

THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB



WINTER 1987/88

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FRONT COVER

PRIZE WINNERS AT CENTENARY DINNER

PHOTO: COURTESY OF ANDREW MARDELL

THE WORTHING WHEEL***WINTER 1987/88*******

Worthing Excelsior Cycling Club's Quarterly Magazine

**Our Clubroom is the Broadwater Parish Room and we
meet every Tuesday 7.30 to 10.00.Canteen until 11.00.**

The opinions expressed are those of the individual contributor and not necessarily those of the Club or of its General Committee.

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1987 HILL CLIMB CHAMPIONSHIP

I'm not sure that this event warrants a big caps heading for it was pretty low key really and with a poor entry. Not even a defending champion.

As it was an old champion made it to the top again with Keith Dodman scoring the narrowest of wins from Paul West. Perhaps the performance to attract most interest was that from Keith Hall who showed just how strong he was with a fine third place.

Full result:

1st.	Keith Dodman	4.36
2nd.	Paul West	4.37
3rd.	Keith Hall	4.42
4th.	Marvin Lucas	4.58
5th.	Stuart Gibbs	4.58
6th.	Nick Pigott	5.31
7th.	Barry Shaw	5.49
8th.	Reg Searle (bicycle)	7.24
9th.	Jeremy Arnold	8.36
10th.	Reg Searle (tricycle)	9.09

1987 TOURIST COMPETITION

Another event not receiving all the support it so deserves, especially when we know that there are many in the club who feel that we do not cater enough for the touring cyclist. Quite apart from the friendly competition which is generated, this is always a good day out and 4th October 1987 was no exception. The Organiser was Roger Smallman with a couple of batches of questions thrown in by Bob Grange.

Initial route planning from the start at the Pier was, I thought, a good idea for it cut my chances of error down by half. Even Roger wouldn't send me south from there! In fact we all soon established that lunch was to be at the pub at Staplefield, so quite clearly we had a good mileage to cover, and

had better get on with it. Some of the younger riders were apparently worried about the time and decided to cut out that part of the route which took us over Truleigh Hill. It was a misty start across the airport at Shoreham and then up on to the Downs north of the town. Sally Kingsland was spotted here - seemed to be asking a donkey the way??????

The sun came through and via lanes all found their way to an al fresco elevenses just west of the A.23 near Albourne Green. Here we met the windmills question; How many in Sussex and name them....

Somewhere else - can't remember where, we were asked to identify map symbols. I know I suggested "Hospital" when it should have been "Helicopter" - more points lost.

I do recall though, after a good lunch we rode to Slaugham Pond for the speed judging. It was the usual kind of circuit, left and left again - but Sally got lost!! I was lucky and drew my normal racing speed of 12 m.p.h. so managed maximum points on this section.

It was south now through Warninglid and Twineham and across Shermanbury where someone found Sally...

Another quizz : How many Granges have you passed excluding Bob.

It was a straight forward run back now and with the thought of tea at Jean and Roger Smallman's the pace picked up. Ashurst, Steyning and down through Coombes and home about 5 o'clock. The President was first home and was well installed by the time others started to arrive. His own chair and table - he was very comfortable - pity though he should have behaved so badly - a whole can of cream, sprayed around the room, and when we left he was on the seventh helping of Auntie Jean's fabulous apple pie. Oh.' I nearly forgot, Colin Toppin, Jason Buckley and Chris Sweet couldn't find 25 Melrose Avenue..... well I suppose that's what happened..... I'm afraid they missed the best part.

With a maximum of 47 points to be won it was Tony Palmer who again came out on top with 37. I don't know enough about windmills, and dropped in second with 35½. Ray was third with 31 but should have been penalised, if not disqualified; for his table manners. Dave Hudson scored 29 and Sally Kingsland 23. Colin and Jason had collected 15 each and Chris was on 9 but finished up, rather sadly as D.N.F's.

Thank you Roger and Jean and your other helpers for an enjoyable day.

Don.

GRAND PRIX DES GENTLEMEN

Saturday 24th October was a pleasant day for this end of season race and it was a shame that there were only six teams involved. None of the Club's top seniors were available for pacing (The Editor tried them all!) and others had clearly switched off after a hard season.

Paul West was the pacer who had clearly kept in good form and was able to ride quite close to his summer form. With President Ray Douglass tucked closely in behind this was to prove the winning combination with Ray beating his age standard by 3 minutes 53 seconds.

The scrap for fastest was very close with the Mike Mansell/Don Lock pairing just getting home in front of the family 'Lucas', Marvin and John with times of 24.24 to 24.26. Both veterans it appears had to shout on their pacers who were not at their mid-summer form. It was a splendid effort by John who was really only riding to "get his bottle back" after being driven into by another of these "I couldn't see" drivers, only three days earlier.

Stuart Gibbs counting the hours sleep he had had in the last week, on one hand, was not fast enough for Dad Mike and they finished back in third

on 25.01. Colin Toppin took Tony Palmer round in 25.41 and the Paul West /Ray Douglass had an actual of 26.09.

A seized bottom bracket in the Mike Stanbridge machine meant an early end to his efforts with Clive Goward up front, so there were just the five finishers.

Full result On standard:

1st: Paul West / Ray Douglass	+	3.53
2nd: Mike Mansell/Don Lock	+	3.22
3rd: Stuart Gibbs/Mike Gibbs	+	2.58
4th: Marvin Lucas/John Lucas	+	1.52
5th: Colin Toppin/Tony Palmer	+	0.25

OUT WITH THE WORTHING WHEELMEN !

(The numbers in brackets relate to notes at the end of the article.)

Like every researcher pursuing a narrow special interest (for me the history of the Worthing Excelsior Cycling Club), I often wake up to find myself wandering down fascinating side roads, far from the work I should be doing. A schoolboy of the 1940's and 50's, I was bored rigid by the Industrial Revolution, its cotton-mills and its turnpike roads - all that was of another time, another place, and I itched to get out on my bike! Little did I realise that many of "my" roads were the same turnpikes that sent me to sleep in the classroom. Metalled and widened they may have been, but a coachman of the 1820's would have had no difficulty recognising them. Now, realising their importance to that new breed of traveller - the pedal-cyclist, they fascinate me.

When the revolutionary pedal-driven

velocipedes ("Boneshakers") arrived in little Worthing in 1869, and the first races were ridden on them, Walter Paine wrote excited reports for West Sussex Gazette, and rightly so, for the "Boneshaker" heralded perhaps the first and most dynamic period of British cycling history. Within a few short years, invention after invention had refined it into that most elegant and efficient machine, the high bicycle (1), spawning a travel revolution only equalled by that generated by the motor-car.

Throughout England, any young man who could afford one of the new bicycles bought one, and soon informal groups were riding out, revelling in their new freedom. These were the earliest cycling-clubs, and outside the towns and villages, the old turnpikes quietly waited, empty of the coach and haulage traffic which had bred and then abandoned them. By to-day's standards they were rough, and even by the standards of the 1870's they were pretty awful. Many had been "out of turnpike", i.e. back in parish care, for thirty years, with all that implied - no funds from tolls, and therefore little or no maintenance. No tar-bonding then! With no reliable maps and few signposts, every ride those young men took was an adventure of exploration, for few had previously ventured far beyond their parish boundaries. Now, for a fit young Worthing man, Brighton, Chichester, or even London, would have been within easy reach.

But I have a problem. While I easily discovered the eccentric doings of the Hon. Arnold Keppel and his cycling pals from the Storrington military "crammer", there is, from the races of 1869 to the formation of the

Worthing Cyclists' Club in 1882, a complete gap in Worthing cycling history! Contemporary West Sussex Gazettes yield little, and I have yet to find anyone owning Worthing newspapers of the 1870's. While the rest of the country was afire with the new hobby of cycling, Worthing's cyclists seem to have stayed abed!

Lacking facts, I gave imagination rein one evening, and invented for myself a little group of high-wheel enthusiasts who called themselves the "Worthing Wheelmen", and went for a ride with them from Worthing to West Grinstead, along the old turnpike route. To-day much of it has been widened and straightened for high-speed motor travel, but parts can still be recognised. Accepting that my original essay was for my own amusement, and is probably littered with errors of fact, will you ride with us? It is a Sunday morning in 1876, Queen Victoria still reigns, Disraeli is her Prime Minister, and incredibly, the road we are going to travel is still "in turnpike" (2).

As this is your first time out, and your legs are a little on the short side (forgive my un-Victorian forthrightness!) I have borrowed a 48" Coventry Machinists' Company machine for you - mine is the 54" I've had for six months or so now (3). As it is Sunday morning, can we leave as quietly as possible? - Mum and Dad think I'm still in bed, and I'll get an earful if they catch me skipping off church! Anyway, let's get you aboard - Whoops! that was close - look, it's easy once you know how - foot on the back step, scoot it along until you've got up some speed, then swing up into the saddle - that's it (4). We'd best get a move on - as there are one or two Tarring lads in the group, we've arranged to

meet at the Castle Inn, where Tarring road crosses Littlehampton road. Keep the green on your right, then turn left.....

They call this Shady Lane - it's obvious why, with all those overhanging trees. It was once Poulter's Lane, or Poultres Lane, after some chap who held land from Queen Elizabeth - the name went back four hundred years, but they have to keep changing things! (5). Here we are, Poulter's Corner, and that's Poulter's Pond - and there are the lads. There was once a gate just here that could tell a tale or two - turn right, Offington Lane - more trees! (Morning everyone, we'll fall in at the back if you don't mind - this is my friend's first time out). Some of the local roads are a bit grim, but things will improve once we get out onto the turnpike. The chap with the beard, by the way, is Bill Young, and that's his brother Jack - they're tailors.... the fellow trying to grow a moustache is young Sam Clark, an apprentice saddler..... and the slightly older man - Mr. William Walter, a gent's outfitter.... they're all burning keen, and Sam and Mr. Walter claim they rode boneshakers in the '60's. (6)

Offington Corner ... and on up the Findon Valley road. It's pretty, but what a grind - you don't realise until you're flying back down it's slightly uphill all the way to the toll-gate..... try to sit up straight - it's bad form to crouch over the handles like that! Nice drop o' rain yesterday, it's laid the dust - road is in good fettle, but I hope we have a dry morning - I've cleaned the mud off this thing twice this week already!

Here we are - Paygate Corner - that's

Paygate Lane, runs up to the Salvington Windmill. The gate house and cottage were once at Teville Gate, but were moved up here about fifty years ago, so they're quite old. Hallo Fred, had many through yet this morning? Two-score sheep and a hay-cart? That won't buy the baby a bonnet! "Pay your tuppence and look big" I always say. No-one really likes the tolls, but it's worth it if it keeps the roads repaired. I don't know how long this one will stay in turnpike - the Upper Brighton Road (7) is the only other one I know of that still is, but most of the trusts have gone already, and there's talk of sweeping the last few away. Poor old Town (8) had to give up posting in 1841, but at least the family still make a good living out of omnibuses, and jobbing and livery work. D'you know, many of our roads now are worse than they were at the turn of the century, and after some I've ridden over recently, I believe it - cruelly rough, even for a wheel this big. That toll, by the way, clears all the gates on this journey - Ashington, Dial Post and up to West Grinstead, where we'll stop to refresh before turning back. The others are going on to a band concert in Horsham park, but we'll take it easy as this is your first time out.

On we go.... see, you mounted quite easily that time... a little bit of downhill, until the Black Horse... This is a happy little group - they don't carry on like some of the bigger clubs: self-important, all uniforms and taradiddle, sub-captain at the back with his bugle - supposed to be just for signalling dismounts and so forth, but some of them do make a great hurrah, bugling themselves through towns, and generally getting wheelmen a bad name. Do that in Findon and see what you'd get! This is a steady bit of uphill until the top of the village. The

Gun? Yes, an Inn since Stuart times, they say, and the landlord still has the firemark from the days of the insurance fire brigades - perhaps we'll stop there on the way back? The road on the left leads straight up to Long Furlong - quite spectacular! Careful here - we're in race-horse country... they should all be in by now, but we might meet a late string riding out, and they don't like bicycles.....

Hear that kid? Saucy little blighter - I'll give him "monkey on a wire"! We're fairly lucky in Sussex - some of the London brats think it great sport to poke a stick in your front wheel - you'd come quite a cropper! The students from the crammer at Storrington have had their share - young Arnold Keppel, Albermarle's son, had a beauty the other week - tangled with a fish-cart going down the Bostel, did a complete somersault, finished jam-side-up, still pedalling but out cold - knew nothing until a cottager revived him!

My uncle lives in Findon - loves to tell tales of when the coaches travelled this road. Mind, it was only opened in '04, to do with the new holiday trade in Worthing - it was better then, but still a squeeze in places. Some of the turnpike trusts did little enough for their money - just threw stones and gravel down for the carts to grind in - charged less if you had broad wheels! Look - we've lost fat boy already - that trike's a bit too much for him, I suppose we'd better wait. Apparently it was quite dramatic, the way road traffic dropped off once the railways opened. Even Worthing's glasshouse crops, tomatoes and the like, go up by rail now - it's a lot quicker. Pretty through here, isn't it? Afraid it's the last downhill bit until the Bostal. Farm on the left is a year or two old

- Kingswood place - look at those stables!

This turnpike trust used Kentish rag-stone a lot, but now they can't afford it, and use local stuff, like the parishes do - chalk, sandy gravel and so on - it's all very well, but it doesn't bind, and these narrow wheels sink right in - you have to watch out for ruts and stones too. Mind that pothole! Over on the left, fairly new house, that's the lodge to Windlesham House - see how the builder's put the date? Phew, that's that hard bit over - down we go, but watch it, it's steep - it's the Washington Bostal, probably an old Saxon route, if the road-builders didn't wipe it out in '02. See Sam and the others - feet over the handles - looks foolhardy, but if you have to abandon ship in a hurry, it's the safest way to descend. I only hope the village "peeler" isn't hiding in the hedge with his watch. One chap I know claims he was flying this bit recently, just before the bend, when his brake string went - had resigned himself to a cropper when his hat fell off and jammed in the fork - slowed him frightfully, said his little wheel was off the ground part of the way - yes, I know it sounds a bit tall, but I'm deadly serious, he showed me the hat - worn clean through, and half the badge polished away, like a new shilling! (9). Mind the sheep! Nice pub that, the Franklands, it's got a lot of history, and the landlord's a good sort, keeps a nice drop of ale - what? No, sorry, I haven't signed the pledge!

The road on the left goes off to Storrington, quite a pretty little village, with a crammer for would-be army officers - they're a mad lot - sorry! forgot I'd already told you about young Keppel! Sweep left and uphill, we'll probably lose fat boy again -

the smithy, on the right, by the way, they say he's an ingenious bicycle repairer, made his own velocipede in '69, after seeing the races at the baths. Clever chap - yes, this bit's quite easy, but then it's a grind again until the top of Ashington village.

You can see why I like bicycling, fresh air, birds singing, and so on, but you know, it's a job to picture this eighty years ago - the road wouldn't have been here, just cart tracks between the villages, like you get when you go off the main roads. Malthouse Farm, (10) over on the left, has a water-mill, and has ground corn for generations, Oh! and see the cottages across the road, on the right? The southern one is quite recent, seventeen-something-or-other, but the northern one was mentioned in Domesday - see how some of the windows are bricked up? Locals call it Norman Cottage.

Here we are then, Ashington Gate. Just show your ticket - chap they nicknamed "Billy Donger" used to rent the tolls here, but rarely took enough to pay the trust the rent, always in the Red Lion with the coachmen! Town had a little dog called Jack - used to sleep by the gate, then rush in and bark at the men when he heard a coach coming - they always had the horses tacked-up ready in time, including a cock-horse for the South run, over the Bostel (6). Those were the stables - by the Swan - see the sign? (11). The future's a bit depressing really - I'd hate to see the roads go back to what they were before the turnpikes, but they can only get worse unless something's done (12) - I suppose we ought to make the most of this while we can. Rail travel's nice if you're in a hurry, but give me the open road any day, dust, mud, potholes

and all - I wonder if all this will still be here a hundred years from now?

The road to the left? That goes to Adversane and Billingshurst, but it's cruelly rough, all stones and ruts, barely passable, a route to avoid. I'm going to shut up now - I'll need all my breath for the drag to Dial Post - yes, it does wander about a bit, seems that when they surveyed it back in '02, the landowners insisted it went round their property. I'm afraid I'd be the same, and it does make the route picturesque.

Phew! Glad that's over! Here we are then, Dial Post. Slow down as we pass the Crown Inn - here's the gate, last one before the end of the turnpike. See, opposite - Dial Post House - another posting station, nothing spectacular, but it did its job.

Gosh you look hot - you really ought to get yourself some proper bicycle clothing like mine - Norfolk jacket, knickerbockers and long socks, that's the wear you want, then you really look like a wheelman. Struggle up this bit, now a nice sweeping descent, really reminds you what bicycling is about! - see the flint ruin over on the left? Knepp Castle, some sort of hunting lodge, belonged to the de Braose family. King John is supposed to have visited it. Precious little of it left now - they used it as a quarry for the stretch of turnpike from Partridge Green to Ashurst, just as they used part of Bramber Castle ruins for the stretch near Steyning - there's a lot of castle in the roads up here!

And here we are, journey's end - the Burrell Arms (13). Park your wheel over there, and I'll buy you a half of their excellent

cider and get my breath back. What's that? You want to join us? Well, we're not really a club yet, tho' we give ourselves a fancy name - suppose we'll make it all formal one day.....

Notes.

John Grant

1. Don't let a purist hear you call it a Penny-Farthing - he'll get very upset. Now it's an "ordinary", but then it was simply a "bicycle", or a "wheel". "Monkey on a wire", and "penny-farthing" were street-urchins' insults. Even "Ordinary" didn't become usage until the safety bicycle started to supplant the old machine, somewhat like the traditional watch, it didn't need a special name (analogue) until the digital sort came along.

2. It remained a turnpike until 1878.

3. The ordinary bicycle was described by wheel diameter - the longer your legs, the bigger the wheel you could ride. You then travelled further per pedal revolution, but had more spectacular "Imperial crowners". Even to-day, bicycle gear ratios use the same convention, and are quoted as the diameter of an equivalent ordinary bicycle's front wheel. To give you some idea, Mum's shopping bike has about a 66" gear, i.e. it travels about 207" per pedal revolution.

4. Some used horsemen's mounting blocks, especially in the larger towns, but the high bicycle was usually mounted like this, just as many utility cyclists still mount their safety machines.

5. The Worthing Gazette of 15th September,

1909, page 3, columns 1-2, contains some fascinating detail about this.

6. These were all Worthing 'cycling pioneers, and Sam Clark really did make that claim, although he was only 11 at the time of the 1869 races.

7. Disturnpiked in 1894.

8. Thomas Town was famous as a posting and carriage master - see Henfry Smail's "The Worthing Road".

9. "Rover" tells this incredible tale in the Worthing Gazette of 18.5.1888.

10. The legend "Post Horses" once showed through many generations of white paint on the North wall of the old stables of the Swan Hotel, which are now a wine-shop. It has been painted over again, but if you get very close.....

11. They did - nation-wide, militant cyclists implored county councils to take over the roads. In 1893 the Worthing Excelsior, the Chichester C.C. and the Sussex Centre of the National Cyclists' Union, all wrote to the West Sussex County Council (then at Horsham). Their suggestion was ridiculed, but two years later, the County Council took over the main roads!

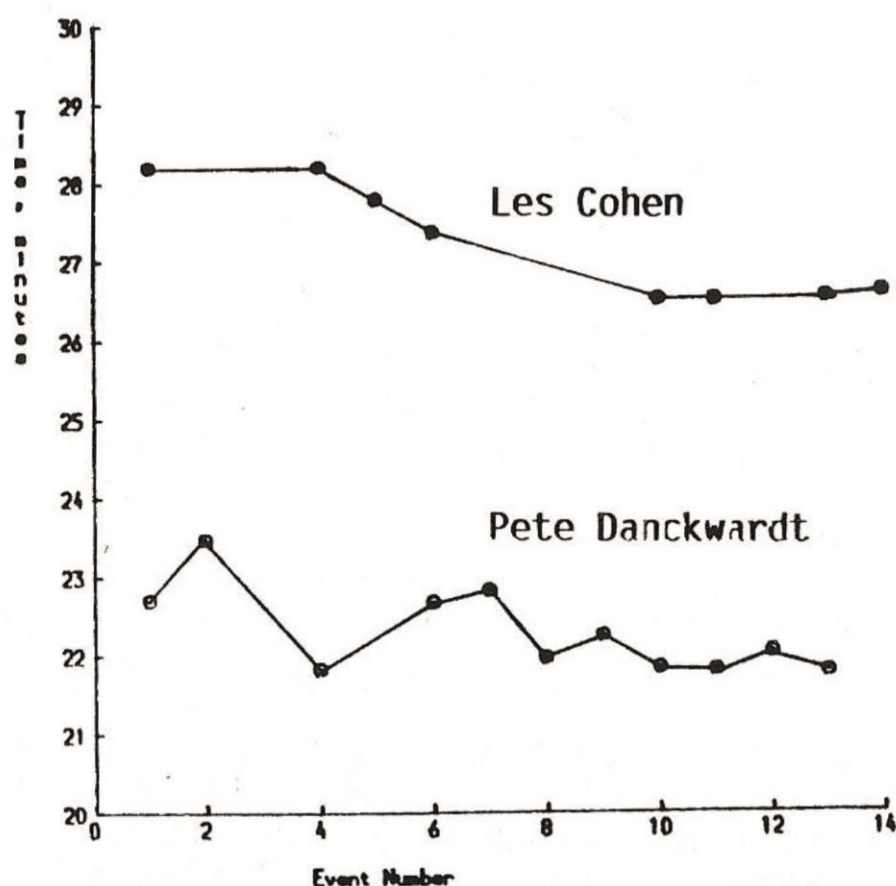
12. The Burrell Arms stood at the South-East corner of this junction for many years. I only found out it had been demolished after months of trying to prove the location of some photographs in our club album!

Editor's note: John Grant is still researching and writing the history of the Worthing Excelsior Cycling Club, and Worthing cycling in general. He would be grateful for any information at all, especially for access to Worthing or Tarring books and newspapers covering the "blank" years 1870 - 1882.

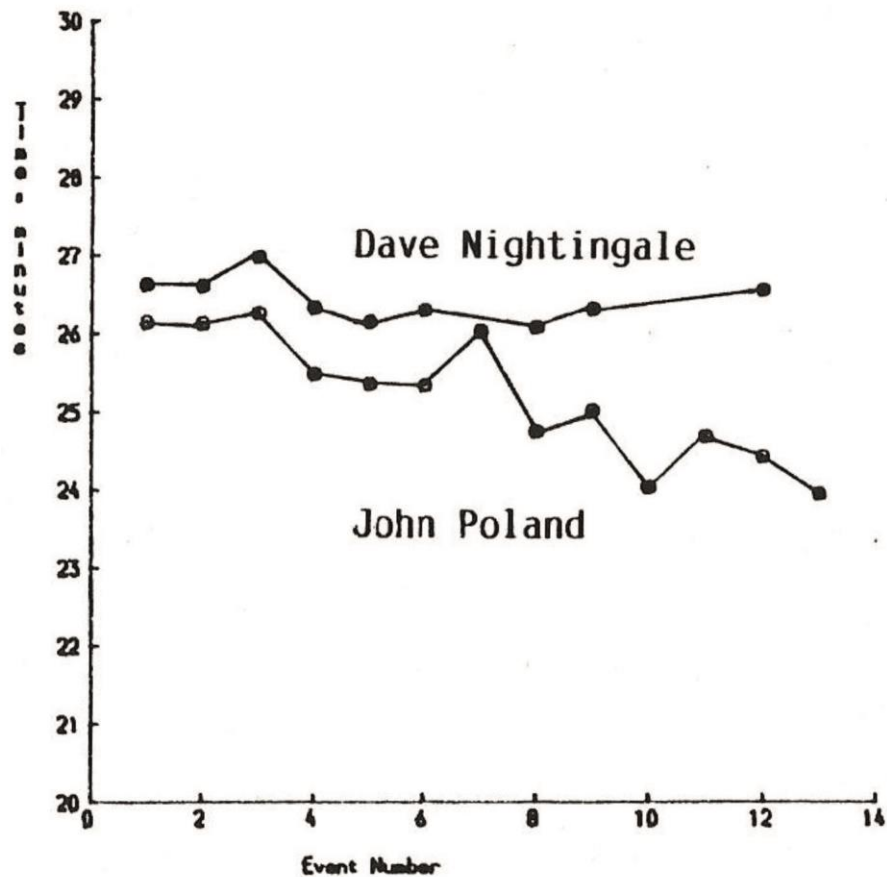
IT'S RUMOURED that Don Lock has been seen looking at sheltered accomodation retirement flats. (This is not denied - see later in this mag. Ed.)

EVENING TENS - some graphs:-

A number of these were prepared by Bob Grange with the aid of his computer and a few of the most interesting with Bob's comments are reproduced.

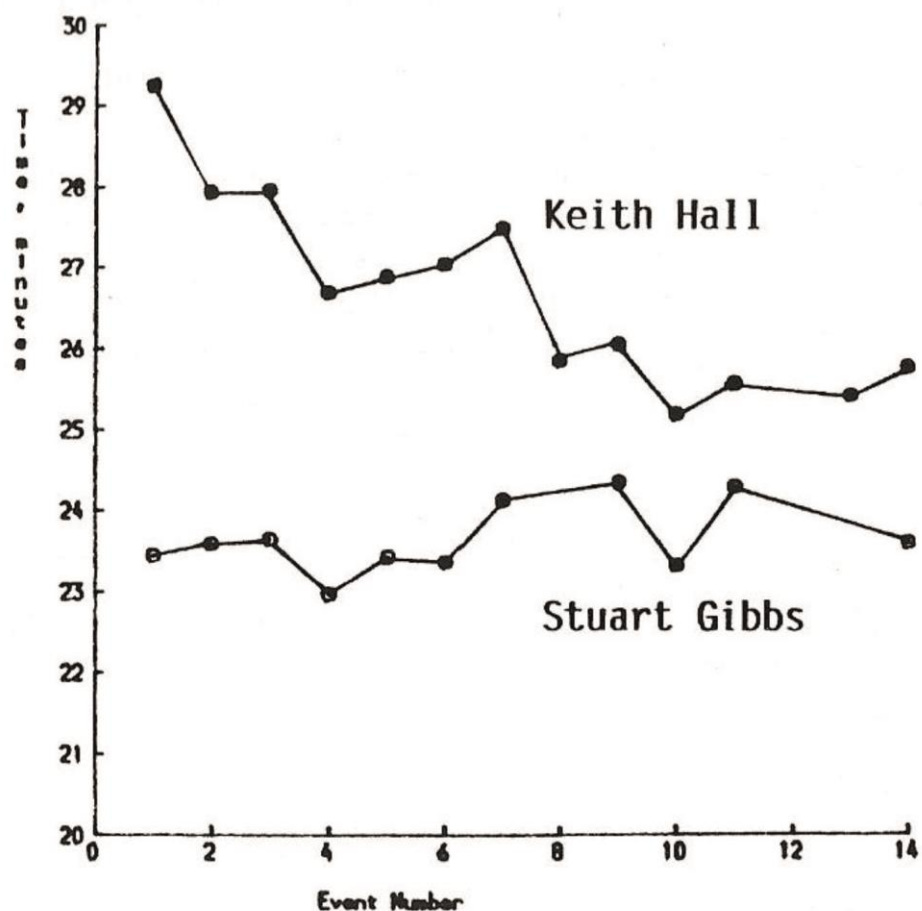


The first shows Les Cohen as a consistent improver with no jumps up or down. Was he not affected by the conditions? He was of course the winner in '87 of the Most Improved (Male) Rider award. Pete Danckwardt's chart though is a "damped oscillation" - starts all over the place, then becomes very consistent. Doesn't like the early season perhaps?



The chart above compares two riders both starting in the 26 minute mark. John managed to improve consistently, whereas Dave is the most consistent 'no change'. Bob says "perhaps Dave should train with John". Ed. thinks it might be that John's a young man and Daves a veteran.

Bob points out that event number seven was a slow one for practically everyone, presumably a very hard evening.



The last shows the best improving performance in the series with Keith getting down from 29 minutes to regular 25's, against the only really clear "getting worse" - Stuart's average early times are better than the average late season rides.

BOOK REVIEW

The British Cycling Federation Training Manual price £2 must be excellent value, particularly for new members who are thinking of taking part in the competitive side of the sport, or to young members who are anxious to learn. The manual has seventy pages of easy reading, providing a very reasonable introduction to all the necessary aspects of cycle racing. It covers, organisation, the choice of the bike, Riding position and what to wear, ambition and commitment, all kinds of training in and out of doors

and both on and off the bike. There are also sections dealing with diet and nutrition, and body care and hygiene.

An hour or so spent with this will not be time wasted. It will soon let you know what is needed if you are going to make the grade. The most vital chapter is probably that dealing with ambition and dedication, for it is undoubtedly the degree of this to which the reader is prepared to commit himself which more than anything else will determine the grade that he will achieve.

The part dealing with riding position was very helpful but it might have been better for the 'choice of bike' comments to have been included here rather than earlier, for so often new cyclists ask about position after they have purchased a frame which is far too big.

The chapters covering :- "Stretching to keep fit" "Circuit training", "Home Exercises", "Weight training", and "Rollers/Simulators" all include diagrams and programmes which will provide the right background for the 'On the bike training'. On the bike training must, of course, be the most vital, but it is the quality and seriousness of that training which is important. Riding for fun and serious training riding can be difficult to define and separate, and in a club, difficult to provide.

A good buy, just write to the B.C.F. for your copy and get stuck into it for next season.

SHELTERED ACCOMMODATION RETIREMENT FLATS FOR THE OLDER CYCLIST

Yes, flats especially designed for cyclists - old but perhaps, not necessarily retired, are the latest venture for a firm of developers, and our Ed went along to view them recently.

Built to a high standard by Cammish Longland they are beautifully appointed and all interior

decor is by the design project department of the V.T.T.A. The aims are to provide good class flat accommodation for the discerning older cyclist especially, although not exclusively, time triallists. There is a planning requirement that all purchasers have to be over 40 years to qualify. The flats, and I gather, all future similar developments will be the same, are situated on level ground and within easy reach of a good selection of R.T.T.C. courses, with high class bike shops also within a short riding distance. Consideration is also given to the local availability of veterans sports clinics..... and massage parlours!!!

The main entrance hall contains an immediate welcome to time triallists with its beautiful display of photographs of past champions headed by a magnificent whole wall mural of Beryl Burton.

For general use there is a communal lounge with Television and a video recorder. There's a good selection of videos and an excellent library of books as well as a selection of magazines. A majority of all of these being on the cycling theme.

There is a team room which can be booked so that team mates joining you for some special event can be conveniently accommodated. This does have to be booked in advance and there is a small fee. There is also a laundry room equipped with heavy duty industrial automatic washing and tumble drying machines. These will cope with any amount of grease and grit and sweat stains and the odd spanner or squashed banana that can so easily be left in the back pocket.

The specific needs for the intended residents are thoughtfully and sympathetically catered for. Handrails are everywhere and it's ramps rather than steps wherever possible. A fully equipped campag zimmer is to be found in each corridor and for the super vets, or after long distance events, low-profile wheelchairs with 28 spoke Pete Matthews wheels are available. For those with flats on the

upper floors the lifts are of generous proportions allowing comfortable room for three persons with bikes. Every flat is equipped with an emergency alarm in each room. This connects directly to the resident warden who is a fully qualified bike mechanic and masseur. This is a two way system so is useful for early morning calls.

The front door to the flat has a spy-hole viewer so that you do not open the door to unwelcome visitors like the Treasurer after the annual subs. The hallway is well lit and of a good width so that you could comfortably ease past a bike.

The kitchen is very well equipped with 'Pyne' cupboards, and with a cooker and fridge. Special opening bargain in this block was a cupboard stock up service. In the kitchen there was a cupboard full of wonder food, bonk bars, glucose and vitamin tablets with skimmed milk in the fridge and a supply of bran and wholemeal foods in another cupboard. A double sink unit with special oil soakaway is provided so that chain cleaning and other dirty maintenance jobs can be dealt with without difficulty.

In the bathroom, as well as grips to help you out of the bath and up off the loo, there's a specially comfortable non-slip bum mat in the bath. Very welcome after a 12 hour! Part of the 'stock up' service includes a selection in here of all kinds of oils and massage creams. In addition there's a more dubious selection of tablets...presumably all within the rules. The bath also has a shower unit but this is interestingly varied from the normal. Instead of coming vertically down the water hits you at 90 degrees from the wall and is of course cold only, to give you acclimatisation to the, all too frequent racing condition.... or to deal with any over excitement

The bedroom has two bunk beds - both on the floor. These are equipped with special orthopaedic mattresses. The bedroom also has fitted as standard a power wind simulator roller with electronic

instruments to record pedal revs., speed, distance covered, and heart and pulse rate. The bedroom wallpaper has a nice neutral colour printing of the V.T.T.A. age standards.

The lounge/dining room has fitted carpet with a design of old cycling posters which is also picked up in the curtains. There's a choice of wallpaper for this room, either R.T.T.C. championships in black and white, or as an extra, the Tour de France in pastel shades. The overall effect is rather busy but the idea is probably that you should be out on your bike as much as possible anyway. There is a bike stand in here for the best machine and it's nicely placed between two wall lights modelled on early Lucas King of the Road lamps. A highly polished low profile here would create a most pleasing effect. A focal point to the lounge is the gas imitation 'Woodburn'ing fire.

The bikeroom is small but it will take four bikes with room to work at a well appointed bench with good lighting and plenty of power points. The bike rooms are specially sound proofed so that no noise nuisance is caused to neighbours.

On the subject of nuisance there are some fairly general rules governing the use of the flats and the development facilities, but most of these are quite normal and should provide no problem. The exception might be the "no parties to continue after 4 a.m. or 3 a.m. on Sundays" rule, which could prove a bit restrictive.

Prices range from £45000 to £50000 with a 1% selling premium payable to the V.T.T.A. when you eventually sell up. They are I feel worth looking at, but there is a great demand and already there is some gazumping. There are also some problems being experienced with the B.C.F. who it seems are slightly resentful of the overall management which the R.T.T.C. are trying to secure. One scheme put up by the B.C.F. is for criteriums around the lawns

and amenity areas, but so far this has been resisted.
I don't move in for a fortnight!

Don

THE 1987 CHAMPIONS

The 10 mile series:	Peter Danckwardt
The 25 mile champion	Kevin Spilman
The 50 mile champion	Peter Danckwardt
The 100 mile champion	Peter Danckwardt
The senior B.A.R.	Reg Searle
The 12hour champion	Reg Searle
The Ladies B.A.R.	Christine Barnett
The junior B.A.R.	Jason Buckley
Most Improved Lady	Sheila Lucas
Most improved male	Les Cohen
Senior Road Race	Ian Leeding
Junior Road Race	Marvin Lucas
Track champion	Andrew Lock
Hill Climb champion	Keith Dodman
Hardriders champion	Peter Danckwardt
Points Trophy	Jason Buckley
Sherwin 25	Jason Buckley
Clapshaw 25	Jason Buckley
Schoolboy's 10	Marvin Lucas
The 30 mile champion	Richard Shipton
Veterans B.A.R.	Dave Dallimore
Touring B.A.R.	Dave Hudson
Tourist Trial	Tony Palmer

+++++

CLUBMAN OF THE YEAR

The club member judged by the members of the committee to have done most for the club in our Centenary year is Tony Palmer. As well as running all our Club events other than the evening tens, Tony has always been willing to involve himself in many of our Centenary promotions from car

stickers to ties, and once again promoting the Ron Mills Open 25. Notwithstanding all his committee work he maintains a competitive involvement in time trials, and in the touring and social side is an "ever present". The presentation of the Meredith Pewter Tankard to Tony at the Dinner was met with much applause and deservedly so. Perhaps not the most handsome of all our trophies, but it is without doubt the one which requires more input of effort on behalf of others than any other.

66 Norland's Lane,
Widnes,
Cheshire
16th November '87

I would like to thank the Worthing Excelsior for asking Ruth and I to share your celebrations at the Club's Centenary Dinner. It was a memorable occasion and a thoroughly enjoyable one.

It was a pleasure to meet such a happy and enthusiastic club. I will remember your warm friendliness and hospitality for a long time.

Best wishes,
Johnny Helms

VETERAN'S B.A.R.

The most keenly contested veteran's Best All Rounder with twelve qualifiers demands a full result:

1st.	Dave Dallimore	+	4.547
2nd.	Ron Foster	+	4.170
3rd.	Richard Shipton	+	4.080
4th.	Don Lock	+	2.842
5th	Reg Searle (trike)	+	2.201
6th	Mike Gibbs	+	1.961
7th.	Bill Proctor	+	1.543
8th.	Ray Douglass	+	1.212

9th. Clive Goward	+ 0.802
10th. Mike Poland	+ 0.488
11th. Reg Searle (solo)	+ 0.154
12th. Mike Stanbridge	- 1.963

SUSSEX CYCLISTS' ASSOCIATION

1988 Programme

Sunday 13th March Hilly 25m 2-Up Handcross area.
 Saturday 19th March 15m Ashurst circuit event.
 Sunday 20th March 25m G938 Chichester road course.
 Sunday 1st May 25m team championship. Cowfold.
 Sunday 12th June 50m championship
 Tuesday 5th July 10m. Wiston course.
 Sunday 10th July 100m championship.
 Sunday 14th August 12hour championship.
 Sunday 18th September 25m championship.

THANKS

Dear Editor,
 May I through the pages of the Club Magazine, thank all those who helped and encouraged me during my season on the trike. They include:- Keith Laker, who provided the much needed gear system. My brother Paul for other modifications and help during the hundred. Roger and Jean Smallman who stood around on some very cold mornings, timing place to place attempts. Reg Searle for his ever present back up and unstinting enthusiasm, that kept me going when "times" looked bleak, and Martin White who lent me his sprints without which no record could have been beaten.

Thanks again,
 Mick Mansell

MORE FUN with some members surnames

Ray **Douglass** - is just an old spruce.
 Charlie **Brazier** - gives off a nice warm glow.
 Brian **Cox** - He's the one that goes backwards.

Mick **Jones** He's the person everyone tries to keep up with.

Tony **Goodsell** - Just a bit smoother than a 'Hardsell'.

Mick **Mansell** - Definitely a Formula One job.

Peter **Scarsbrook** - a little known beauty spot just below

Bradley **Walters** - another little....

Brian **Weir** - something to keep the 'walters' in check perhaps?

DISC WHEELS

The National Committee of the Road Time Trials Council has considered the findings of the persons who have carried out test rides with these wheels. As a result it has been decided that as from the commencement of the 1988 season the use of solid rear disc wheels will be permissible in events. It is to be noted that covered spoked wheels are not allowed. A motion to amend present regulations will be dealt with by the National Committee to implement this decision. **Rumour has it** that the first Worthing Excelsior disc may well come from the Hailsham area, where Richard Shipton is known to be watching developments carefully.

ARE YOU DOING YOUR FAIR SHARE ?

The Worthing Excelsior Cycling Club is the largest cycling club in Sussex with a membership of 187 persons. Many of the members are active, that is they compete in road races, time trials, Tourist trials, reliability trials, Audax events, come to the clubroom and generally make use of all the facilities that the club provides. What can you do to help the club maintain a high standard of promotions and facilities?

With a membership of 187 of which 28 are associate or second claim members, 16 are schoolboys,

9 live too far from the town and clubroom (say 15 miles) to be able to contribute easily, this leaves 134 first claim senior or junior members all within 15 miles of the clubroom.

The Club has a General Committee of 15 that meets regularly once a month, with various sub-committees that cover racing, club runs and social aspects of the club that meet whenever necessary. Members of the sub-committees are invariably members of the General Committee. This means that it is generally the same people getting involved and doing the organising.

Every year the W.E.C.C. provides a full racing programme and these events take a lot of organising; liason with governing bodies and police, result boards collecting entry forms and fees, distributing start and result sheets, ensuring race numbers and watches are available, sorting out prizes, obtaining sponsors, arranging post race catering, hire of halls, etc. etc. Most of this work is done by members of the Committee and they need to call on the services of club members to help out now and again, but very often it is the same people who are asked to stand on a corner for an hour or two to marshall or push the riders off, or to be the smiling face behind the tea urn after a wet '25'. Don't forget they have been out in the cold and wet just as long as you have while you were racing. In addition to the Club's full programme we also promote events on behalf of the Sussex Cyclists' Association.

During 1987 the Club promoted 4 evening criteriums, a Spring road race, 2 Surrey League events, 3 Open time trials, 2 Open time trials for the S.C.A., 26 club time trials, a Tourist Trial, an Audax event over 2 distances, a Reliability trial, numerous club runs, a summer tea, a barn dance, a Christmas tea, A club Dinner, 4 issues of a Club magazine, 50 club nights, and not forgetting all the fund raising and special centenary projects. Ask yourself, were you involved in any way with helping

to run these events? Do you think in the future you could offer any assistance? With more than 130 first claim members the work load could be spread more widely. You may feel that you want to race at every opportunity, but there again so may those who are doing the organising, making the tea, marshalling, timekeeping etc, etc.

Please don't continually take from the sport - make the effort - put something back into it - remember, the sport exists with the help of those who are prepared to give up their time to help others take part.

A volunteer is worth ten pressed men.

Tony Palmer.

The figures given are taken from an up to date membership list of mid-November 1987.

MORE ASSISTANCE WANTED....

If your particular interest is in the road racing side of cycling then perhaps you can help here. The Sussex Division of the British Cycling Federation are appealing for persons to come forward to act as assistant commissaires and assistant judges. There is a real scarcity so if you think you could help, even just for a few races each year please let our Road Racing Secretary Peter Scarsbrook know. No previous experience is required.

AND AGAIN.....

A more substantial job for which a new officer must be found before next season is that of Evening Tens Secretary. Ken Atkins has said he doesn't want to continue so how about you Tom, Dave, Peter, Cliff, or maybe Colin, or you John.....? Give it some thought and let us know.

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TROUBLE

Trouble occurred on a recent club run to Lannards Gallery near Billinghamurst. It seems to have stemmed from a very unfit Mike Gibbs attempting a come back to the club run scene, and choosing a day which also saw the honoured presence of an extremely fit - "I'm well up on my 14000 mile target" President, Ray Douglass. To some extent also Run leader Dave Hudson must be blamed, for he set a really hard pace out from Worthing. Despite a cold head wind from the north we ploughed along quite relentlessly.

Mike was soon in trouble and off the back. "Everybody all right ?" asked Dave, looking back with that knowing grin on his face. Mike got back on, but his jest that "It takes courage to ride on your own with this headwind" fell on deaf ears and the pressure up front continued.

With help from Sheila Lucas, who pushed him up some of the hills, Mike managed to make elevenses, but here he found a smiling Ray, who had had a lay in, had not left until after us and had still got there first. Mike is known to enjoy a lay in and his had that morning been abandoned. Mike was not happy.

Ray's enthusiastic attitude, common to those fitter than the rest, was just too overpowering for poor Mike. He was not in a good frame of mind, or body.

After elevenses Mike was seen in the art gallery teasing a small white terrier. He appeared to hypnotise it into a motionless begging position. It is not clear whether he managed to get the dog into his bonk bag or, as has been suggested, he simply stuffed it up his track suit. It would look though as if he did take it with him, and had some plan in mind.

A later complaint about the pace was met by Dave retorting, "What do you think this is, a Club run?" which left us all speechless and concentrated our minds on the task of keeping up with the wheels in

front.

It is not clear whether Dave or Ray were to be the victim, but any doubts in Mike's mind were probably settled when Ray's forceful pace at the front again led to the call, "steady, you've dropped Mike." The incident occurred only a mile or so later. The dog appeared as if by magic. Witnesses say it was suddenly there at the side of the road and then with some hissed instruction from Mike it made a bee-line for Ray's ankles. Now Ray is very fit, but he doesn't have the acceleration of the younger man and it's estimated that it took him the best part of a mile to outdistance the snapping teeth.

Mike's humour improved enormously after this and the pace was much more sedate. It might also explain why Ray was so long in the toilet at Henfield.

But this sort of thing is not the conduct one is entitled to expect from senior members. The executive committee will have to get to grips with it quickly before it gets out of hand. As it involves the President though considerable tact and diplomacy will be needed.

EAST SUSSEX C.A. 1988 PROGRAMME

Sunday March 6th 16mile hardriders - Hellingly

Sunday March 27th 29mile 2-Up

Saturday April 23rd 10mile

Sunday April 24th 25mile

Sunday June 5th 50 mile

Sunday July 24th Open 100 mile

Sunday June 19th 25 mile

Sunday August 7th Open 50 mile

Saturday September 3rd Open 10 mile

Sunday September 4th Open 25 mile

Sunday October 2nd Open Hill Climb.

CORRESPONDENCE

Sheffield House,
Hillsborough Road,
Ilfracombe

17th November 1987

Dear Don,

Just a brief line to thank you very much for looking after us so well at the Dinner on Saturday. Please pass on our thanks, too, to Ray Douglass, Dave Hudson and all the others who took pains to see that the welcome never flagged. Congratulations to Angela Toppin and her team for such a very successful function.

It was really great seeing Con and Jim, Don Cooper and Dennis Lednor, to name just a few of our contemporaries, and so many others after so long.

After so many years of honorary membership we feel it's time we made another donation and perhaps you would pass the enclosed cheque on to the Treasurer, for the Building Fund.

Yours sincerely,

Maurice.

The cheque enclosed by Maurice Reeve-Black with his letter was for £100.

2 Shamrock Close,
Bosham
16th November 1987

To The President and
Committee of the Worthing
Excelsior Cycling Club.

Queenie would like to thank you all very much for inviting her and her husband to the Centenary Dinner and making us so welcome as honoured guests

of which we were quite proud, and for the kind things you mentioned about me.

We enjoyed every minute of it and talking to members and thank John Grant for making it possible for us to come, and for his and his wife's kindness in looking after us during the evening which we did enjoy and appreciate.

With best wishes for the Club's future and hoping to meet again from one of the "Old Uns"

Yours sincerely,
Queenie and Vic Bristow

IT'S RUMOURED that Marvin Lucas will be really flying next season..... well he's just had his first lesson from Shoreham Airport....

PROVISIONAL CLUB TIME TRIAL PROGRAMME 1988

Sat:27:Feb:	Medium Gear 10	G914
Sun:28:Feb:	Circuit - Long Furlong.	
Sat:26:Mar:	10	G914
Sun:10:Apr:	Sherwin Junior H'cap. 25	G938
Sun:22:May:	30 championship	G938+
Tus: 7:Jun:	15 Junior championship (see below)	
Sun:12:Jun:	50 championship **	G952
Tus:21:Jun:	2-Up 10	(see below)
Tus:28:Jun:	2-Up 25	(see below)
Sun: 3:Jul:	Clapshaw H'cap.25	G938
Tus:12:Jul:	Club 15	(see below)
Sun:10:Jul:	100 mile championship **	G962
Sun:31:Jul:	Inter Club 25 Course to be fixed)	
Sun:14:Aug:	12 hour championship	G971
Sun:25:Sep:	Hardriders 25 approx	G922
Sun:16:Oct:	Hill Climb - Bury.	
Sat:22:Oct:	Grand Prix des Gents 10	G914

Evening Tens Thursday 5th May to Thursday 11th August inclusive with no break this time.

Start times and final course details will be available at a later date.

It will be noted that there are 4 events planned for Tuesday evenings. These will all be on new courses which will be planned around a start and finish area somewhere in the region of the Coach and Horses on the A.27 near to Worthing's western boundary. The idea is that after the race riders and spectators will have only a short ride back to the Club room for refreshments, which will save some work for the tea urn and its operators.

The Club 50, 100 and 12 hour will as normal be run in conjunction with the S.C.A. promotions, so enter the S.C.A. event two weeks ahead and remember to give a separate entry in for the club event. The hardriders will be in with the open event but as this is our promotion one entry form will do to the Open organiser. You will however have to pay an additional entry fee for the club event in the usual way.

IT'S RUMOURED that Mike Poland has been banned from attending the Worthing Bears basketball matches.... He kept shouting "handball".....

NEW MEMBERS

At the October meeting we welcomed into the Club three new members, two junior and one senior. Son of present member John Gilbert and already a regular on the John Lucas training runs, is Nicholas Gilbert and also in to the junior ranks comes Stuart Bond. At senior level we are joined by Timothy Beech. We hope that you will all enjoy your membership and get to play a full part in our activities.

RECORD Cliff (Bite size) Hawkins broke his own record for the consumption of Milky Ways during 1987. 3654 were downed. He reckons he could have done better but the canteen could not always meet his demands.

CLUB RUN POINTS TABLE 1987

Champion:	Dave Hudson	59	points
2nd.	Don Lock	40	"
3rd.	Colin Toppin	31	"
4th.	Paul Toppin	24	"
	Ron Foster	24	"
6th.	Keith Dodman	22	"
7th.	Tony Palmer	21	"
8th.	Chris Sweet	20	"
9th.	Andrew Lock	18	"
10th.	Paul West	17	"
	Marvin Lucas	17	"
12th.	Bob Wither	15	"
13th	John Lucas	13	"
14th	Ian Leeding	12	"
	Trevor Leeding	12	"
	Ray Douglass	12	"
	Jason Buckley	12	"
18th	David Mills	10	"
	Mike Stanbridge	10	"
	Roger Smallman	10	"
	Bradley Walters	10	"
	Keith Harmer	10	"

Sixty eight members recorded points but only those shown above achieved double figures.

Points are awarded as follows:- 1 point if out just to elevenses, 2 points for 11's and lunch, 3 points if out all day. Points are only for official club runs of course, If Dave Hudson is not on the run, please make sure that someone takes a note of the names attending, so that he can maintain the records.

Dave writes; The full list shows so many who have only attended a couple of times, one could say "Nice to see you - to see you once or twice" where were you for the rest of the year? If there's something wrong with the runs let us know. Perhaps you can help put it right.

THE CENTENARY DINNER

The Club's centenary celebrations reached their climax at our Annual Dinner and Prize Presentation, which this year was held at the Dudley Hotel in Hove in November, where approximately 140 members old and new and friends met to renew old friendships and to reminisce about past cycling pleasures.

The meal was excellent, consisting of Melon and prawn cocktail, Roast Sirloin of Beef Beaujolais with Amandine potatoes and vegetables, followed by Pear flan and coffee and mints.

A very humorous speech in his own inimitable northern accent to propose the toast to the Club was given by Johnny Helms, famous for his "Baz" cartoons in the weekly magazine "Cycling". Johnny and his wife came all the way from Cheshire to be with us. He is a very active cyclist, being a member of the Warrington Road Club and a prominent official at northern cycling events. A very good speech in reply was given by Pete Danckwardt. Pete is leaving Worthing to pursue his career in Croydon. We shall all miss him not only for that extra push he has given to us in competition but as a very likeable character, we wish him well. The trophies were most charmingly presented by Jean Smallman.

As I said before many old members were there and it was very nice to see Maurice and Rita Reeve-Black who had travelled all the way from Ilfracombe to celebrate with us. I do not have enough space to mention all the old friends who were there but it was nice to see Daisy Lednor and Tom and Win and Dennis and Jean Lednor also Don and Win Cooper, George and Maisie Treacher, Rene O'Toole and Ron Bardouveau, who still looks as youthful as ever. There is one old member however, that I must mention, a lovely old lady, Queenie Bristow, now in her nineties and who rode in the Club's ladies events as far back as the twenties...She enjoyed the evening tremendously, we must thank John Grant for discovering her when he was

researching into the Club's history.

After the tables were cleared and taken away dancing commenced to the music of Uncle Johns Band which was obviously popular as the floor was always crowded. In an interval during the dancing the raffle was held and an original cartoon by Johnny Helms was auctioned and realised £40 which was the result of generous bidding by Richard Pigott. When one o'clock came, all too early, we had to end our celebrations.

The dinner's success was due to the help of many committee members but most of all to Angela Toppin assisted by Paul. Angela had many pre-dinner worries to sort out, but she resolved them all, to put it in theatrical parlance, "it will be all right on the night" as so it proved to be. Thank you Angela. Thanks are also due to Tony Palmer for arranging the prize presentation and to our Master of Ceremonies Don Lock.

We are about to commence our 101st year and in conclusion I would like to wish everyone much success in 1988.

Ray Douglass

IT'S RUMOURED that another cycling book will hit the bookstalls next Spring. It's the racing memoirs of Paul Toppin. It is supposed to have a foreward by his younger brother Colin, but when asked about this, Colin is reported to have said "Paul who?"

We must watch our step with these rumours. We have just been given the following as a definition of a gossip. "A gossip is one who always gives you the benefit of the dirt."

SORRY ABOUT THE TYPING - THINK I NEED A NEW CHAIN !

THE SUSSEX C.A. Luncheon on 6th December was held at the Village Hall at Henfield and attended by about 120 members of the affiliated clubs. Some 20 from Worthing Excelsior were included in this number.

Ian Dow of the Oxford Club and the current National 24 hour champion - one of the very elite few to have exceeded 500 miles - was the Guest Speaker. Even those who sat near him swear he's only got two legs! Brian Hall of the Hampshire Road Club - yes they are in the S.C.A. - responded. The only other speeches were the toast to the Prize Winners by the Association's Time Trials Secretary Kevin Bramham of the Central Sussex who spoke with typical north country humour. Next year we shall have to provide him with an interpreter or at least a north country microphone. Young Peter Davies of the Brighton Mitre, the Association's Best All Rounder, after a tremendous season responded to thank all the helpers and officials.

It was a good meal of traditional fare - ye good old steak and kidney pud, although the trifle was something of a 'hunt the sponge' apology for a sweet. There was plenty of good humoured cross toasting during the meal and it made for a very pleasant afternoon brought to a close by Ian Dow presenting all the seasons prizes. It was a shame that we could not have had a few more of our racing members along, for there were several very fine team wins in S.C.A. competition last year and it would have been nice to have seen these collected with the pride that other clubs obviously felt for their successes.

IT'S RUMOURED that Christine Barnett has been trying special stretching exercises with Dave Elson's chest expander. She stands with her feet in one end and then pushes her hands above her head. Dave's now put a stop to it though, the other day she lost concentration, went round the room like a deflating balloon and it took Dave 20 minutes to get her extricated.....

NOTICE BOARD

Tuesday 1st March the famous 50/50 Sale with Andrew Lock as the arch-auctioneer and scrooge Hudson in charge of the money box. The sale starts at 8.p.m. so please bring all the goods along by 7.30. If you wish to receive half of the proceeds of your items then please mark them clearly with your name and the reserve price if you want one. We hope mainly cycling items but we have successfully disposed of gardening, fishing and golfing tackle , so we'll try anything. We hope to raise at least One hundred pounds towards the Building Fund so also bring your money.....

+++++

Tuesday 15th March the Dave Hudson picture show. This starts at 8.15.p.m. and there will be a mixture of slides taken over several years but culminating in slides from our Centenary year and celebrations. If you have colour slides please let Dave have them as soon as possible and certainly not later than 16th February so that they can be included in the programme.

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CLUB RUNS AND OTHER EVENTS JAN TO MARCH 1988

- Jan.10. 9.a.m. Ditchling (Dolly's Pantry 6 West Street) Lunch (E.S.C.A) Framfield. Ray Douglass.
Jan.17. 9.a.m. Toat Cafe,Codmore Hill.Tony Palmer.
Jan.24. 9.a.m. Cowfold (St.Peter's) - lunch at White Horse Pulborough. Alan Stepney.
Jan.30. 7.30. a.m. Meet at Downlands Hotel on the A.27. Breakfast run to Newhaven. Tony Palmer
Jan.31.9.a.m. to Bognor with lunch at the Black Horse at Binsted.
Feb.6. 8.a.m. Easy ride to breakfast around 9.a.m. home late morning leader Dave Hudson.

- Feb.7. Reliability Trial - see separate details on notice board in Clubroom or, maybe, enclosed.
- Feb.14.9.a.m. Newhaven with Lunch at Sussex Ox at Milton Street.
- Feb.20.Saturday. 8.a.m. breakfast run to Cowfold, The Chalet Transport Cafe. Mike Stanbridge leads. Depart from Offington roundabout.
- Feb.21.9.a.m. West Grinstead (Little Chef) Lunch at Coldwaltham. Pub: Ray Douglass, Leader:The Labouring Man.... Is that right?
- Feb.28.9.a.m. Broadbridge Heath (Happy Eater) Lunch at Limeburners Arms, Newbridge, near Billingshurst.
- Mar.5. Saturday.7.30 start Offington. Breakfast run to Guildford. Leader Dave Hudson.
- Mar.6. 9.a.m. Handcross, The Sweet shop tea rooms. Lunch, The Red Lion at Betchworth.
- Mar.13.9.a.m. Fishbourne (Roman Villa) Lunch at The Master Robert at Buriton.
- Mar.20.Chichester by-pass (A.J's on the eastbound side) . Lunch at The Horseguards, Tillington.
- Mar.27.Club Randonnees. 100 and 200 kms. Organiser Brian Cox. Suitable for racers, hardriders, posers and potterers.

THE EAST SUSSEX C.A.RELIABILITY TRIAL

Reliability was the keyword on Sunday, 22nd November, although having suffered a puncture on virtually every trip out on the bike during the previous three weeks and having been dropped at 30 miles on Don Lock's 'Steady until Christmas' Saturday ride the day before, I felt very apprehensive as I waited in the Herstmonceaux Car Park for the 9.a.m. start. However, the thought of being on the same start sheet as John Woodburn for probably the only time in my life and the possibility of being credited with the same finish time as Richard Shipton soon pushed any lingering doubts to the back of my mind. The ride to the first check point near Pevensey was

easy and orderly with nine Worthing riders forming the front of the group, although we managed to get separated during the search for the check cards. However, a bunch sprint down the middle of the A259 soon re-established Worthing at the front. We did manage to lose Ray Douglass on this section and thus it remained until Hastings. Pre-start rumours suggested that Hastings was where the course started getting tough - rumours have a habit of coming true and the climb out of Hastings split the groups completely and we all made separate ways to the top, some stylish, some fast, whilst I struggled, lungs bursting, to rejoin the waiting group.

The next few miles tested out bikes as E.S.C.C. had dug up 3 - 4 miles of road and resurfaced very little on the approach to Winchelsea halt and check point 2. The next section took us down typical East Sussex lanes, stopping only for Mars bars before the next check point. This was preceded by a set of temporary traffic light, which the organiser chose to ignore, claiming he had to get back to welcome all finishers. Woodburn was through before you could say "Manchester Wheelers" and hard in pursuit was Ray, apparently having been with the fast group since Hastings, and ready to lead us to the presidential birthplace at Whatlington.

By now we were well up on time and talk turned from 'perhaps we should have done the 3½' to 'shall we have a pot of tea in Battle?' The latter was agreed upon and we were soon warming ourselves by a log fire and drinking endless cups of tea, thus following the unwritten rule of Sunday Club runs. We faced the final seven miles suitably refreshed knowing that the shield for the Club with most successful riders had been retained. We arrived back at Herstmonceux at 12.50 p.m., re-grouped and rode as the winning team to the finish.

May I take this opportunity of thanking all members of **Worthing Excelsior** who have made my first year with the club so enjoyable - work has prevented me from

entering as many events as I would have liked, but I look forward to 1988, my first year as a veteran, with great enthusiasm.

The Club's riders in the reliability trial were:- Dave Hudson, Ray Douglass, Richard Shipton, John, Sheila and Marvin Lucas, Tony Palmer, Don Lock and yours truly.

Keith Harmer

TOP TENS OF 1987

1.	Peter Danckwardt	Clarence Whs	20.52
2.	Tony Goodsell	Crawley Whs	21.41
3.	Andy Smith	Worthing	21.44
4.	Peter Danckwardt	Club	21.47
5.	Peter Danckwardt	Club	21.48
6.	Peter Danckwardt	Sydenham	21.48
7.	Peter Danckwardt	Club	21.49
8.	Peter Danckwardt	Club	21.50
9.	Peter Danckwardt	Club	21.50
10.	Peter Danckwardt	Reading	21.51
11.	Peter Danckwardt	Brighton	21.52
12.	Peter Danckwardt	Belle Vue	21.55
13.	Peter Danckwardt	S.C.C.U.	21.56
14.	Peter Danckwardt	Club	21.58
15.	Peter Danckwardt	Surrey Roads	21.59
16.	Peter Danckwardt	Club	22.02
17.	Peter Danckwardt	Club	22.04
18.	Peter Danckwardt	Club	22.05
19.	Peter Danckwardt	Crawley	22.06
20.	Peter Danckwardt	S.C.A.	22.09

A truly remarkable series of rides by Peter but it was good that other riders, Tony and Andy at least made the top three. We have had to ignore mere 23's this time, for we also had 9 other 22's from Peter, 4 from Andy, 2 from Richard Shipton and one each from Dave Dallimore, Tony and Micky Mansell.

IT'S RUMOURED that Marvin Lucas had a couple of useful presents on his birthday. A campag compass

complete with handlebar clip, and a huret homing aid. By the way did you hear how John and Marvin stopped for a puncture west of Fontwell and told Sheila to potter on. It seems that not only did they fail to catch her, but by the time they got home she had cooked the dinner and was part way through the sweet course.....

TOP TWENTY FIVES OF 1987

1.	Richard Shipton	Unity	53.02
2.	Peter Danckwardt	V.C.Slough	53.56
3.	Peter Danckwardt	Finsbury	54.51
4.	Richard Shipton	St.Neots	55.12
5.	Tony Goodsell	Epsom	55.33
6.	Peter Danckwardt	Bournemouth	55.39
7.	Peter Danckwardt	Colchester	55.59
8.	Richard Shipton	Redbridge	56.14
9.	Tony Goodsell	Bournemouth	56.35
10.	Peter Danckwardt	Brighton	56.37
11.	Richard Shipton	Essex Roads	56.37
12.	Dave Dallimore	Unity	56.46
13.	Micky Mansell	Post Office	56.53
14.	Tony Goodsell	Bognor	57.01
15.	Peter Danckwardt	Bognor	57.12
16.	Andy Smith	Salisbury	57.20
17.	Peter Danckwardt	Bec.C.C.	57.24
18.	Tony Goodsell	Belle Vue	57.26
19.	Tony Goodsell	Old Ports.	57.35
20.	Richard Shipton	Elite	57.41

Another superb list and a better mixture of names including Dave Dallimore and Micky Mansell. Peter had 7 other rides under the hour. Andy Smith did 5 more. Richard only listed those under 59 and he had five more in the 58 bracket. Tony Goodsell had another 57, and 'Old' Dave knocked in another 5 59s.

MILEAGE for Ray Douglass for 1987 was 14,318....
Can anyone do better than that?

TOP FIFTIES OF 1987

1.	Peter Danckwardt	Bournemouth	1.53.07
2.	Richard Shipton	Southend	1.56.13
3.	Andy Smith	Southend	1.56.28
4.	Richard Shipton	Viking	1.56.32
5.	Peter Danckwardt	Southgate	1.57.18
6.	Richard Shipton	East Anglia	1.57.42
7.	Peter Danckwardt	S.C.A.	1.58.19
8.	Andy Smith	New Forest	1.59.47
9.	Andy Smith	Hants.R.C.	2.00.04
10.	Andy Smith	S.C.A.	2.02.09

TOP HUNDREDS OF 1987

1.	Andy Smith	Northants	4.08.55
2.	Peter Danckwardt	S.C.A.	4.17.39
3.	Kevin Spilman	S.C.A.	4.25.38
4.	Steve Curry	S.C.A.	4.26.00
5.	Bob Withers	S.C.A.	4.48.29

1987 FUND RAISING SCHEME

£10 winners: Ray Douglass (twice) Ian Reader (twice) Alan Matthews, Dennis Jukes, Betty Curd, Bobby Churchley, Ted Peters, Ken Atkins,.

£25 winner: Dave Dallimore (kindly donated to the building fund. Many thanks Dave.

£50 winner: Mrs Freddy Clayton.

The entry for 1988 is again just £3 per ticket. First draw will be in April. Seven draws for £15, and at the Dinner, one for £25 and one for £50. Why not include your money with the annual subscription and pay it straight to the Treasurer or to Carole West they both have a supply of the tickets. Dave Hudson

BASE OVER APEX: What does that mean? Ask Steve Gumbrill. He tried fixed wheel for the first time

recently - stopped pedalling and found out.....

LONG DISTANCE NOTICE BOARD

19th-21st June. Long weekend in Dieppe to take part in the randonnee events promoted by the Cyclo Club Dieppe. Excelsior members have been riding this, and coming home with trophies since 1976

June/July a One hundred mile club run on similar lines to the Centenary one with different speed groups and starting times, all meeting up for tea around 90 miles. The date will be announced later but it will almost certainly be a Sunday

23rd-24th July The National 400km Randonnee. This year it is being organised by the Oxford C.T.C. and early information is that the route may be out to Ludlow and back. To qualify for the medal you only have to achieve 9 m.p.h. The following hope to ride: Dave Hudson, Tony Palmer, Don Lock, Ray Douglass, Keith Harmer and maybe even John Mansell. Great events - why not join us.

11th-13th September Long weekend in Rouen to take part in the randonnee events organised by A.C. Rouen Club. Excelsior have supported this several times since the mid-seventies.

Further details on all the above will be published in the Mag or on the Club notice board in due course, but if interested let Dave Hudson know and he will be pleased to tell you more, including the normal travel arrangements, costs etc.

IT'S RUMOURED that arch-tourist Dave Hudson had a "Karrimore" Teasmade for Christmas.

SUPERMAN ? Well running swimming and cycling are now all rather old hat for Kevin Spilman and the rumour is that in 1988 he'll be**flying.**

WHO'S in the comic? Our last mag started with Part 1 of this item but we seem never to have got round to Part 2. The Editor was probably asleep again! So we have to go back to 6th August to catch up:

6th Aug. '87 Kevin Spilman gets a 4th in a triathlon in Essex with Mark Flint 9th and in another one near East Grinstead Kevin is 1st with Mark 2nd and Steve Curry 4th. Mike and Stuart Gibbs complete a Spoco '10' in 25.04. - must have been hard. Pete Danckwardt, all in one week gets two 2nds - Surrey Roads 10 in 21.59 and Sydenham 10 21.48 plus a 1st in the Bec.25 with 57.24. Andy Smith takes 2nd place in the Bognor 50 with 2.3.54. In the East Sussex 100 Richard Shipton is 5th in 4.34.02 and Andrew Lock in a debut at the distance is 7th in 4.37.23.

13th Aug. Was it our Steve Curry who finished 7th in the British Triathlon Association Long Course Championships in Norfolk? Wasn't that where they won the team? More definitely Peter Danckwardt won the Fareham 25 on a hilly West Meon course in 58.25. and Richard Shipton just got a mention in 10th place in the Southend 50 with his 1.56.13.

20th Aug. Ron Foster pops up with another Veterans win in the Southborough 25 with a +12.38

27th Aug. The Vets National 25 Champioship and Ron Foster makes a tremendous 4th place with a + 14.57. Richard Shipton is fastest on actual time with 57.44. In the Finsbury Park 25 Pete Danckwardt finished 5th with a super 54.51.

3rd Sept. Micky Mansell comes 9th in P.O.National Champs.25 with a personal best of 56.53 on the F.1. Ron Foster picks up another Vets win with +12.40 in the Wessex 25. On the track Andrew Lock wins a 12 lap scratch at Prest Park.

10th Sept. An excellent ride by Marvin Lucas gets him 22nd place in the National S'boys 10 with 24.36 .

17th Sept. Tony Goodsell gets 2nd in Old Ports 25 with 57.35. and in the Belle Vue 25 we have Peter Danckwardt 2nd with 57.08, Tony Goodsell 4th in 57.26 and with Dave Dallimore home in 1.2.52 we win the

team prize. Tony Goodsell also picks up a 2nd in the Bognor 25 with 57.01 and Micky Mansell makes fastest trike with 1.4.41.

24th Sept. In the E.S.C.A. 25 Ron Foster is best vet. with +3.59. Dave Dallimore shows in the S.C.C.U. 25 result with 1.2.54.

1st. Oct. Marvin Lucas 1st juvenile in De. Laune 10 with 24.13. In Sussex Champ. 25 Peter Danckwardt is 2nd in 58.19 and Andy Smith 4th with 59.39.. The Open hardriders result is published but no write up this year. In the West V.T.T.A. 10 Dave Dallimore gets a + 4.13 with 23.33. Kevin Spilman is 1st in a triathlon at Dorking.

22nd Oct. Andy Smith is 6th in Brighton Mitre 25 in 1.1.24.

And that was it for 1987.....

1988 annual dinner is booked for Saturday the 19th November at The Chatsworth Hotel, Worthing. It looks as though the ticket price will be around £12 and numbers will probably have to be limited to about 110. If members would like to book early with say a £5 deposit our Ed. will again look after these early bookings.

THE BUILDING FUND now stands at **THREE THOUSAND AND FIFTY POUNDS** and the search for land and/or premises is under way. Please ask yourself Is there a piece of land or a building near where I live or work which might be suitable. Who does it belong to ? Please let us know

? **EARLY RETIREMENT.....** The danger of Office Christmas parties has become considerable of recent times. It is rumoured that while being driven home from his, young Mike Gibbs said "unless I get under the hour this year I shall pack up." He is now trying to play this down by insisting his reference was to tens.....

Dave Mills- 1987- Rode 8913miles and ran 1830miles!

THE ARUNDEL GALLOP (AT A TROT!)

This annual event for the two-legged racers (as opposed to the four-legged or two-wheeled variety) was held on Sunday 13th December. The race is a relay, with 6 members per team. Andy Smith had been drumming up support in the preceding weeks and had suggested that if he were really desperate I might be called upon to run. Naturally, I presumed that my services would not be needed, the club being so well endowed with triathletes and marathon runners. Our great coach (is someone who helps the athletes called an athletic supporter?) couldn't make the race, so I was to get to Arundel park by 11 a.m. ready to take on Seb Coe.

We had tried to put 3 teams together. The 'A' team was ok, but the 'B' and 'C' teams were lacking runners. Alan Matthews' brother-in-law, who had only expected to watch, was invited to join the B team. I noticed that Ray Douglass was also there but he said he wasn't running and I can only presume that he must have already done at least 75 miles on his bike that morning and was not fully recovered.

We did very well, thanks to stars like Kevin Spilman, Paul West, Kevin Tier and Dave Elson. Incredible efforts from the Millers (Colin and daughters), the Nightingales (P. and D.) and the ladies (Christine Barnett and Carol Stanbridge) helped to take us to 7th, 19th and 23rd place for the A, B and C teams respectively.

The full result:

'A' Team:

Kevin Spilman	8.05
Paul West	9.21
Lorna Miller	11.03
Colin Miller	9.57
Andrew Goward	13.13
Dave Elson	8.38
total	60.17

'B' Team:

Kevin Tier	9.30
Christine Barnett	11.00
Bob Grange	10.47
Zoe Miller	14.13
Dave Beasty	11.00
Andy Lock	10.25
total	66.55

'C' Team:

Dave Nightingale	9.27
Pete Nightingale	9.43
Fran Coe	11.43
Carol Stanbridge	15.34
Jason Buckley	9.43
Alan Matthews	11.11
total	67.21

I have no doubt that we can do better next year if we can get all our best runners there - I actually enjoyed it and may even consider running more often. Anyone want to buy a bike?

Bob Grange