freddy was born in Brixton - "outside of the prison" - he assures me - on 10th May 1905. He was astride a bicycle by the age of eight and was soon out into the lovely countryside that then existed in the south London area. "Dulwich" is the name of his house in East Worthing and it tells us of the area from which he moved to Worthing in 1932. He helped form the Kingswood Wheelers in Dulwich and retains a book of snapshots of the activities of the Club which is no longer in existence.

It was typical of Freddy that on the fiftieth anniversary of his membership he attended the clubroom and paid for teas all round. He still held the original membership card and the signed receipt for a subscription of seven shillings (35p).

He remembers that Bob Legg was the Secretary at the time.

He never did any racing - no he tells a lie - he did twice ride private trials in Club Hill Climbs around 1934, when the event was held on Houghton Hill. He has a lovely photograph of a group at the start, right by the George Inn. An interesting fact is that at that time Freddy was the "Non-racing" member of the committee, and was not therefore allowed to compete.

Club runs leader seems to have been his forte, both with the Kingswood Wheelers and the Worthing Excelsior, and even rapidly failing eyesight did not allow him to stand down from this office, although he admits that he had to ride at the back coming home in the dark. "I just followed the red light in front and if he went into the ditch then I followed". He tried the introduction of the "15 minutes each" runs, where every rider takes it in turn to lead for that period, but it didn't work, "we got lost so many times".

Although not a 'racer' he is nevertheless full of praise and enthusiasm for those who take part, and he still enjoys marshalling. He recalls marshalling a '100' at Offington Corner as riders headed west for Emsworth. "as soon as they had all gone through we had to cycle to Crawley to do another turn at that end" ! Nowadays he is often to be seen on the roundabouts anywhere between Arundel and Washington, pointing the way.

He has fond memories of Frank Southall

riding at the Herne Hill track and of many visits to that famous racing velodrome. The club had a coach trip there one year but normally it was an early start, and the long ride there and back.

Touring took him to many parts of the Country and to Belgium and Holland, but generally it was the lanes of the south-east in which he found his friends, and his great enjoyment, and at eighty one this happily continues. The snapshot album which starts with sepia, goes on to black and white and then to brilliant colour, and photographs of recent rides are added to the memories collection.

Tandems have been quite a part of his cycling, three or four tandems were referred to in the conversation, and I think I caused just a little irritation when I had to admit to not knowing of Maurice Selbach, or of the famous 'Selbach' tandems. I'm pleased to say though, I had heard of the 'Chater Lea' fittings with which his had been equipped. This one cost £4.!. Another had been purchased for £2.10.0., (£2.50) .! He reckons he's had about 40 different tandem partners over the years, including his wife Elsie.

It was not until 1947 that Freddy and Elsie were married in a ceremony at Slough. A King of the Road coach was hired to take club members. At the age of forty two he was considered to be the confirmed bachelor, and he laughs at the memory of an overheard club conversation - "Freddy getting married - never thought I'd see that.

The coach, incidentally, another example of his memory, cost £12.10.0. (£12.50).

Working on land drainage during the war his eyesight became so poor by the early 1950's that he was given his cards because he was becoming a danger - like walking in front of bulldozers! Two cataracts thirty five years ago was a distinctly poorer prospect than it may be now, but two operations in 1952 and 1953 were remarkably successful and left him with 85% sight. It was a bright new world. Various jobs, mainly in horticulture eventually led him to the Worthing Borough Council Parks Department, and before long he found himself in charge of the grounds of no less than 25 schools and 10 separate recreation grounds, all within the Borough but stretching from Brooklands in the east, to Goring in the west and up as far as Vale School in Findon Valley. "What of the bike here?" you may ask, well, he never used any other form of transport, and probably holds some sort of record for the number of miles ridden in the Borough. He received three shillings (15p) per week for the use of his bike.

A daughter, Jennifer, was born in 1948 and she now lives close by, while a son, Timothy, born in 1951, now lives and works in Singapore, a place which Freddy and Elsie have visited four times in recent years.

The photograph album completed our chat as he turned over the pages, lingering and commenting on some stirred memory on

nearly every leaf; forty on a run starting from Grove Lodge in 1932 - just before he joined, A.C.T.C. rally at Horsham in 1937 with about 200 present, the finish of a novices ten mile event in South Farm Road right by Broadwater Green. A shot of the Cyclists versus Harriers event which used to be held regularly, and another admission of competition - he once finished fifth. There are camping photographs from 1937, twenty to thirty would frequently attend - a popular venue was West Chiltington. In 1937, and the snap is endorsed "50th Anniversary" a run to the home of the then Club Patron, Lord Winterton. His home was at Shillinglee and tea was provided for the riders. Several photographs show present members like Don Cooper, Vera Puttick, Maurice Reeve-Black and past stalwarts like Dennis Dean, Charlie Lednor, Arthur Manktellow, Ted Davies and Wally Fitch. More pictures recalled a reunion party in 1946 and an N.C.U. (National Cyclists Union) rally at Sayers Common in the same year. Then we found pictures of Alf Dawes, Jim and Connie Hughes, Joe Simpson, Roger and Jean Smallman and Charlie Brazier, and that's really how the evening ended - talking about the friends he's made rather than what he's done - but then that's Freddy Clayton.

Don.

It's rumoured that the Sussex Cyclists Association is to heed the warnings given by the Football Association to its members over the AIDS virus problem. They are to ban kissing at the end of the team championship

and, in view of the recommendations against communal baths..... the 12 hour is to be banned.

ALL TO BE FOUND IN SUSSEX if you look hard enough

A. B. C. D. E. HE HA Y.

RED FILES PET

HOW DOT SUNS

HER BUNS MARY

OH BE TOUGH GRIND

BIG ROUND LANE

SEEN SHORT DYKE

ICE LATCH BONDING

POP RESHIRT UNIT

LET PAM RUSH

LOG WITH NIT SCENT

The answers If I can find them will appear elsewhere in this magazine.

It's rumoured that Bradley Walters is to sue the 'Mr. Atlas' body building concern for failure to provide goods of merchantable quality.

BY ROYAL APPOINTMENT

In 1969 the Duke of Edinburgh suggested I joined the Worthing Excelsior, well, through his Award Scheme he did. While at school I had completed bronze and silver standards, and joined a Youth Club in pursuit of the gold. The scheme required me to follow an interest for at least 18 months, and to take part in a sport. My choice of cycling covered both nicely. I duly visited the Broadwater Parish Rooms, where, I was told by the Youth Club, I would meet "A jolly fine bunch of people". This seemed to be so and I handed over a 10/- note to Don Lock, then Treasurer. I wasn't sure he actually cycled as he was in a suit while the rest were in cycling gear. I soon found out that he did ride, and very quickly at that. (I should really take that out but...Ed.)

I had to do six one hour rides and in those, covered more miles than I had ever done before. Two memories I have of those trips, were of hitting a kerb just south of Findon roundabout and almost coming off, and of puncturing outside The Wine Lodge on the sea front (No I wasn't allowed any wine!). Following these training sessions with Don I had to complete a fifty mile ride in under three hours. This was allowed to be in company, so on 23rd November 1969 with Don, Tony Hill, Keith Dodman and Harry Beasley we set off from official timekeeper, Ray Betts at The Sussex Pad Lancing and rode the course to Westhampnett and back. We rode well and returned in 2 hours 51 minutes and 24 seconds, an average speed of $17\frac{1}{2}$ m.p.h.

To pursue the interest for 18 months seemed easy, just writing reports on the rides, but somehow during the time I became more interested in the Club than in the Award. I have now enjoyed 18 years following my interest in cycling. The Duke lost and the Excelsior gained (I hope!!).

My first new bike was a complete machine, purchased from Gammons of Shoreham; a Claud Butler for only £39.17.3! With the help of this and other bikes since I've enjoyed around 500 club runs. With motor assistance many have been outside of Sussex. The New Forest, Isle of Wight and Epping Forest have all been popular haunts. I raced for a couple of seasons in the seventies:-
10 miles.23.39, 25 miles.1.0.45, 50 miles.2.14.58. I even had a go at road racing, but only once (they objected to the saddle-bag. Ed.) I've enjoyed helping club riders in the long distance events, especially 12hours and when these races have been long distances from home. I recall Ray Douglass calling out, after a few miles of a 12' "What a lovely morning for cycling" - as the day wore on and the miles began to tell, his views on the day were not so good! But he recovered - two days later.

I remember in Canada in 1980, we'd just ridden over 80 miles, heading through the Rockies towards Vancouver, when this guy enquired how far we'd come. "Wow you must be in fine shape" was his response to our answer. Ray Douglass was my companion - we both enjoyed the comment.

All the best for Centenary Year - see you at all the special events.
***** Dave Hudson

"A NEW TYPE OF RACING"

From John Grant's researching comes this lovely piece from the Gazette of 18th July 1905 "Dick Turpin" (Dick Long) reports seeing a road race of the new type.

"Road races have changed since the early nineties. Then fierce looking tandems swept along with two or three hard-riding men in their wake, the riders heralding their approach with a discord of bell-ringing and hoarse cries. The competitor who entered a big road race in those days without at least three or four tandems at his disposal usually wasted his efforts.

In one case I remember a little army of wheelmen was engaged to feed and pace one rider who was on a twenty four hours jaunt. This rider revelled in the luxury of riding well sheltered behind tandem tricycles, which were in their turn paced by the more easily propelled tandem bicycle. Such was road racing in the good old days.

Things altered suddenly when pacemaking was generally disallowed, and a day or two ago, when out in the early morning I saw a good example of the new road racing.

A 100 miles race was in progress, but there was little to attract the interest of the outsider. A couple of wheelmen stood at Offington Corner, a little group waited further on; and at awkward corners on the

road to Arundel I noticed other watchers. I knew the badge they wore that of the Southern C.C. - and recognised the club colours in the dark and light blue ribbon, at the same time observing that bottles protruded from the pockets of many of the wheelmen.

Presently the scent grew warmer, and one by one about thirty competitors came along, quietly and unobtrusively, at intervals of half a mile or so in most instances. They looked like scorchers, and only checked their pace to hurriedly take speed-drinks, rice or fruit, and perhaps to sponge their faces before resuming the stern struggle. With a cheery word of encouragement from their clubmates, many of whom had ridden out fifty to sixty miles to perform their slight but welcome services, they vanished down the road.

An hour of this, and the string of dusty riders had passed and were on their way back to Crawley, where after much arithmetic officials would ascertain who had won the race.

No noise, no tandems, no gangs of speedmen, and consequently no police interference. Arundel had hardly finished breakfast when the road racers had been and gone. Such is the new road racing. It is harder work than the old, and the new road racers a sportsman right through."

"Dick Turpin"

THE RETURN OF 'EDDYTORR'

The 'Worthing Wheel' pushed off from the timekeeper on an unknown distance event, in February 1968. It seemed like a good idea at the time, but I didn't know they were going to lose the 'last lap bell' or that the timekeeper was packing up as soon as I had got round the first bend.

Keith Dodman produced a 'Worthing Wheel' cover with a background image of a racing cyclist, looking very smooth with dark glasses - some maintain it was an early photograph of Keith himself, but I don't know - was he like that? Anyway, with a cover and the fantastic financial backing of the General Committee - they allowed a maximum outlay of £10! we were off. All we had to do now was to find something to fill it with.

We received well wishing letters from A. Gayfer, the then Editor of Cycling and from Beryl Burton, who spoke about her rhubarb crop?? You'll have to ask Ray Douglass to explain that - he knows everything about Beryl that doesn't appear in her book. These, and reports of the events, racing, touring and social kept us going and gradually contributions came in. As long as the Club thrives so can the magazine, but your opinions and contributions generally are always needed.

"The Eddytorr" was an attempt by yours truly to find some deep message at the end of each issue. The effort appears to have

been discontinued in 1974 and the Mag has clearly improved as a result. Don't worry this recall is only for this issue.

We started with 24 pages but by issue number two we were up to 36, and stuck at this until 1981 when we suddenly burst through to 44. Since then the number of pages has hovered between 40 and 48 with an exception last Autumn with a record 52, which caused problems for the printer, for you can only put so much inside a certain size cover.

It was in 1981 that we first achieved a properly printed Mag thanks very much to big 'M' who shall remain anonymous. We had started with stencils being cut by Barbara Ford-Dunn and had to make trips to Portslade to get electronic stencils cut for the few photograph reproductions that we tried. Then Brian Weir and I would spend half the night in his dining room/office turning the handle on the old duplicator. The paper would stick, the ink would either run out or run in and smudge and..... we used to get very tired. After the duplicating my lounge floor was given over to sorting and checking pages, making up each book and hand stapling... and someone asked why we didn't bring it out once a month!

In '85 we had still more improvements with the use of a computer and computer printer and then we changed the cover to full colour and photographic and after seventeen years of good service faded out the Keith

Dodman design. The computer printer facility is, unfortunately, no longer available to us, so to try and retain a good print style the club has invested in an electronic typewriter. A vote of confidence perhaps ? We have used photos. occasionally and hope to repeat this. If at any time you have good clear snaps that you think might be a good subject for a future issue please let me know.

For three years, 1977 - 1979, Derek Smith, now residing in Watford Village, but then living in Rustington, took over as Editor while I was involved with some studies, and we must always be grateful to him. Had he not stepped in the continuity would have been broken and we may not have managed to get off the mark again. Since the Autumn 1985 issue Bob Grange has assisted in the Mag's production.

The number issued each time has kept pace with club membership and from around 100 when we started we now exceed 150. The Editor's attic also contains a few copies of all issues save for a few of the very early ones.

We started with a charge of 1/- (5p) and held this until 1974 when it doubled to 10p. A charge was dropped in 1980 and from that time it has been free to all first claim members.

It's just like cycling really - quite a lot of work, but enjoyable and rewarding - so, unless someone finds that bell!

Don

MEDIUM GEAR TEN

The 1987 season opened on Saturday afternoon, 28th February, and a lovely spring-like day it was too. It was perhaps appropriate therefore, that a 'new young thing' should blossom forth. The event was on the Washington course, and the win, which sent his Dad into space, went to schoolboy 14 year old Marvin Lucas, who recorded a superb 25.10. It was a narrow win by just 4 seconds from a well known twiddler, Stuart Gibbs, who is now doing a bit more biking, but it was a smashing effort by young Marvè. It was his first outing on a track frame that seems to have had a few previous owners in the club, but quite obviously, is still doing good service. Behind Stuart came Kevin Spilman with 25.23 and in fourth place - looking as unaccustomed to a 72"gear as he is to fourth place was Pete Danckwardt.

It was warm and sunny and a good number turned out to spectate and to partake of a cuppa from the urn and another of Carol Stanbridge's super cakes.

Ray Douglass was anxious to be number one in the first event of Centenary Year, but had to ride a private trial because he hasn't yet worked out how to 'block off' his gears. Can anyone lend Ray a 'Haynes' Manual for a 1934 Holdsworth (Campag G.T.) Mark 1V. ?

Timekeepers were Mike Gibbs who "counted them all out" and Tony Palmer who

"counted them all back", save for Chris Sweet, whose bottom bracket did not sound at all sweet, and who, apparently, was the first puncture victim of the season.

Full Result:-

1.	Marvin Lucas	25.10	3.00	22.10.
2.	Stuart Gibbs	25.14	2.00	23.14
3.	Kevin Spilman	25.23	2.00	23.23
4.	Pete Danckwardt	25.46	Sc	25.46
5.	Andrew Lock	26.10	2.00	24.10
6.	Colin Miller	26.45	4.30	22.15
7.	Clive Goward	26.55	3.30	23.25
8.	Christine Barnett	28.41	5.00	23.41
9.	Ian Leeding	29.18	3.00	26.18
10.	Gary Collier	30.46	4.00	26.46
11.	Peter Woodhams	31.35	5.00	26.35
12.	Reg Searle	31.49	8.00	23.49
13.	Nick Pigott	32.31	7.00	25.21

Ian Stainer	27.08)	
Jason Buckley	28.10)	P.T.T.'s
Ray Douglass	29.21)	

Ian Leeding's time includes 2 minutes 10 seconds late start.

It's rumoured that Stuart Gibbs' dirty washing is being aired in public. After Gatwick Handling had driven over his case at the airport, some claimed it was his dirty underwear hanging out of the burst luggage. But it was pink and had pretty little.....

I DON'T REMEMBER IT ALL

My first Club run.

I expect most club riders can recall their first club run, especially if it was with Worthing Excelsior! I can remember how nervous I felt, as an eighteen year old, waiting at Broadwater Green for everyone to arrive. My cycle didn't quite match up to the other rider's steeds, it was an old steel ladies frame I'd rescued from a dump. However, I'd repainted it, and with the cheapest accessories I could find, (no gears, of course) I had thought it quite smart.

It turned out to be Theo Puttick's run, and we all rode off at a fair pace. There were several more girls, and they all made me welcome.

I managed to keep up, and all went well until mid-morning. We had then left the road and taken one of Theo's cross-country short cuts over the Amberley Wild Brooks. The sky had darkened and the rain began.

The others looked to see if I had a cape (I had) and we struggled on until the thunder started. This, because of the proximity of the river was right overhead and really frightening.

We all squatted down, using our capes as tents, with faces peering out of the necks, well away from our bikes. There was no shelter. We had to wait some time for

it to pass, and it was certainly the worst storm I'd experienced. We laughed when David Clark lit a cigarette inside his "tent" and sent up smoke signals!

As the storm passed, we plodded on - the ground was waterlogged - and dragged our bikes back to the road. My white plimsoles somehow didn't look so smart.

The lunch stop was at the Sportsman at Amberley, and it was a bedraggled mob that staggered inside. The Landlady, eyeing us, produced a large towel and we all sat around the fire trying to dry ourselves off. As Ray Douglass was wringing out his socks on the flagstoned hearth, we discovered that his second toes are longer than his big ones - a sign of greatness, perhaps?

We all ate our sandwiches - pubs allowed this in those days - in fact they didn't usually do food anyway.

The weather improved after lunch, and by teatime we'd almost dried out. I arrived back home utterly exhausted and filthy dirty and my Mother said I was not to go again. However, in spite of the appalling weather, I hadn't enjoyed myself so much for years, and couldn't wait to save for a better bike.

I expect some of my fellow riders would remember this run - I know Ray does.

Thanks, Worthing Excel. for all the good times with you, and long may you continue.

Jean Smallman

"MUD, MUD, MUD"

Those of us who moan about today's degenerate road surfaces as we swish along on eight atmospheres of exotic Italian silk, might spare a thought for our Edwardian forebears, to whom "Tarring" meant only a village near Worthing. Apart from a couple of experimental tarred stretches near Horsham, Henfield and Sompting, Sussex roads were unbonded, and Surrey was little better - experimental sections only at Leatherhead, Godalming and Milford. Apart from a few idyllic dry days after a shower when the roads were in "fine fettle", cycling got you muddy or dusty. "Dick Turpin" writes, in the local press, in May 1907.....

Some Excelsior boys, rising early a day or two back, must be becoming "healthy, wealthy and wise," as the proverb promises. All that happened, as they pedalled through the rain to Horsham, Crawley and Redhill, was that they were smothered in mud. Later the weather cleared, and the sluggards cycled in comfort. Oh, these proverbs, how they mislead us. The proverb I mean, has quite gone out of date, which warns us against sitting up half the night. I say "Early to bed, early to rise, makes the wheelman get covered in slimey mud pies."

I know it doesn't scan, but that's how Dick wrote it. Try stressing Wheelman and Covered, - it works a bit better then.

John Grant.

A VOICE FROM THE PAST

The West Sussex Gazette did us proud with a half page article on the subject of our Centenary accompanied by five great photographs. The publication caused a lot of interest and comment but none could have been so welcome to our historian, John Grant, or to the Club generally, as the letter recently received from Mrs.R.A. Bristow who now resides in Bosham and is in her ninetieth year. One of the photographs in the paper showed six lady members of the Excelsior at the start of the Sussex womens ten mile championship in September 1921. Mrs. Bristow was one of those ladies.

She was first a member around 1912 or 1913 and left in 1914 to join the Land Army for the duration of the First World War. She rejoined in 1919 and clearly became involved in and enjoyed greatly the various club activities of the time. She recalls the ten mile event which she won and tells us the names of all the other ladies, save just one.

Her letter says " We used to go out on Sundays, sometimes for the day or half day, stopping at different places for lunch and tea. Wednesday evenings we went to different hotels where we used to have a sing song and knees up, as one or two of our members could play the piano which we enjoyed; we were such a jolly crowd."

Visits to the Fox at Angmering, The

Franklands at Washington and The Black Rabbit at Arundel, sports meetings and the Club's Annual Dinner are all recalled.

Names of her contemporaries are still well remembered: Captains, Bert Patching, Fred Chessell and Nick Nicholls, and other members; Lena and Charles Philips, Fred Monnery, Jeff Brackley, Dick Collier, and Ted Brimpton.

The letter concludes "We used to go out in all weathers, come rain or shine. I think that is why I am still so healthy. I hope you enjoy it as much as we did. I wish the Club every success."

John Grant is hoping to visit this lady and to take with him the old Club album. Wouldn't it be lovely if she and her husband could get to the 1987 Centenary Dinner.

It's rumoured that on the recent trip by members to the Stuttgart 'Six' Paul Toppin was seen holding hands with Maureen Lock. Maureen was flattered, Paul claims mistaken identity - something about them having the same jackets - and Angela has taken Paul to the opticians. What about Don while all this was going on? Oh yes! Well - busy taking notes for the magazine we suppose

UNCLE MIKE COLUMN

We hope to make this a feature in later issues of the Worthing Wheel. We shall be pleased to receive your letters on any cycling related personal problems. Anonymity will be respected and we will do our best to answer all your queries. We can not however, enter into correspondence. Some of the letters and the replies appear in this issue and the following was the first received.

Dear Uncle Mike,

I have this burning ambition for a new frame, but my wife says the money should be spent on a new carpet and in decorating the bedroom. What would you do? I can't afford both.

Yours - I'm desperate from Durrington.

Dear Desperate from Durrington,

What I would do has got nothing to do with it. If I decorated the bedroom, I'd never be asked to do it again - which is an angle you might consider, and then there are some who say that the bedroom would look better without me anyway - but I digress.

Certainly you must have the new frame and I hope it helps you to get about in your old age. You might get one on loan from the D.H.S.S. or the Red Cross. I'm not sure but I believe you can get them with wheels.

Yours, with care,

Uncle Mike.

OVER SIXTIES SPORTS PERSONALITY

The Worthing and District Sports Council awards for 1986 were presented by the international athlete Tim Hutchins of Crawley, at a ceremony at Worthing Football Club premises in Woodside Road, Worthing on the evening of Thursday 26th February 1987. This is an annual event, sponsored by the Worthing Gazette and Herald, and this year the award for the Over 60's sports personality, was presented to Ron Foster of the Excelsior for his superb racing performances over the past season.

A lot of us find it hard to match times of 1 hour 4 minutes for 25 miles and 2 hours 17 minutes for 50 miles whether we be 20 or 30, let alone 64! but the non-cycling members of this gathering found these times quite astounding. Perhaps though, it was because they were from sports backgrounds, that they were able to appreciate just a little of the quality of these performances and that the award was so warmly applauded.

Ron brought his wife and four other members of his family over, and they were joined by other Club members for a pleasant evening.

Well done Ron.

There is now £40 in the kitty for the next club rider to beat 240 miles in a 12hour. Thanks to Joe Simpson.

THE CIRCUIT (1st March)

After a spring-like Saturday, this Sunday was miserable with almost constant and at times heavy rain, so it was not surprising that there were a number of DNS and a couple of DNF's

Ray Douglass, determined to sustain the discussion on club jerseys and their design, was resplendent in a 1950's edition of the "blue vee" as he departed the timekeeper - is he going to be number one in every club event this year we wonder? There were then a couple of non-starters before Mike Stanbridge pushed away, followed by Kevin Spilman, like any true triathlete, looking very much more at home in all the water, than the rest of us. Reg Searle was next, and not to be outdone by Ray's vintage shirt, he was noted to be aboard a 'Ford-Dunn' frame - now that goes back a bit... Alan Matthews returned to the racing scene on a smart new machine and seemed his usual cheerful self as he went away ahead of Christine (D.D.) Barnett - 'D.D.' for diminutive and determined. Colin Miller was next on track bike and 82" fixed. Dave Elson then slotted in for a P.T.T. ; rather than stand around and get wet, he thought he might as well ride and get wet! Stuart Gibbs was next and clearly the favourite, after Pete Danckwardt failed to show - Stuart was another to choose fixed wheel, but he was on 86". There was then a three minute gap and Andrew Lock brought up the rear. As Andrew disappeared though, Pete D' arrived

and promptly had a number put on his back and was sent off at two minutes. He did however, quickly reconsider that decision and returned for a cup of tea after just a couple of miles.

The course was the usual one of Findon Valley - Findon roundabout - Long Furlong - Patching - Offington back up the Valley and round again for a second lap and a total mileage of about 17½ miles.

It's a good event for the timekeepers and others at the start for you can check the first lap and quickly get an idea of who's doing what. On this occasion Kevin, off number five, was already out front and going well, but the speculation that Stuart was the one to watch, was confirmed when he went by very rapidly. He had already taken over two minutes out of Colin, and nearly a minute on Kevin. Andrew completed his first lap about half a minute down on Kevin, but he was victim of a slow puncture, and had ridden most of the first lap on a spongey rear tub which was now as flat as the proverbial pancake. Exit Andrew at this point.

Stuart was to increase his advantage by the finish to record a good time in the conditions of 45.03. Kevin was comfortably second in 46.44 and Colin, the only other rider to beat 50 minutes, was just as well clear in third place with 49.31.

If there was a prize for the best pacing of the two laps then that

should go to Kevin with 23.20 and 23.24, while Stuart was at five seconds (quicker second lap) with 22.34 and 22.29. Alan Matthews would have been third with 27.45 and 27.52. Other lap times were:- Colin, 24.40 - 24.51 Mike 30.37 - 30.57, Ray 28.37 - 29.02. Reg 31.23 - 32.23, and Christine 29.01 - 28.19,

Full result:-

1. Stuart Gibbs	45.03	4.00	41.03
2. Kevin Spilman	46.44	4.00	42.44
3. Colin Miller	49.31	8.00	41.31
4. Alan Matthews	55.37	10.00	45.37
5. Christine Barnett	57.20	12.30	44.50
6. Ray Douglass	57.39	11.30	46.09
7. Mike Stanbridge	61.34	13.00	48.34
8. Reg Searle	63.46	16.00	47.46

It's rumoured that Mike Stanbridge is to lodge a formal complaint over Christine's ride in the Circuit event. The Riders wore numbers 61 onwards and while Mike, number 65, does not object to being caught or even dropped by Christine (number 68) to wear the thing upside down and to go past showing "89" is just plain insulting.

Centenary car stickers are on sale from Tony Palmer. They are only 50p each. They could become a collector's item. If you don't have a car then get one for your Dad or friend. **A sticker not a car - WALLY!**

RICHARD SHIPTON

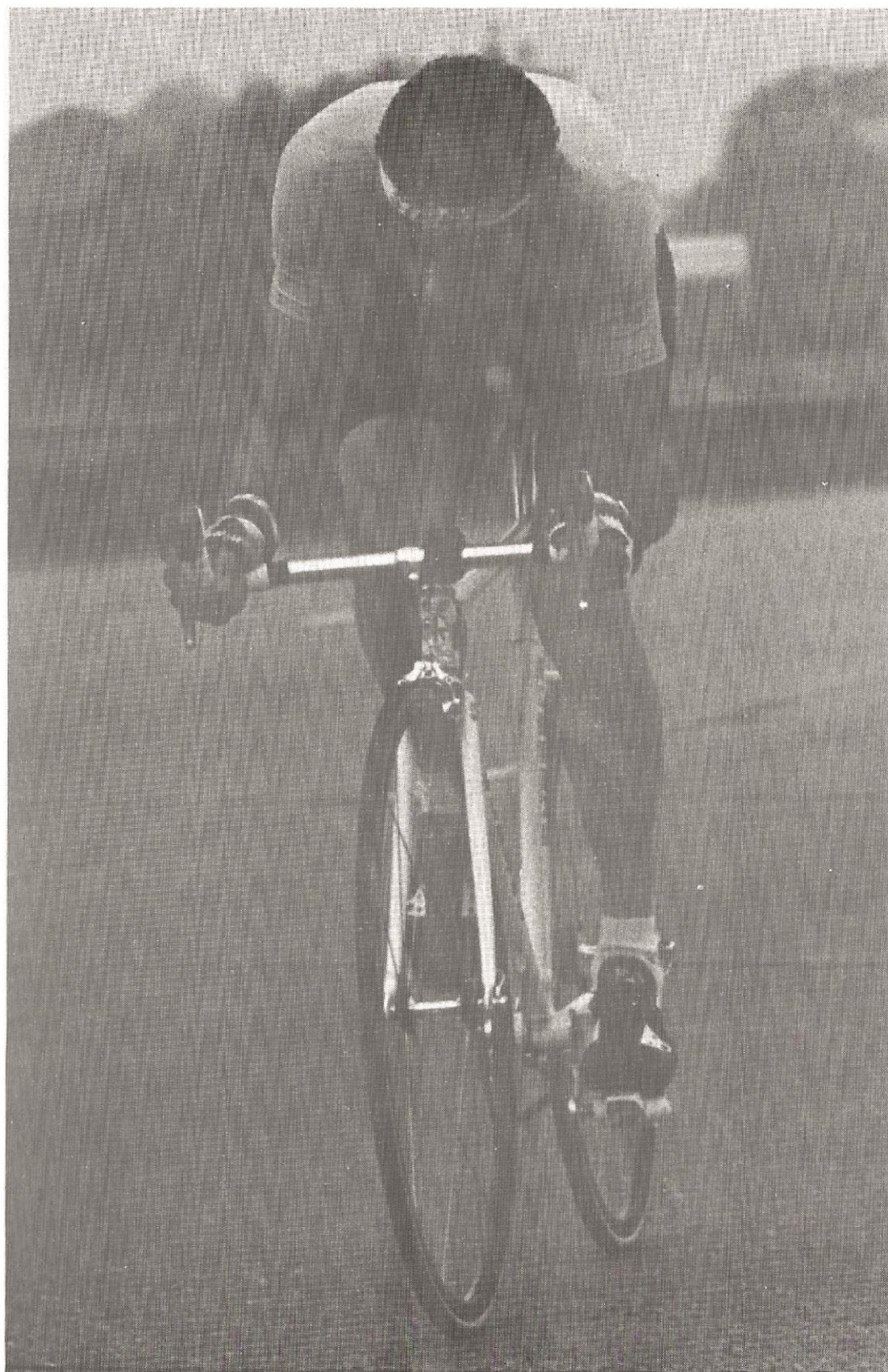
Richard was born in Worthing in 1946 so has just joined the ranks of our veterans. He has been a one club man since he joined us in 1962. He did not race until 1973 though, and for three years was no more than a moderate performer. Since then at time trialling:- At 25 miles he has gone under the hour 104 times with a best of 55.21. At 50 miles he has beaten 2 hours on 15 occasions and has a personal of 1.53.53. At ten miles his fastest is 22.7. At 30 miles he holds the Club record at 1.7.9, and at 100 miles he has a best time of 4.15.3.

In club championships he has won the 25 six times between 1980 and 1986, the 30 seven times since 1976, the 50 five years out of six starting in 1980, and the 100 seven times between 1978 and 1985.

He has remained loyal to Worthing notwithstanding that he lived for a period in the Margate area and has now resided in East Sussex for several years.

He will be a great boost to our veteran team strength, but will still remain a determined adversary to those young aspirants with eyes on his Club trophies, so many of which are making 'home' on his mantlepiece.

Richard was the first member of the club to invest in a low profile machine. Others now follow suite.



PAUL TOPPIN

Born on 22nd August 1961 still has many more years of racing ahead of him although 1987, with wife Angela expecting their first child, is going to be a 'rest' year. He seems to have been racing with the club so long, due no doubt, to his almost immediate impact after joining us in October 1975. His first race was early in 1976, and by the following year he had started on an eight year winning run in our ten mile evening series.

Time trialling has been his principal field of competition, culminating in 1983 when he won the Sussex and Club B.A.R's and produced four of his current personals. In road racing he has ridden infrequently but he savours his win in the Club 45mile promotion in 1979. While still a junior he twice finished fourth in the Sussex road race championships. In recent years he has dabbled with the Surrey League and collected a few high places.

On the track he has ridden only at Preston Park but has collected the Club track trophy in 1983, 4 and 6.

His best times are: 10m 21.42, 25m 55.25, 30m 1.12.00, 50m 1.59.52, 100m 4.24.40, 12hr. 235.5.

He has won the Club Hill Climb in 1982, the 25 championship in 1983 and 1986 and the 12 hour in 1983. He won the club junior Best All Rounder competition three years running in 1977, '78 and '79.

As well as competitor Paul has done a number of committee jobs including club events secretary.



ANDY SMITH

Andy comes from Halifax (north of Watford) and was born there on 9th May 1950.

He's always had an interest in bikes - first it was just useful for the paper round, then it was rides with mates, and then the C.T.C.. At one time it was 'speedway' - the non-motorised variety. His club before Worthing was the Halifax Imperial Wheelers and he rode a few tens, and one road race in which he got smashed!

He actually joined us for a year in 1972, but then it was marriage and family and he did not rejoin until 1983. Anxious to know what he's about, he has taken a coaching course, and now acts as our club coach. He's into low-profile machines and, in a very short while, into high profile times. He has so far produced the following:-

10miles 22.11. Wiston , June 1986
25miles 55.16 Ringwood. May 1986.
50miles 1.58.32 Ringwood, Sept. 1985
100miles 4.13.35. Sussex, July 1986.
12hrs. 239.62 Luton September 1986.

As to the future - he'll probably go a lot quicker yet and get higher up the B.B.A.R.table. - He may tackle some of our place to place records - they need updating and maybe, in a couple of years when the family is a bit older he might have a go at some road racing - that last one still riles him somewhat.



TONY GOODSSELL

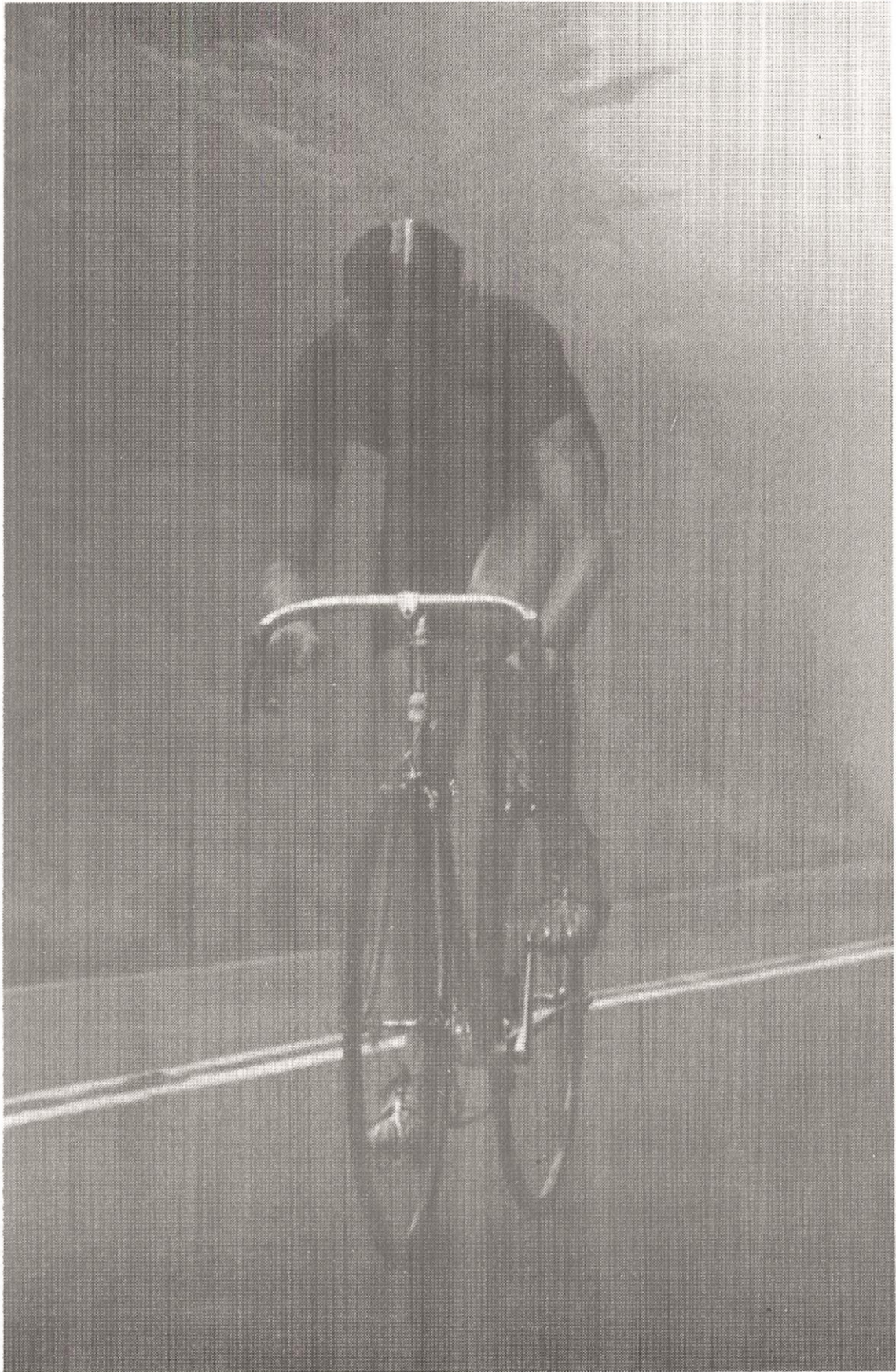
Tony was born at Horsham on 6th December 1956. He started club cycling at the age of 15 with the Crawley Wheelers and recalls early time trials with them - a first ten of 27.47 and a first 25 of 1.8.19.

He joined Central Sussex in 1975 and began to get much faster until, in May 1976 he suffered a bad injury in a road accident while training. Two vertebrae were crushed and it was considered for some time that he might not ride again. However, after seven weeks in hospital and a long period of 'rebuilding' he resumed racing in 1977. He recorded his first of many open wins in April 1978 on the Bath Road, and went under the hour for the first time in June of that year.

In 1981 he joined the sponsored Archer Road Club and stayed with them until he joined us in 1984.

He has put together some remarkable performances over the shorter distances and has, to date, 110 rides under the hour. His fastest ten is 21.20 on the Bath Road in May 1982. Best at 25 is a 53.47 in July 1982 in Essex. At 50 miles he has a best of 1.52.39 near St. Neots in July 1980.

He considers his best ride was a 55.30 to win the Archer 25 on the Bath Road in June 1981, where he beat Eddy Adkins.



PETE DANCKWARDT

Big Pete was born in Ely on 12th March 1958. How did he start cycling? Well he was on his way to work on an old bike and found himself overtaking all these riders with numbers on.....' This was in 1977; when he first raced in September '77 he recorded 24.30 for a 10.

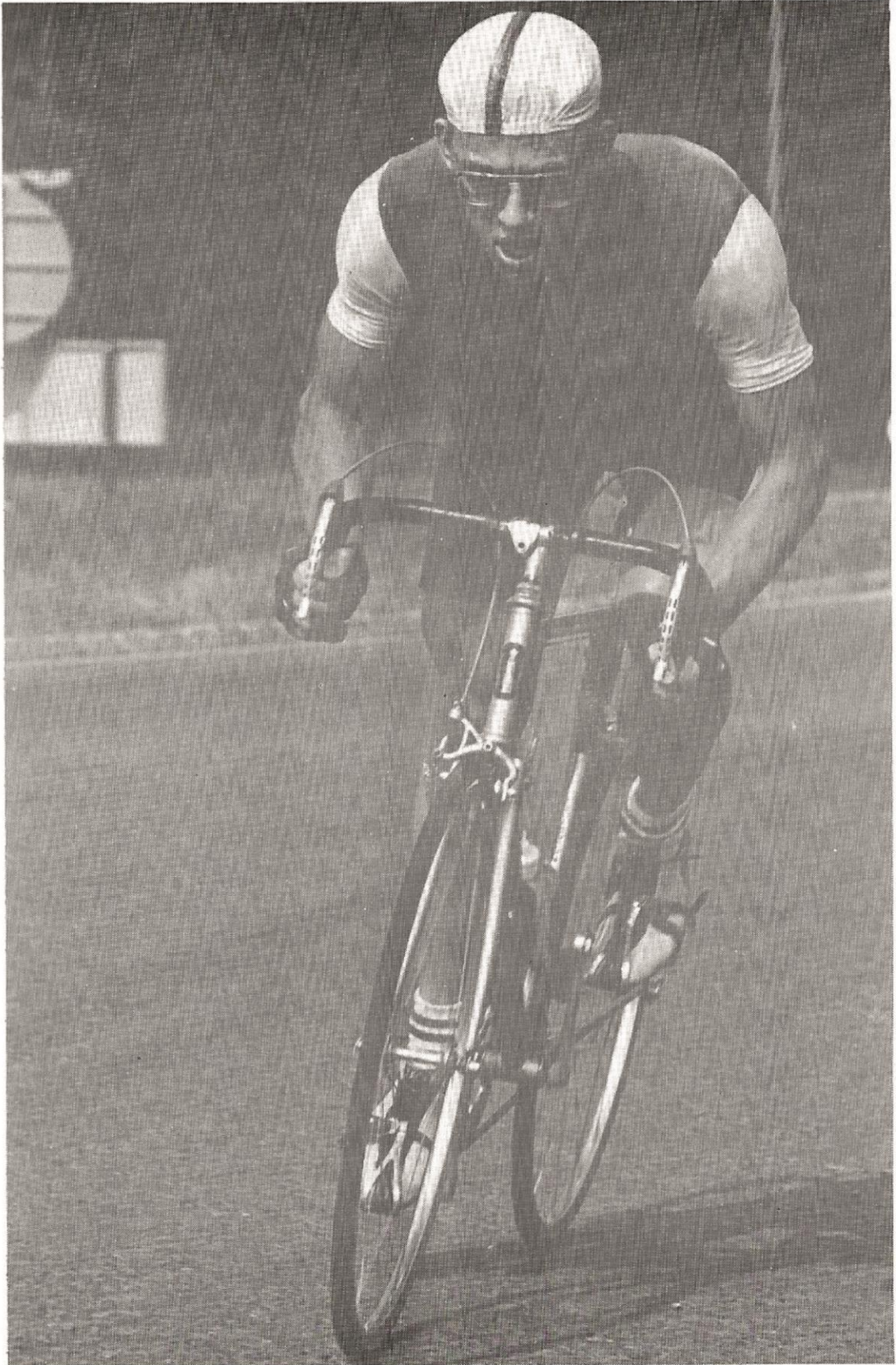
Worthing is his third club. Previously he has been with the Cheltenham and the Severn Valley until his move here in 1985.

Of considerable physique, he has done rowing, and also at one time considered weight lifting; his training is very specific and calculated and weight training, rollers and gymnasium work have all played an important part in his tremendous time trial performances.

Fastest times: 10m. 21.16 Swindon, July '86. 25m. 53.29 Yorkshire, June '82. 50m. 1.54.14 St, Neots July '81. 100m 3.57.29 Stafford August 1981. 12 hour 253 Oldbury September '81.

In 1980 he was third in the Midlands B.A.R. and in the following season was 18th in the National B.A.R. He has twice won the Speedwell '100' with times of 4 hours 3 mins and he has held the Welsh C.A. 100 record. In 1980 he won the Welsh C.A. evening 25m series. In eight races he won four and was second four times to John Pritchard. His fastest time was 54.59 and his slowest was 55.59!

In 1987 he plans to ride up to 50m, and may take in a '100'. His 'Year Planner' was on the floor and the National 25 was heavily marked.'



ROGER RECALLS

My first bike was a "Beezer" (BSA) Roadster, bought from my local bike shop in King's Road, Chelsea. The proprietor was President of the Carlyle C.C., which I joined 14 years later. After a trial run, my pal and I rode to Richmond Park, the first of many runs to that delightful place. Not long afterwards a Villiers 2-speed gear was fitted. With this gear the chain always ran in line, and there was no shifting of sprockets, how did it work? It's still a mystery to me.

In due course the BSA was replaced by a Sun "Manxman", a more sporting mount, 1½" tyres, a Simplex gear, and chrome forks. The lot for £10. Longer rides were undertaken, and we pedalled away from the London bustle to the countryside. The Surrey Hills one week, and perhaps Windsor Park the next. I did reach Sussex, although not the South Coast. That did not come until after the war.

Through "Cycling" I became familiar with the stars of Herne Hill track, and after one visit I was "hooked". From then on a visit to the "Hill" was a highlight of my life.

Another highlight was a Wembley Six-Day Race. Then, as now, there were few British riders, but plenty of excitement. During those sixes riding was continuous through each 24 hours; one rider of each team had to be on the track at all times. During the quiet spells, when there were probably no spectators anyway, it was very slow. I was

lucky to be present when the great Belgian Karel Kaers, broke the record for the track. What an ovation he got from the crowd.

The Cycle Show at Earl's Court was something not to be missed. We tried to see everything, going round goggle eyed at the glittering array of cycles and accessories. We would return home with a bag full of catalogues.

The years went on. School was over, and I was at work earning to buy more bike bits. I gradually ranged further afield, and in August, 1939, came my first ride of 100 miles, when I rode to Bournemouth for a holiday, returning home a few days before the war began.

From March 1940 until the summer of 1946, the Army claimed my attention, with little opportunity for bike riding. Eventually demob came, and with it the chance to resume cycling. After six years of neglect my old bike looked a bit of a crock, so I went to Claud Butler's shop in Clapham for a CB frame in a smart silver finish. Some new wheels and other accessories and I was on the road again.

My wheels turned again towards Herne Hill, and I watched Reg Harris pit his wits and speed against the colourful continentals. The post-war years saw a great boom in cycling. I joined the Carlyle C.C. and for quite a few years enjoyed the club activities. But the boom didn't last, and by the sixties, many clubs were on hard times. Even today, some of the famous old clubs

are a mere shadow of their former selves.

By the mid-sixties, I was living on the south coast, and joined up with the Worthing Excelsior, a move which has been beneficial in many ways. Heavy traffic and road schemes have brought many problems to cyclists; we have to live with them. But the byways are still there, providing many miles of pleasant riding.

I realise nowadays that I ride a lower set of gears than I used to; my annual mileage is less, and my riding speed is a lot less, yet my enjoyment in cycling is no less than it was when I rode that "Beezer" Roadster out to Richmond Park.

Good luck to the Worthing Excelsior, and here's to the next 100 years!

Roger Smallman

CLUB CENTENARY TEA

This will be at Washington Village Hall. The caterers are booked and tickets are likely to be about £3.50. Watch club runs list for further details. Contact Angela or Paul Toppin for bookings. The date for your diaries is Sunday 7th June.

CENTENARY 100 MILE RIDE

This is on Sunday 21st June. Further details from Dave Hudson shortly. Probably more than one group to cater for differing abilities. Definitely not a reliability trial.

STUTT GART TRIP FEBRUARY 1987

A planned, Dave Hudson motorised trip to this Six was cancelled because of the snow in this country; even Dave admitted that we just could not get to Ramsgate for the ferry. So Dave and Valerie Stringer of the Brighton Excelsior, made frantic new arrangements. A flight from Gatwick was found; a mini-bus was hired in Stuttgart and new hotel accomodation was organised.

The party was, from Brighton Excelsior, Valerie and Rick Stringer, Leon and Judi Budgen, Craig Olive and John Watson, and from Worthing, Paul and Angela Toppin, Stuart Gibbs, Don, Maureen and Andrew Lock, David Mills and Dave Hudson.

The following are a few random recollections. For some you may have to seek explanation from those involved!

Germany was a sea of Near Eastern faces in the airport . Had we overshot and landed in Turkey?

Even neutral Switzerland sent Andrew Lock back!

Germany is where Angela found a field mouse in the snow and asked.... "Could it be Fieldmousall Rommel ?

German planks are harder than English planks.

German beer is strong (Ask Don).

Tony Doyle is a gentleman as well as a World Champion.

Stuart Gibbs is painting tyre marks on all his old suitcases.

The Stuttgart Six Day is a Beer Festival with racing cyclists going round the wall.

German Park benches are wider than a Mercedes Mini-bus.

Stuttgart is where Andrew lost his return air ticket.... Yes, you've noticed they found him another one.

Germany is where you must stop Dave doing his Basil Fawlty impressions.

Germany is an endless ribbon of grey roads, grey skies, and grey factories seen through a murky square of van window.

It's rumoured that Christine has grown 2ft. and is now likely to go twice as fast as she has managed so far. The phenomenon occurred when she walked through the market at Littlehampton in her cycling gear, and someone called out "Hello Beryl, All right then ?." Beryl Barnett has quite a nice ring to it don't you think ?.....

THE BUILDING FUND IS NOW £2350.00.....

A CENTENARY - but will W.E.C.C. reach the Twentieth Centenary.....

Yes, we are celebrating the Centenary in 1987 - it is important that the Club should remember its origins and history. Looking back is valuable, but we are just 13 years from another century. In the last hundred years the pace of technology has been astounding. To a cyclist this is obvious - look at the present range of cycling equipment, from alloys and plastics on the machine, the range of materials available for clothing and the use of electronics in timing etc. The Club has taken advantage of some of this technology - we actually have digital watches for timing events.

So why the sarcasm about reaching the twentieth century? What follows is intended to provoke thought and discussion. It is entirely my opinion.

Until recently this article - and the rest of the magazine - was being written on a computer, using a word processor programme. The Club history that you will probably read this year will also have been written on a similar machine. Both myself and John Grant have taken advantage of technology to simplify the task of writing. The 'master copy' of the magazine was also dealt with by a larger computer; the layout and special effects are formatted by a computer which produced the final printed version. It was then handed over to conventional printing to produce the 150 plus copies we need. Unfortunately, most of the

mag is written by Don Lock, so all that he types or writes had to be retyped into my BBC machine by me. Moreover, I have no printer, so I used the ones at my workplace. Of course, this was not strictly 'legal' and, unfortunately, due to other changes and circumstances, the facility was withdrawn. The mag has to go back to its old format. I am now unable to 'word process' the mag so its back to square one (but not quite - we now have a new typewriter). Well, that's not so bad - is it?

I also use the computer to produce the lists of Evening Ten results for the magazine. I typed the names of the riders just once, at the beginning of the season, into a simple BASIC (computer language) programme and I need alter only the finish and handicap times for each rider in each event. The computer sorts the results into 1st. 2nd etc and they were then added to the text for the magazine. It saved a lot of repetitive work.

Similar techniques were used to produce the Open 25 start and finish sheets and results can be sorted in order of fastest, or on handicap or even by club. No criticism is intended of the Hardriders organisation (it was a superbly run event), but those of you who have the start and finish sheets should compare the tabulation and layout with the Open 25 sheets. It's not very important that the results are crisply laid out in straight lines but it does help the overall impression - and it's so easy with a computer!

So what all of these jobs can be done without a computer and they frequently are. Of course, you have to find somebody to do it- and the Excelsior is very fortunate in having enough members who give up their time to do these things. But if many of the tasks could be simplified or speeded up, would there be more volunteers for many of the events and functions organised by the club? Could the computer take more of the workload?

For example:

Take the Evening Tens last year; our usual stalwart organiser, Paul West, decided to have a rest. There was a volunteer to replace him but circumstances forced further changes and, because different people do things in different ways, the final results were not quite so well organised as they have been in the past. All this could have been cured by a routine computer entry of the names, handicaps and finish times, ready sorted for scratch and handicap. The final points table would have been simply extracted so that all entrants could see how they fared.

Take the membership list: by April or May the Secretary has to sort out (from an ever-changing list) just who has paid their subscription and who hasn't. Those who haven't paid must be reminded and then removed from the list if no money arrives. As new members are being added throughout the year, and a few members resign, the actual membership list (on paper) needs frequent updating. It can get a little untidy - unnecessarily so, for this is a typical computer application, called a

database. It amounts to an electronic 'card index' where each card carries the necessary information and can be selected almost instantly for any particular characteristic e.g. age, length of membership, fees paid etc. They can also be printed out, added to, deleted, sorted in alphabetical order or anything else you might need. By itself, an index of 120 or so members is hardly worth the trouble of using a computer but added to the other tasks of the club, it becomes more sensible.

Finally, the sensitive subject of accounts. They too can be dealt with by computer - simple programmes are available to handle this kind of job. Of course, they are easily dealt with on paper or in cash books, but as the amounts increase (and they will get more complex when the Building Fund becomes a real Building) or, perish the thought, our present Treasurer decides he's had enough, the next incumbent may need the job simplified.

And there's the crux - those people who take on these many tasks do eventually pass them on. Maintaining continuity of records through different styles of doing things can be achieved if the basis for all the tasks is deposited in one place - the computer.

Well, am I advocating a club computer? - Good grief... Never! This club has only just bought a club typewriter (because I can no longer print the magazine masters at work), As usual it relies on the goodwill

of members to provide every service. This is fine - times are hard (they always are). But the club is not poor - there is about £1300 in the General Fund. That money arrived there from the pockets of the membership. Subscriptions, catering profits event fees etc. all swell the fund. It has been at that sort of level for some time. Why? Well, there is a Building to cater for (though that is a separate account of £2225). Valuable fund raising efforts are filling this coffer, and for an excellent purpose. But that's no reason to sacrifice the present good of the club for a future promise.

Could the membership benefit NOW from the wealth of the club? For instance, what happened to subsidies and financial help for the younger members (discussed in committee when I first joined). Where are the club facilities (weights, gym equipment rollers, table-tennis table - can we have a dartboard?). Could they be added to (or just make an appearance) to attract more members for the 'social' Tuesday evening during the winter. I'm sure new members would find it easier to break the ice (which can be very thick when all the members huddle in little groups talking about events etc. - a very intimidating sight for the young novice!) Yes, there are difficulties of storeage, transport etc. for these items, but these are not insurmountable.

And the computer - out of the question! can you honestly expect the club to shell out £500 for this kind of facility when it is so used to getting virtually everything

for free or 'on the cheap' via willing members. Until they leave, or lose the facilities themselves, the problem doesn't arise. And then - something else will turn up - won't it!??

Bob Grange.

Dear Uncle Mike,

I am small and gorgeous, but would like to be big and beautiful like you. Please tell me, to what do you attribute your good looks and tremendous physique? How can I aspire to such a body?

Yours, --

I must remain anonymous.

Dear Bradley,

I can quite understand how you feel and I do, of course, receive many letters on this subject.

To achieve a body like mine takes very many years of constant attention and each part of the body needs separate consideration.

My magnificent legs have developed from a great deal of getting the leg over in my early years - I always kept the saddle a quarter of an inch too high - but this does have side effects so be careful.

The abdomen, which is quite famous, has not, as some would say, developed from over indulgence. I don't think I've done anything too much! It's more a question of being proud of what you've got and, in modern parlance, 'putting something up front' Ladies frequently try to emulate me

but their efforts are usually short lived.

The chest with it's remarkable expansion continues to develop even in the mature years which I have now reached. This is due to many years of heavy breathing.

Finally the beautiful sculptured head is now into a low profile angle and continues to increase its high shine area forward. The actual size must, of course, remain a secret, but, yes, you are right, it is indeed handsome.

Frankly though you are setting your sights too high. Try Pete Danckwardt for thighs, Tony Palmer for middle section, Dave Dallimore for Upper trunk, and Ray Douglass for a stately head - can't think of one in more of a state!

I wish you well.

Uncle Mike

It's rumoured that John Grant, who was once Chairman of theBognor Regis Dog Training Club, is to return to dog training later this year. With all the dogs we get visiting the club room now he has decided to devote about three months to it in the summer. Two days for David Mill's quiet little brown one, four days for Betty Cox' poodle and the rest plus a twelve month continuation option for Paul and Angela Toppin's 'Jemma'

It's rumoured that Bob Withers is riding a 24hr. 20 pages of Mag have been reserved for Winter 1987/8

CINDERS TO ASPHALT

I often read in the Worthing Guardian of the progress of Worthing Excelsior riders. I have noted how the older riders keep going, some seem even to be getting faster. I see also the very keen times of the younger members and I start to think back. Back to 1930 when at the age of 15 I rode my first time trial, I was with the now defunct Shoreham Athletic and Cycling Club. The Worthing Excelsior were one of our main rivals, others being, the Brighton Mitre, Brighton Excelsior, the Brighton Stanley Wanderers, another now defunct, and, although some distance away, the Hastings and St. Leonards.

Clubs were I think, very different to the present day, because, while they were often very large only a tiny percentage of the membership ever rode competitively. There were anyway, only a handful of time trials and track meetings in the area in a season, and there was not the ability to travel so far to events as is common now.

Shorts were always worn in the summer (you used to get summers then? Ed.), but in the winter it was plus sixes. Long socks up to the knee and trousers strapped under the knee and then folded down to six inches below the knee. Golfers of the time favoured plus fours.

There were half day and all day runs every weekend, come rain or shine, meeting up at a cafe or pub. On fine days the tea would be set up outside. It would cost one shilling (5p) and would consist of great

piles of sandwiches and home made cakes plus as many cuppas as you could drink from the enormous tea pots that were then the stock intrade of every self-respecting tea room proprietor. We would often spend the evening in a country pub which normally had long tables to sit at with forms rather than chairs, and there would be extra seats under the great chimneys which used to be such a feature of the country inn. There would be a large log fire and lighting was frequently just by oil lamps. We would play darts, cards and dominoes and drink draught lemonade (go on, we believe you! Ed.). At times in the winter we would arrange football matches with the Brighton clubs. We used to have a good number of girls in the club, who in due time would ride off with the most promising riders. Not sure what they promised - but it still happens I gather.

Thinking more on those tea and pub runs, I recall how popular it was to have a really good old sing song around the piano. There always seemed to be one - no telly or fruit machines, but a piano almost certainly. "Down at the Old Bull and Bush" and of course "Nelly Dean" but lots of others as well - it was great. We used to book tea sometimes at the White Lion at Thakeham and we would organise an impromptu sports, doing all kinds of silly things for equally silly prizes, organised by the girls.

It was in one of these sports efforts that my brother Ron broke his Major Taylor handlebar stem. These were very much in

fashion then. They were square in section and made with a five inch extension and an adjustment that allowed you to increase or decrease your reach to the bars as you wanted. It was decided that I should go home with Ted Harmsworth on his tandem and bring a spare stem back, but on our return through Steyning we met the club with Ron having lashed a piece of wood in place somehow, and he managed the rest of the ride home to Shoreham. I remember another episode when my younger brother George took an oil lamp off the wall and put it on the floor under one of the lads (Frank) whose rear was protruding somewhat over the edge of the form, while sitting at the table playing cards. Nothing seemed to happen so George put it back on the wall and sat down - almost at once Frank leaped up; the lamp had been removed but had already done its work. Poor Frank had a neat whole burned into new plusses. The joke had really misfired as George had to pay to have them invisibly mended. George wasn't in the club long before a girl took him off and married him. His 'burning' passion got through to her I suppose! My brother Ron was in trouble at tea at Southwater, when twenty six of us were sat down at a long table. He decided to throw a turf of grass to someone at the other end. Dirt went everywhere and the lovely tea was a write off. Mrs Eamos who owned the place and her daughter, along with some help from our girls, had to reset the whole tea. We stood aside and Ron shamefacedly was never allowed to forget the incident, although we still returned there many times.

When I started riding I had a Freddy

Grubb bike which cost about £8, it was their cheap steel machine and rather heavy. Most of the top riders were riding their much lighter model. My mother bought mine with an endowment policy that had matured. I could not have afforded one on my own, for I was only working as an apprentice for the princely sum of Five shillings (25p) per week. Out of this I was stopped 4½d (about 2p) for sick club and I paid mum 2/7½d (13p) for my keep. This left 2/- (10p) of which one event entry fee would use 1/- (5p) and another 1/- would cover the cost of the tea on Sunday. (no lemonade this week then Ed!). I certainly could not afford lightweight wooden sprints and tubs.

My elder brother Ron was quite a good rider at the time. We usually had seven club time trials in the season and six short events which counted for a league series and points. The prizes were 7/6d (37½p) for a win, 5/- (25p) for second place, and 2/6d (12½p) for third. These were, of course prize values, not cash which would have been unheard of. The prizes were presented at the end of the season in the form of clocks, cutlery etc.

Although we had no personal vehicle transport in those days we did use to go to events at Portsmouth in a timber lorry (What Dave Hudson Ed!). There would be as many as twelve of us all crammed in the back with the bikes. We used to be pretty stiff when we arrived so we would rub ourselves with home made embrocation. It was made from egg whites, vinegar and a

little ammonia. (Health warning - Readers are advised not to experiment with this recipe). Goodness knows what it did for us but we smelt pretty high I can tell you that. On occasions we did get up to the Crawley area for Southern Counties C.U. events, and big Ron would sometimes help me out with the expense of the overnight digs. I met Stan Butler and his famous Norwood Paragon team mate Frank Southall at these Counties events. Southall was the only rider around at the time who could be expected to get near to the hour every time. We had to wear black alpaca jackets and long black tights. We were supposed to look inconspicuous! When these materials got wet they became very heavy and extremely uncomfortable. Everything had to be done with secrecy in those days; every start sheet was marked "Private and Confidential" and it was against the law to attempt any kind of publicity. Open events started ever so early - 4.30 a.m. was not uncommon, and there were no evening or afternoon events. There were very few people about and no traffic on the road. The roads by today's standards were all narrow country lanes, twisting and turning and with very rough surfaces. There were many punctures.

In time Ron handed down some wooden sprints and one or two tubs and I improved by leaps and bounds, to be considered, locally at least, as above average. The main event of the year's racing was the S.C.A. 25 (The Team Championship) over the old Cowfold course. I first rode it in 1931. I punctured twice but finished with

1.25.4. It was won by Jenkins of Hastings who held the course record, he clocked 1.6.36 that morning. He was our hero then, but was soon replaced by Dixie Dean of Brighton. In all I rode that event five times and punctured in four of them. It was a jinx course for me. They use to hold a gymkhana in the grounds of Bramber Castle in the afternoon of the event, and all the competing clubs would attend. There would be a tug-of-war and the main event - 50 laps round the castle mound. At one point there was only a two foot gap to get through, making it all very exciting but it was not good treatment for the bikes.

Mostly it was fixed wheel, no ten and twelve gears to choose from then. I did have a two speed hub fitted specially for a 12 hour event, but it was so heavy I did not finish. My fastest 25 was 1.8.21 on the Portsmouth course. The courses were harder than they are now, but I've no doubt that today's riders would still have done very much faster times than we did and not just because of the better lightweight equipment, but because they are willing to make it hurt. We never tried that hard and we did little training, and certainly no long distance riding. Time and money, of course, were factors. We worked much longer hours than today, but now there is so much more competition including road racing which we did not have. On top of all this there is far more dedication and physical and technical know how.

Our club used to run a 'Home Trainer'

knock out series over the year with the final being run off at the annual dinner at the Town Hall. It was O.K. for the boys but I think it might have been a bit boring for some of the guests.

I rode my first track event on the Shoreham Grammar School grounds, (now Greenacres Estate) it was a very bumpy surface. I touched the bars of Tubby Worthington who rode for the Stanley and brought him down putting a nasty bend in his lovely chrome frame. I nearly had to pay for that. When I started to ride the Brighton track it was cinders and hard to imagine now. There was a very small banking at the dressing room corner and a slight rise at the end of the finishing straight. Loose cinders about six inches deep built up on the outside of the track and after the first few events you began to eat the dust. After the sprint races came the longer events such as a five mile point to point or a devil-take-the-hindmost, and as the bunch went round you had dust in your eyes, nose and mouth and you would be black all down the front. From the stand the spectators would watch this moving grey cloud going round and round from which now and then some slightly more colourful individual would detach himself. The racing at this time was very dominated by the Stanley who had a number of strong riders. They would spread out at the front of the bunch and block attempts to go through, until one of their number was safely clear. It didn't always work and I found it worthwhile to try and break with perhaps four or five laps to go. I didn't win but I would quite

often be well placed and at least I had saved myself a few mouthfuls of the dreadful dust.

One night I went past the bunch on the back straight and just as I reached the front someone came down and took me with them. I had gravel rash on my back and hips and, somehow, behind one ear. There was no St. John's then so it was 'friends' who set to in the dressing room with scrubbing brushes to get the cinders out and iodine to stop infection. Did I holler! More trouble though was to come for I was not supposed (according to mum) to be riding the track at all. Ron smuggled me upstairs to the bedroom but there, with Ron trying with tweezers to remove more of the cinders we were caught, and didn't I catch it. The next morning I couldn't move, I had to have a nurse to see me at home for two weeks to attend to the wounds which had turned sceptic (so much for the iodine) and I was off work for some time. I didn't ride any more that season.

The following winter they raised dressing room corner and asphalted the track.

The track was then, of course, much faster, but the safety was not much improved for the banking at dressing room corner was still not really adequate and there were many pile-ups. Brother Ron was out in front on his own one evening and went straight up the banking to hit a post at the top. Most of the spectators and there were a good many, would gather around the finishing straight and the dreaded corner, to get a better view of the pile-ups I suppose. I returned to just riding time trials after

this. It was nine years later that they raised the banking to the safer angles that exist today.

One of the fastest amateurs on the track in the 1930's was Ernie Chambers who was to represent England in competition at home and abroad on many occasions. His brother Stan, although not quite as good, was still a class above most club riders. He was a Brighton policeman, so not one that you could ride away from easily. They were both members of the Brighton Stanley Wanderers. They only rode the bigger events at Preston Park, concentrating more on the Herne Hill Open meetings. When they rode locally, they rode off the scratch mark in the handicaps, sometimes giving as much as half a lap to the local longmarker. If they couldn't make the front they would ride off the track. They used to come on to the track from the dressing room, wearing dressing gowns with their 'man' pushing the bike for them (how about that for posing). The 'man' would push them off and hold their gowns for them, walking quickly to them when they finished. They did not mix very much with the ordinary club rider. Stan's son Terry was later to become a fine track rider as well.

My two sons were to take up the sport in later years and both became good riders, Bob, firstly with the Shoreham, but then moving over to the W.E.C.C., and Dave also with Worthing. Dave was to make his name in all types of racing (and that's another story Ed.)

We all enjoyed it and I'm sure you all still do. Good luck and best wishes for the Club's future.

Wilf Funnell

Dear Uncle Mike,

As a very old reader of this magazine would you advise me to go in for all this modern equipment and clothing, like low profiles and skin suits that is now available, if I should start racing again?

Yours sincerely,

Traditional from Tarring.

Dear Traditional from Tarring,

A little bird tells me that you are already into the slinky black tights, and this just for club runs! My advice is "of course". The low profile gives you more room for the 'middle age spread', or the 'old age abdomen'. The balding head is beautifully suited to the lower position, and the thick curly hair that clings to the back of your head and you let grow much longer than you used to, has all the effect of a spoiler on the back of a Formula One job, when it comes to aerodynamics and road holding.

Go and buy yourself all the titanium bits you can afford, the lightest tubs and wheels and the flashiest clothing on the market. Let's face it they're not going to look at you anymore - so grab the gear and sit on it.

Yours with care, Uncle Mike.

FLY - BIKING

Eight out of ten aircraft baggage handlers, who expressed a preference, said that they would prefer not to handle bicycles.

A jokey opening ? Perhaps! But do bear in mind that packing bikes into a cramped aircraft hold is not the most enjoyable of pastimes and whatever you can do to make the task easier can only be to the potential advantage of the bicycle.

So, what's the least you can do? --- Nothing! You can just wheel your bike to the check-in desk and hand it over. Some airlines will accept this. Some will demand that you reverse the pedals and move the handlebars through 90°. Some will ensure that you also remove the wheels and secure them to the frame.

The drawback with all these requirements is that your machine, your expensive investment is unprotected. Worse, your baggage handler is now vulnerable to all the protruding bits and pieces, the dirty oil on the chain and all the aggravation caused by cramming a most irregularly shaped object into a space clearly not designed to receive it. Baggage handlers being human (true!) and human nature being what it is, I promise you that the most likely thing to suffer will be your bike.

Slightly better protection would be obtained by "lagging" your frame (foam

rubber water pipe lagging is probably the best and simplest method) and securing the wheels, one on each side of the main frame tubes.

However, the overall package is still one of awkward shape and protruding bits and remains liable to snag other people's bags and parts of the aircraft loading equipment.

A better choice would be to obtain a purpose-made box --- a large cardboard box which may be purchased from some airlines (costing from £3 to £5) or acquired from your friendly local cycle dealer --- it is easy for the loader to handle, but not so easy for you and when you arrive at your destination airport you will probably have to dump it and endeavour to find a new one prior to your return journey.

I believe that the best solution, which is also, unfortunately the most expensive in initial outlay (about £30 to £35) is to purchase a bike-bag. This is a large bag (usually made of canvas or rip-stop nylon, zipped, with internal compartments for the wheels and complete with carrying straps) into which you place your complete bike.

If you have chosen a fixed-centre holiday then your bike bag is transported just like a large suitcase to your hotel, and is obviously then available for your return flight. Should you be embarking on a point to point touring holiday then deposit your bag at the airport left luggage office from where it awaits your

collection.

Please be assured that taking your bike on holiday by air IS SIMPLE. When you book your tickets tell your booking agent that you intend taking your bike, get him to check with the airline that it is O.K. --- if it makes you feel happier ask him for a confirmatory letter, which you can then wave at the airport handling agent. -- I have never found this necessary and whether flying by charter or schedule airline I have never paid any extra for the bike as it has always been within the permitted weight allowance.

I have yet to encounter any real problem so my recommendation to you is --- FLY BIKE IT --- YOU'LL LIKE IT.

John Mansell.

DOUBLE TROUBLE FOR COACH

While warming up for the Brighton Mitre '25' last October, Andy Smith's gear block disintegrated forcing him to withdraw. He was still in a competitive mood, with the adrenaline running high, in the afternoon, so he switched to low-profile roller skates to challenge his children Simon and Lesley along Littlehampton Promenade. This time he was defeated when the front axle on one of them collapsed under the strain.

LEWES WANDERERS RELIABILITY TRIAL

This trial is a regular early event for Worthing riders and we had a good entry on 25th January for their 54 mile circuit in East Sussex. Ron Foster, Ian Stainer, Bradley Walters, Mike Mansell on his trike, Richard Shipton, Don Lock, John and Marvin Lucas, Trevor and Ian Leeding, Tony Palmer and Paul West were our representatives and all got round, but not without difficulties. Five punctures, two for Ian, and one each for Bradley, John, and Paul, caused the loss of about 30 minutes and the $3\frac{3}{4}$ hour standard which had been selected became very tight indeed, especially as the hardest part of the course was in the last 20 miles. The fact that a number went off course by a couple of miles also served to increase the pressure. The laugh here was for Tony Palmer who had been chief map reader. Dropped on the climb up Beachy Head, his cries of "turn left at the top" had gone unheard into the wind. So, while they imposed upon themselves an extra dose of miles and hills, Tony enjoyed a lone ride at a steadier pace back to the finish, where he arrived some minutes ahead of his 'mates'.

The last miles, including Beachy Head, East Dean and Seaford became very much a case of everyone for themselves. The early season fitness, or lack of it, was all too apparent. Ian Leeding's legs were whirring away comfortably and Mike Mansell was pulling his trike round corners like a Yamaha on the Isle of Man - there were

several keen for the shelter of his back wheels, and there were some who thought they were seeing quadruple!

They always get a good turn out for this trial, and there were over a hundred starters going off in groups from the East Street, Lewes car park, to tackle three available standards of $3\frac{1}{4}$, $3\frac{3}{4}$, or $4\frac{1}{4}$ hours. It was a grey but calm day and reasonably mild in comparison with the very severe weather that had been experienced only a week previously. Apart from gritty lanes (doubtless responsible for the punctures) and the remains of the previous week's snow drifts, it was a nice, if hard, morning awheel. The villages of Ringmer, Horam, Herstmonceux and Wartling and the coastal towns of Eastbourne and Seaford making a pleasant change to our normal Sunday morning, West Sussex routes.

THREE WHEELS ON MY WAGON

It's all on three wheels for Mike Mansell this year. A serious and carefully planned programme is worked out and his efforts will be rooted in a winter of consistent and hard preparation. The early hours of his new job as a postman gaining valuable daytime training hours.

Mike realises it is impossible to cover all the B.A.R.s, the Association National and Club Championships, plus records but it looks as though wherever and whenever

there's a trike event he's going to do his best to be there.

In a few time trial outings on three wheels he came very close to some of the Club records held by our old secretary, John Mansell, from Crawley. It's an odd coincidence that the surnames should be the same - there is no relationship we gather. John in his time has set a lot of Club records, both over standard distances in competition, and place to place. His name still, we believe, appears in the Southern Roads Records Association handbook for a tandem trike ride with Maurice Carpenter from Hastings.

Goodness knows what it is that makes some people want to take a third wheel. The old joke about balancing doesn't really wash, because, like Mike, they've already demonstrated how very capable they are on the traditional two wheels. As we saw in the Lewes Reliability trial when they go fast round corners they are only using two anyway. It would take a "barra boy" to answer that one.

Every success Mike -- we'll delay the the new printing of the records.

It's rumoured that Dave Hudson is planning a take over of the Dan-Air Company. The shares of the Gatwick based concern have plummeted after news of another W.E.C.C. continental air package trip next year.

SOME OLD NEWS

The Editors have been catching up with their back number reading of 'Cycling'.

With apologies to Ron Foster, we did not report your fine win in the Medway Wheelers 25 on 2nd August, 1947. An excellent 1 hour 2 minutes 49 seconds. Can't think how we missed that. Why have you slowed up?

In 'Cycling' of June 17th 1936 we read "Worthing Excelsior C.C. 25, F.Tiller 1.8.59, A.Manktellow 1.9.1, C.Alford 1.10.55. Handicap, L.Evison (9½) 1, E.Davison (5¼) 2, C.Barrett (5) 3."

In the same 1936 issue we spotted the result of a Newhaven & District C.C. Club 25. The name of A.W.Oxborrow appeared by a time of 1.14.00. Would this be Dad of Clive (Jumbo) recently riding with the V.C. Etoile, and the same person still giving valuable support to cycling competition? Who were the Newhaven Club, did they not survive the war?

Going back to 1935 (that's 52 years ago we find in "the comic" that one J.J.Simpson (our Joe, no less), was winning his Old Portlians club 25 with a time of 1.11.11.

Talking of old Sussex clubs now sadly defunct, in June 1934 'Cycling' announced the birth of a new club in West Sussex - the Singleton C.C. Presumably from that lovely little village, now famous for its Downland Open Air Museum. It is amazing to think that

from such a small community, and perhaps the neighbouring villages, there could have been sufficient numbers of enthusiasts to justify the formation of a club.

The National Mag. carried details in March 1935 of a proposed by-pass for "Crawley, the bottlenecked village on the Brighton Road"! The construction was estimated to cost a staggering ...£78,000. You wouldn't get a couple of light standards for those kind of peanuts now would you.

A heading "Excelsior" obviously caught our attention when perusing a copy of 'Cycling' dated 25th March 1936. "The Excelsior C.C. is the name of a new cycling club that has been formed in Wimbledon" It went on to give details of its first officers. Perhaps it was another of those that failed to survive the war years. As far as we can find there are only two Excelsiors now, just ourselves and our friends of just ten miles distance, the Brighton Excelsior.

It's rumoured that Carol Stanbridge is really running the outside catering again this season. She's so much into this jogging business, that Mike is fixing her up with a harness so that she can put the club's new tea urn on her back!

It's rumoured that Chris Sweet is on a sugar free diet this season.——

TABLE TENNIS

For the third year now we have played a home and away match against the Central Sussex club and they've been most enjoyable evenings. The 1987 edition started with a home leg on January 27th, and despite the fact that we only recovered the table from the store about one hour previously our team played well.

Colin Miller was thrown in at the deep end and tackled probably their best player in Kevin Bramham, and went down by a narrow 22 - 20 margin, in the best of the singles. Don Lock squared things with a 22 - 16 win over Gary Moore, but then big hitter Paul James was too strong for Andrew Lock with a decisive 22 - 12 scoreline. From here on though the singles went entirely the Excelsior's way, with wins for Roger Smallman 21 - 12 over Paul Lipscombe, Mike Gibbs 21 - 10 against Kevin Penfold and new team recruit, Clive Goward 21 - 12 over Colin Tamon.

So we entered the doubles with a 4 - 2 advantage. In the first match they brought in a new pairing of Joe James and Ron Ewart and these were too good for Mike Gibbs and Andrew Lock who went down 21 - 13. Then came the biggest defeat with Roger Smallman and Don Lock unable to handle the two Kevins, Bramham and Penfold, where the score finished 21 - 8 to the visitors. All level then with one to play and Colin Miller and Clive Goward did not let us down coming home comfortably at 21 - 14 over Colin Tamon and

Gary Moore. After the home match we led 5 - 4.

February 9th saw us, up at their place, at Staplefield. Basically we had the same team, save for Stuart Gibbs replacing Don Lock in the doubles, (should have replaced him in the singles as well, Ed.), The home team had the privilege of placing their players against our nominated playing order, and it looked like they might have got it right when Joe James beat our Roger in a game which was much more competitive than the 21 - 8 score for Joe, suggests. However, we got back in quickly with Clive Goward winning against Gary Moore 21 - 13, and then Colin Miller scoring a revenge win over Kevin Bramham in an excellent game; the score here also being 21 - 13. Don Lock was kept busy collecting Paul James' smashes from the stage behind him and trying to work out what to do with the spin. He did not apparently succeed and went down 21 - 14. The Lock family face was restored though when Andrew pulled back quite a deficit to beat Kevin Penfold 22 - 20. Paul Lipscombe got home against Mike Gibbs 21 - 19 so we eventually went into the doubles all square.

Clive and Colin, both playing well notched up our next success beating the two Pauls, James and Lipscombe 21 - 12 and Roger and Andrew took us into a winning lead with a 21 - 15 scoreline over Colin Tamon and Gary Moore. It was left to the family Gibbs to try for a 6 - 3 win but they had to face the strong pairing of the two Kevins and the Central achieved some consolation, perhaps, with the biggest win of the evening at 21 - 7.

The teams and their supporters had two very pleasant evenings and, in 1987, two wins. Is that to be a good omen for our racing men in the season ahead we wonder.

Next year we might take in darts, shovehalfpenny, a quiz , or even trivial pursuits.

RELIABILITY TRIAL

It was a beautiful day on Saturday February 7th which is totally irrelevant to this report, because on the following day it was windy and definitely mucky. All the dreary words come to mind, like grey, dirty, damp, drizzly, foggy, murky and so on. However, for early February it was reasonably mild and the two courses of 100k and 50k did not seem to pose too many problems. Most of the small percentage who failed to qualify were victims of several punctures or some failure (unreliability) of the machine, rather than the harshness of the terrain.

It started in dramatic fashion, when, just as Dave Funnell (in charge of the watch) was about to get the first group away; a very heavy looking wheel was seen to be coming towards the assembled company from a great height, and seemingly with every intent of causing damage to any man/woman or machine that happened to be in the way. This fearful sight had been preceded moments earlierby a Toyota Land Cruiser

careering along the road in an unusual sort of 'left hand down a bit' attitude. In fact it was on three wheels and a nearside front hub which was providing quite a firework display. One's mind seems to divide a small amount of time into several quite separate periods even though each one must be just fractions of seconds. 'Time stops still' is the usual phrase. Oh! it's a wheel! Bang! Oh there it is it's hit Dave's car. Look it's right up there - pointing stupidly. Then there's a stark realisation of imminent danger and we are all suddenly animated and shout and duck and dive; if not all the same words or in the same direction, certainly with the same aim. There's a fair amount of warding off and football with this hundred-weight of wheel and then apart from knocking Tony Palmer's brake lever askew it comes to rest without further damage. But Oh dear Dave! your car.

While Dave sorted out the car, Mike and Stuart Gibbs took charge of the start control and the first group moved off.

From the Washington start both routes went due east through Bramber and Fulking to Poynings. Here John Grant checked the 50k group and sent them north west to Henfield. From there they went to Cowfold and Buck Barn and home down the A.24. The 100k's continued east along the back of the Downs to Westmeston and Offham on the Lewes/Chailey road. The Cooksbridge check was manned outside the 'Hudson' woodyard by a mate of Dave's (very grateful to you Sir,) The course then cut along the back of Chailey Heritage to the A272 and followed this through Scaynes Hill, to Haywards Heath

and Cuckfield. It was north now into quite thick fog as they progressed through Whitemans Green and Slough Green, and past the Central Sussex clubroom at Staplefield and finally up the long drag to the most northerly part of the course at Handcross. Maureen Lock 'womanned' the check and the blackcurrant, while her dog jealously guarded the chocolate digestives. There was a good deal of downhill and easier road now but the wind direction was in opposition to forward movement. The route was down to Lower Beeding and Cowfold and then once again on the A272 it was due west to Coneyhurst before proceeding via Broadford Bridge, Dan Hill, Thakeham and Storrington back to the finish.

The only route problem was west of Coolham where the directions indicated second left - well if we are considering through roads with at least some tarmacadam then this should have read "first left". It was the turning at Coneyhurst to take riders south to Broadford Bridge that was intended. The organiser apologises to those who went wrong here (they included the organiser!) and in cases where those concerned would otherwise have completed the route within their standard, certificates will still be awarded. The route save for this section was checked for distance by car, and found to be short, consequently, this section was added from the map - and as Don said he's never won a map reading competition in his life.

There were 85 entries altogether

including a number of triathletes from the Amphibians Club - no doubt attracted by the wet forecast. The success rates were: 100k. Just one in 3hours 45 minutes, nineteen in 4hours 15minutes and nine in 4hours 45 minutes.50k. Again just one at the fastest standard of 1 hour 50 minutes, there were sixteen at 2 hours 5 minutes and twenty three at 2 hours 20 minutes. Three tandems from Worthing - Mike and Stuart Gibbs and Roger and Jean Smallman over the short route, and Andy Smith and Christine Barnett at 100k; all got round comfortably. One notable failure was Mike Mansell on his trike. Mike went off course, turning north at Plumpton. It appears that he probably did about eight miles extra and was home some ten minutes outside of the standard.. ..and this from a C.T.C. man!

Carol Stanbridge provided tea, cakes and other goodies at the finish and very welcome they were too, especially the tea. Notable inclusion on the menu was 'Lemon Tea', at special request it seems. Well, this is our Centenary Year, and it's just another example of Worthing Excelsior class.

It's rumoured that Ray Douglass has moved up a grid. He's got himself wired into the National Electricity grid. We understand this is the only step left when the cattle grid sensations fail to have affect.

THE FIFTIES

Like most vets of a certain age, I have happy memories of the fifties with the Excelsior. The touring mostly involved Theo Puttick - still sadly missed - his Sunday club runs were always well attended as were the weekends that he organised. Waggoners Wells was a favourite hostel weekend and Winterbourne Abbas in Dorset was the centre for the Easter tour for many years. Most people would ride down with Theo on Good Friday including Vera Puttick, Jean Stedman (now Smallman) and the Reeve-Blacks, Maurice and Rita. Some of us rode down on Easter Sunday having been to Herne Hill on Friday and work on Saturday. One year, I was with the Sunday crowd which arrived at Winterbourne Abbas just before midnight having been fighting a westerly gale (and falling off) since 8 a.m. It was so late that none of us expected to have a bed that night and were noting suitable barns in the last few miles. However, all was well and the lady of the house provided a meal and a welcome bed. In those days the traffic was much less and we could use the A27 and A31 without any problems. We usually returned home via the Sandbanks Ferry and the Hythe to Southampton ferry; the wind always blew at Easter and it was usually a fast run home.

Tea places and cafes were more numerous then, it wasn't necessary to plot a course from Happy Eater to Little Chef as happens today. Most villages had some sort of teashop and club teas were also

often at pubs. I am sure Ray Douglass remembers Bert's Transport Cafe at Porchester, we rarely passed it when heading west and it was occasionally the target for an evening training run.

Time trialling was the most popular form of competition then as today. In the years just after the war, riders were forced to wear all black from head to toe but by the early fifties shorts were allowed and further relaxation meant that club colours and numbers were soon in use. No longer did you have to save some breath to shout your number to the timekeeper. Most people used a fixed wheel, 81" or 83" for 25's and lower ratios for longer distances although later in the decade gears became more popular, especially in longer events.

In the early years, my cuttings show Wally Fitch and Maurice Reeve-Black to be the leading club riders but by 1952 they were not racing and others came to the fore, the late John Antram on a wet day in 1953 did that fantastic 249½ miles in the Sussex C.A. 12 hours and he was always to the fore in the County Best All Rounder. Ray Douglass' speciality was long distance, he won the club 100 mile and 12hour championships on a number of occasions and completed more 24 hour events than anyone else from the Excelsior, then or since. I also see Jean Stedman's (Smallman) name in my cuttings as winner of ladies events in the mid-fifties.

By the end of the decade, Pete Andrews, Dave Funnell and Gerry Atterbury were winning club events at the shorter distances but John Antram and Ray Douglass were still on top at longer events. It is interesting to note that when I was racing there were, in Sussex no 10's and no time trials on Saturdays or in the evenings. There was, however, a very full programme of local time trials and it was possible to race locally on most Sundays during the season. Riding outside Sussex usually meant staying in digs and riding there the day before, and carrying sprints on the front of the bike on special sprint carriers that fixed onto the front wheel spindles of your ordinary wheels.

In Sussex there was little road racing at this time, the B.L.R.C. (British League of Racing Cyclists) and N.C.U. (National Cyclists Union) were talking about the merger that eventually formed the B.C.F. and led to the extensive programme we have today. The N.C.U. did not allow road racing save on closed circuits until 1953 and there were only a few N.C.U. road races until 1956. Some of us rode in circuit events at Goodwood and Lee on Solent - 120 riders, flat circuits, big sprint finishes.

Track racing at Preston Park was very active although there were only one or two riders from the Excelsior. In 1951 there was a huge crowd - 10,000 plus at the Brighton Stanley Wanderers Whit Monday meeting. It was a tremendous thrill to ride in front of such numbers although all

except two had come to see, not me but, Reg Harris and the other professionals, Jackie Heid U.S.A. and Franz van Looveren Belgium. There was racing every Wednesday at the Park during the season although by the mid-fifties crowds were down to a hundred or so. A few riders doing their National Service joined us for short periods and rode at Preston Park, one of these, Ritchie Haynes is now a big wheel on the B.C.F. Racing Committee.

The grass track was still popular at this time and, as well as the Club grass track at Hill Barn on Thursdays, there were regular meetings, such as the West Sussex Police Sports at the Manor Ground, and the Littlehampton August Monday Sports - John Grant was a prominent rider there - as a junior!

There were also the odd events. A short lived fashion was for variety shows with roller racing. There were a number at the Dome, Brighton and the Excelsior ran one at the Assembly Hall. Reg Harris and a Belgian pro gave an exhibition and there were several amateur events. I cannot remember whether we lost money or not but the Club ran no more of these shows.

Bicycle polo was also a relatively short lived fashion; encouraged by Ernie Meredith, a local bike dealer, some of us bought polo bikes and played for a short time. The Club made headlines in the national daily press by applying for the use of Hill Barn Sports Ground on Sundays -

This upset the Lord's Day Observance Society but the Council sided with the Club and allowed Sunday use. As far as I can remember polo continued for a couple of seasons and then died. I do have however, a permanent reminder, a scar on my chin from a direct hit with the wooden ball.

There was, of course, sadness too. John Selby was run down by a car at night and John Clapshaw, a second claim member was hit by a car on Bury Hill; his father presented the Clapshaw Trophy to the Club in his son's memory.

Some things though do not change, the Annual Dinner is much the same, although improved by having fewer speeches, and the Christmas party continues. Ray Douglass still looks youthful..... and the Excelsior still thrives.

Dennis Lednor.

It's rumoured that now he's using the Club's new electronic typewriter Don Lock can 'expand', be 'bold', 'capitalise' and even 'stagger' - Is this new we ask? Fortunately he can also correct himself!

It's rumoured that Tony Palmer is to ride the continent's top randy event, The Paris-Breast-Paris. The sex maniac.

Dear Uncle Mike,

I used to love the rides out with the boys, but first my son joined me, and now the wife comes too. Don't they trust me?

Yours, suspicious from
Sompting.

Dear suspicious from Sompting,

You should be grateful that they share your love of the bike. You now advance your son to the roll of mechanic, and as for your wife, I expect you already have her keeping your equipment polished. All you have to do now is to make sure that they are both kept in their proper places ---- preferably--- up front.

If however, you are concerned that they might observe your miserable efforts, after all those stories you used to tell then Take up bowls or croquet.... or tiddly winks, 'cos boy you've had it.

Yours with care,

Uncle Mike.

Tony Palmer plans a good season this year, particularly at Club level. Now that he's in charge of Club events, he's making early contact with the handicappers and sorting out the timekeepers! In addition he will always start one minute behind Mike Gibbs.

RECORDS ?

Strange the records that some people claim. Two that have been lodged recently both concerned punctures. Ian Leeding suffering four deflations in one morning club run, reckons it must be a record. Then up speaks Tony Palmer, proudly boasting of a puncture while on the rollers. All the snow and grit about in his lounge we suppose. Well! do we accept these outlandish claims? Or do you know better?

[illegible]

ALL TO BE FOUND IN SUSSEX

Solutions to the anagrams:-

Beachy Head
Petersfield
South Downs
Shermanbury
Houghton Bridge
Aldingbourne
Horsted Keynes
Ditchling Beacon
Hurstpierpoint
Maplehurst
West Chiltington

[illegible]

It's rumoured that Marvin Lucas has spent some weeks trying to work out how his new 'LOOK' hat locks into his new 'LOOK' pedals.

[illegible]

SOTHEBYS WATCH OUT

The sheer brilliance of the auctioneer, the unerring eye of Worthing Excelsior members for a bargain, and these coupled with the magnificent turn out of rubbish, always, according to the auctioneer, "in excellent condition", and in greater volume than in previous years, saw the Club's Fifty/Fifty Sale, achieve, once again, a notably successful evening.

Andrew Lock's impression of Leonard Sachs as Master of Ceremonies in the Leeds Old Time Palace of Varieties was ;acking only the gavel, and those present could not contain their urge to bid under his constant encouragement. Lock senior dashed around like a deckchair attendant on a busy beach, collecting the money, and Dave Hudson sat by an enormous cash box, looking every bit like Chancellor Lawson who was also in action this day, but arguably doing less good than our David.

The club's 'budget' produced no less than £114.55 for the Building Fund. Our balance of payments is in a very satisfactory position, and while we can hardly reduce our Public Sector Borrowing, certainly no increase in that would appear necessary. There was the usual holiday - almost, Gilbert and Sullivan, atmosphere, as both front and back benchers, and members from all sides of the house, joined in with the spirit of the occasion.

Joe Simpson paid 10p for something he put into the sale in the first place.

Dick Wiseman rushed all the way back from Miami to be present, and contributed vast quantities of tools and several other items not all connected with cycling. Until now we had no idea how many fishermen, golfers, gardeners or do it yourself addicts we had among our number. Interesting to note that Pete Danckwardt falls into all those categories, with the possible exception of fishing, plus squash and badminton. What an avid bargain hunter is our Pete!

Jim Hughes purchased a pair of edging shears for his lawn and then remembered that he had put a metal edge round it only last year!

John Lucas went off with an enormous spade, to be fixed to his bike by special Campag' clips no doubt. Now I know why they used to shout "Dig, dig, dig."

The house came down, after a long sitting, not with Andrew's famous demonstration of the flexible bike pump, but this time as he stood the golf bag before him, grabbed one of the 'woods' protruding, and proudly announced "complete with excellent set of clubs". He had in his hand a garden hoe.... ho: ho. ho....

Cheers Dave - a good evening.

IT'S RUMOURED that after the Club photo on 10th March we've a new name for our club coach - Flasher Smith.

THE TEN (Saturday March 28th)

RESULT: (Course Washington)

1.	Andy Smith	23.53	SC	23.53
2.	Marvin Lucas	25.23	2.00.	23.23
3.	Andrew Lock	25.27	1.20	24.07
4.	Clive Goward	26.33	3.00.	23.33
5.	John Gilbert	26.48	3.00.	23.48
6.	Colin Miller	26.52	3.00.	23.52
7.	Jason Buckley **	27.10	6.30.	20.40
8.	Mike Manselll ***	27.32	4.00.	23.32
9.	Colin Toppin	27.37	6.00.	21.37
10.	Chris Sweet	28.50	4.00.	24.50
11.	Christine Barnett	29.19	4.00.	25.19
12.	Mike Poland	29.22	5.00.	24.22
13.	Ray Douglass	29.44	6.30.	23.14
14.	Mike Stanbridge	30.05	7.00.	23.05
15.	Barry Shaw	30.27	4.00.	26.27
16.	Sheila Lucas **	30.40	10.00.	20.40
17.	Nick Pigott	31.03	7.00.	24.03
18.	Alan Crane	31.08	6.00.	25.08
19.	Reg Searle ***	34.09	9.00.	25.09

** Fine rides and personal bests gave a dead heat in the handicap section between Jason and Sheila. All handicappers please note!

*** Mike Mansell and Reg Searle rode tricycles. Mike's ride is a clear pointer to records to come.

Centenary Dinner Dance and Prize Presentation



Dudley Hotel, Hove.
14th November.

Tickets are likely to be in great demand as we can only accommodate one hundred and forty. We want to give club members first chance so please make an early booking with Don Lock together with a deposit. The ticket prices are expected to be around the £15 mark so if you wish to pay by instalments, that's fine by us. We are considering the hire of coach transport from Worthing. There will be live music and our guest speaker is to be Johnny Helms the famous cartoonist from 'Cycling'.
