

THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR
CYCLING CLUB



AUTUMN 1988

VOL 21 No 3

FRONT COVER

RICHARD SHIPTON
CLUB RECORD HOLDER AT 25 & 30 MILES

AUTUMN ++++++ THE WORTHING WHEEL ++++++
WORTHING EXCELSIOR CYCLING CLUB'S Quarterly Magazine

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

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

++++++PRESIDENT RAY DOUGLASS++++++

Chairman: Mike Gibbs 18 Woodlands Avenue, Worthing
Telephone Worthing 65688

Secretary Bob Grange 48 The Winter Knoll, Littleham-
pton. Telephone Littlehampton 717493

Treasurer: Roger Smallman 25 Melrose Avenue, Worthing

Membership Secretary: Carol West 28 Lenhurst Way,
Worthing. Telephone Worthing 830207

Touring Secretary: Dave Hudson 151 Middle Road,
Shoreham. Telephone Brighton 591840

Social Secretary: Carol Stanbridge 30 Hudson Close
Worthing

Press Secretary: Keith Harmer 5 Marshall Avenue
Findon Valley, Worthing Tel: Findon 2565

Road Secretary: Peter Scarsbrook, Crawts Cottage
Rectory Lane, Ashington. Tele: Ashington 892789

Track Secretary: John Lucas 38 The Lawns, Sompting
Telephone: Worthing 763463

Evening Tens Secretary: Ian Reader 48 Downsway
East Preston. Telephone Worthing 786226

Club Events Secretary: Tony Palmer 23 Brentwood Cres,
Brighton. Telephone Brighton 558597

Club Coach: Andy Smith 67 The Winter Knoll, Little-
hampton. Telephone: Littlehampton 723227

Magazine Editor: Don Lock 7 Welland Road, Worthing
Telephone: Worthing 62724

++++++

THE ISLE OF MAN (THE DIEPPE ALTERNATIVE)

On about seven occasions since 1976 I have travelled to France to take part in the Tour of the Three Valleys based on Dieppe. Until recent years these events have only attracted around a couple of dozen British bikies. I sent my entry off to Neville Chanin and was surprised to learn that he had received over 100, the hostel space had all been taken and a seat at the post ride dinner seemed uncertain, due to the large numbers. Hotel accomodation could have been arranged, but I have always found staying at the Hostel was part of the weekend so I decided to cancel and re-visit the ISLE OF MAN.

I had been to the island once before in 1971 for a walking marathon, 30 miles, involving 12 mountain summits with 13,200 feet of ascent/descent. This visit I thought would be less strain on the legs. The journey to Heysham by van was enjoyable with a mixture of motor-ways and quiet roads through the Peak District. Members of the Buxton C.C. were seen struggling on their evening ten. A sign on the M63 had me wondering if I would arrive in Heysham in time, it read "Delays possible until August 1989" ! However I arrived by 11 p.m. in good time for the 1.30 a.m. sailing to Douglas, (spelt with one 's' less than our President). Chris Beckingham, who was to spend the full week on the island, arrived shortly afterwards, having cycled to London, caught a train to Lancaster and then joined a fast bunch for the 9 mile ride to the ferry terminal at Heysham. The Steam Packet Seaways sailing had over 100 cyclists on board so the catering staff on board were kept very busy. We dozed on and off. I awoke around 5.15 to find Chris already tucking into a large breakfast. The smooth crossing as per schedule at 6.a.m. My landlady (Maureen) had left the front door open, so my spare luggage was left there while Chris and I pottered on. We enjoyed the silent roads to Ramsey, around 16 miles, where a second breakfast was obtained. Chris had also visited

the Island and although it was 19 years previously he still had memories of the roads well worth riding, so his knowledge was made good use of. We found a ford to cool the tyres before increasing speed along the T.T.course to Sulby. The ride up Sulby Glen had us both selecting smaller chainrings and Chris's new toy a handlebar computer confirmed (if such was needed) that our speed was much slower. The views from just below Snaefell were beautiful and clear. We descended to St.Johns in search of a cafe but failed. Chris headed back to Douglas and his digs while I rode on to Peel, where kippers were enjoyed from a point overlooking the harbour. The afternoon stage was brisker as far as Port Erin as I tucked in behind members of the Buxton C.C. out training. My return to Douglas was along the A.5. to complete an enjoyable 76 miles awheel.

The horse drawn tramway along the Douglas promenade contained an off duty cyclist, one Chris Beckingham. Where did he think he was ? On holiday! He joined me for afternoon tea in the garden of my hotel, the sun still very hot. (What a delightful Noel Coward setting Ed.)

Sunday saw a leisurely start at 9.30 and we were soon pausing at the T.T. Grandstand where the the 37 mile mountain time trial was taking place. Roy Humphrey of the East Sussex C.A. was up in the control tower with a commanding view, and giving his nod of approval to the Isle of Man.

We left Douglas on the A.22. and B.22 to Injebreck Hill (which we walked) and then a long descent to Ballaugh by which time a morning break was overdue. We headed for the Wildlife Park, where Chris said he'd had refreshments 19 years ago. His memory did not fail us, but this time one had to pay £1.20 to gain admittance. However, money was handed over, and in we went. We paused to watch the sea lions having their mid-morning break before continuing to the restaurant at speed, to enjoy ours. (A very similar spectacle Ed.). During the break the head Chef (the

only chef!) enquired if we liked cakes, "Oh yes! we certainly do" was our swift reply. "Then would you accept some with my compliments, I'm using a new recipe and would like to know what you think". "First class." we advised him, and I said "come on Egon" to Chris, as we left.

Suitably refreshed and fuller than expected, we wandered the lanes on the northern part of the Island before passing through Ramsey and on the T.T. course, for the long drag to Snaefell once again. The mountain railway was passing so we took a few photos before descending towards Douglas. We detoured on route to have a look around Laxey with its enormous water wheel, and found a suitable cafe for further refreshments. In 1971 I had stayed at the Hostel here, but like the hostels at Ramsey and Port Erin it has closed. A little bird told me that Colin Miller and ex member Howard James had stayed here for the cycling week..... about 25 years ago. Can we have a report for the Mag please. Chris's computer recorded the day's ride at 55 miles.

Monday was a little cooler as we rode along Marine Drive, a quiet road with splendid sea views. A sign indicated the road was closed up ahead, but of course we pedalled on. Shortly a locked gate barred our way. It was getting more difficult by the minute, but we were not to be beaten, nor were we going to lift bikes over gates. Chris removed it off its hinges - we passed through - and the gate was, of course, replaced. The reason for the road closure soon became apparent. A landslide had occurred leaving just 8 feet of road; ample for us even with wide saddlebags and we pressed on along our intended route. The A25 followed by the A5 had very little traffic and soon we were enjoying views of Ronaldsway, the Island's main airport. At Castletown we had a look around the harbour and then found ourselves our mid-morning refreshments. The road to Ballabeg crossed the steam railway line with the station being no bigger than one of Southdown's country bus shelters. Higher contours were reached

along the A.27 (these road numbers have a familiar ring about them Ed.). and we passed through a cross roads called 'Round Table' ; an old eating place perhaps ?(No Dave, youve got a one track mind - more likely a place where the local maidens use to go for their (k)night's of..... Ed) Our route continued through quiet lanes and old mining areas and in due time bought us through Glenmoye to Peel. A seaside cafe overlooking the harbour won the contract to feed the cycle tourists and soon manx kippers were coming our way. In the south west of England you may send cream home by post, but up here its the Manx kipper that can be despatched - in hermetically sealed packets I hasten to add. Very good they are too. The A4 was quiet as we pedalled at speed assisted by the tail wind (Not the kipper's tail). Once again we found ourselves nearing the Snaefell Mountain, and by yet another route. All these climbs provided us with some swift descents. Chris was still after a personal best to be recorded on his handlebar computer, 39 m.p.h. being best so far. The hills which seemed ideal for the purpose usuall had a few hairy hairpins or were of a rough surface. On the dot of three we joined other bikies in a pub for afternoon coffee and eats. The locals there were delighted by our quiet pastime; they were still recovering from the recent motor cycle T.T. which brought plenty of din deafness and decibels to their usually quiet and peaceful villages. On some days the roads are closed from 5 a.m. to allow training runs by the big machines. With tums fuller and legs relaxed we attacked yet another climb which took us via Ravensdale to Injebreck, this was my favourite road, way out in the wilds, very hilly and very narrow. A long descent into Douglas brought the day's mileage to 65. My last evening on the Island so a steak meal and a bottle of wine went down very nicely. On the return trip I again enjoyed a very smooth crossing with bright sun to welcome me back to the mainland.

I had an enjoyable journey south to Sussex, making a call on Derek and Sarah Smith at Watford Village for a meal. They send their best wishes to all their friends in the Club.

I recommend the Isle of Man to you all, be it racing or touring, the roads are the quietest ever that I have encountered. Prices are very reasonable everywhere on the Island. I intend returning before 17 years has elapsed for my next visit. The Cycling Week is open to all, but very popular with northern clubs. Ample accommodation is available including plenty of self catering apartments which suit the racing folk's early comings and goings.

Dave Hudson

A FRENCH CONNECTION ?

15 Greenwood Close
Bognor R egis.

Dear Don,

As you know, through my "French Connections", two cycle tourists from the St.Maur Club stayed with us last year. They are very keen to have a link over here and they have suggested that we have an inter-club weekend next year.

Each year on the May 1st holiday they hire a small hotel for their members, somewhere in the country, and have a couple of days cycling in the new territory. Their suggestion is that they come to somewhere within a reasonable distance of Dieppe and we go across and join them,

Perhaps you could approach the Committee to see how they feel, and if agreeable; perhaps put a note in the magazine to get members reactions.

I think it could be quite interesting, they are principally a touring club, their system doesn't seem to support all-round clubs like ours.

Yours sincerely,

Brian (Cox)

The Committee thought it to be a good idea with maybe them coming over here alternate years. What do you say ?

EVENING TENS NUMBER 9 ---

1st	Andy Smith	23.21	0.10	23.11
2nd	Dave Dallimore	23.25	1.25	22.00
3rd	John Pedley	24.04	2.00	22.04
4th	Colin Toppin	24.20	2.40	21.40
	Steve Gumbrell	24.20	2.05	22.15
6th	Andrew Tarry	24.27	3.00	21.27
7th	Miles Davies	24.33	2.50	21.43
8th	John Poland	24.45	2.40	22.05
9th	Mel Robertson	24.54	3.00	21.54
10th	Ben Hockett	25.04	3.45	21.19*
11th	Vern McClelland	25.09	3.20	21.49
12th	Chris Sweet	25.12	3.40	21.32
13th	Pete Scarsbrook	25.15	3.40	21.35
14th	Shane Brown	25.17	3.20	21.57
15th	Keith Hall	25.19	3.25	21.57
16th	Steve Barrett	25.24	3.20	22.04
17th	Alan Stepney	25.26	3.20	22.06
18th	Pete Burgess	25.29	3.10	22.19
19th	John Gilbert	25.33	4.00	21.33
20th	Jeremy Maddock	25.39	4.05	21.34
21st	Pete Stevens	25.55	3.50	22.05
22nd	Bill Procter	26.04	3.50	22.14
23rd	Pete Seymour	26.19	4.10	22.09
24th	Chris Terry	26.40	4.30	22.10
25th	Paul Middlebrough	26.43	4.50	21.53
26th	Dave Pearce	26.44	5.00	21.44
27th	Lee Martin	26.52	5.30	21.22
28th	Les Cohen	27.17	5.00	22.17
29th	Ken Colquhoun	29.05	6.50	22.15
30th	Andrew Slater	29.44	7.30	22.14
31st	Reg Searle (trike)	31.56	10.10	21.46

KILOMETRE DAVIES It's rumoured that 'Miles' Davies has gone quicker since he changed his name and went metric.

"TYRED" OUT

A recent Sunday run found Runs and Touring Secretary Dave Hudson in some trouble, but accompanied as he was by the ever resourceful Dick Wiseman, (slumming it back here this summer, instead of swanning around the Med' in his yacht), the problem was overcome. The puncture suffered by Dave in his heavyweight high pressures was quite normal and, of itself, no real hassle, but inspection of the the tyre showed that the wall was pulling away from the wire. To start with, we continued the journey with Dave's tyre only 2/rds inflated, but within a few miles the inner tube was bursting through the side and the town of Cranleigh was awakened by a loud bang as it burst. The local cycle shop could not be persuaded to open its doors despite a fair amount of banging and rattling at the letter box. An elderly, helpful old character did offer his grandson's tyre but the size was not right.

Now since he was a boy, and that's going back a bit, Dick has always carried his bike tools wrapped in a piece of canvas. He related how many times pieces had been torn from it in repairs to save the day and get him home. The damaged tyre was removed from the rear wheel and replaced with the front tyre. Less weight on the front would, it was thought, be helpful. The damaged area was carefully measured and a further part of ye olde cloth was selected. The local character looked on - he seemed unconvinced. The dirt and dust was removed and a layer of rubber solution was applied to the inside of the tyre and over the wire to the outside of the wall. The canvas was similarly treated and when both had become just sufficiently tacky (Dick's expertise again vital here) the canvas was inserted in place and smoothed carefully down. It was about three inches long and ran round the whole of the inside of the cover and outside was glued to the wall.

We had done about 36 miles at this point. Dave was to do another 45 or so before the day was out and apart from a little more glue on the outside, and not

giving a full 90 P.S.I. made the journey without further problem.

By the way don't think I was just a bystander while all this repair work was going on. Someone had to buy the lollies, and I even suggested that the sticks might be used as splints.

Don

SHAUN IN TOWN

Shaun Yates was spotted cycling through Worthing just a few days after the Kelloggs Great Britain Tour. It was Ray Douglass who recognised first the jersey and then the face. He was down here to do a spot of windsurfing and had ridden down from Forest Row. He was to meet up with some friends, who one imagines were arriving by car. It was good that Ray was able to speak to him and offer congratulations to him for his superb performances this season. Congratulations which we feel sure we would all wish to extend.

THE PRESIDENTIAL TUMBLE

The crash of 'Black Monday' is old hat and known to all, but a recent crash, that of 'black Sunday' is perhaps not so well known. It occurred in the Black Mountains (How apt) during the Cyclists Touring Club National 400K on the weekend of 23rd/24th July. Ray (Van Popple) Douglass was riding and was in fine spirits for he had heard earlier in the ride that his 1988 mileage was up on that of Chris Davies (C.C.P.) of the Hampshire Road Club. He'd enjoyed two cattle grids over Clee Hill and knew there were more to come. He was in the red light district, the moon had just one eye open, the President also. It was 3.30 a.m. and he was trying to follow the rear light of another rider descending the lanes towards Hay on Wye. The rider in front rounded a bend, Ray did not!!

Ray had opted for an early morning bath in a ditch with the bike landing on top of him. He had fractured his humerus (humorous) bone which he found none to funny. Cries of "help" "help" were fortunately heard by a following rider, but some uncomfortable minutes

later, who soon hoisted him and bike from the ditch. A following support car brought him to the control at Hay on Wye. He was hoping for hot soup tea and cakes, and while he got some of these, Marie (a first aider) from the Cheltenham C.T.C. had other ideas. She said his arm required moving to another position, that it would hurt, but it was necessary. The arm was moved, and it did hurt, and sleeping audax riders were awakened!

Ray was taken then to Hereford Hospital, where he was soon settled into the Presidential Suite. He was quickly debagged of the wet cycling gear and dressed in a very snazzy pair of D.H.S.S. pyjamas. They thought him a great character and of course, a V.I.P. so the next step was a photo session. The results were called rather oddly, "used to be Rays" or "X-rays"* As the Doctor said - "we soon saw through him"

He was in good company for the neighbouring bed was also occupied by another D.N.F victim from the same event. These Audax events sound worse than road races, what with all these casualties.

At 10 p.m. on Sunday he was released and with a quick kermesse up and down the ward in a wheelchair we were soon out to my van for a night drive back to Sussex. The nurses bid their farewells to their sweetheart; it was just like Royalty leaving after a confinement, and with a Presidential wave we were on our way.

By the time we sit and read this hopefully our one armed bandit will be back on two wheels. He is keen to catch up on all those lost miles, and, of course, wants to get fit for next year's National 400 K.

Dave Hudson.

We are not all as heartless as we seem Ray, why even John Mansell was concerned. It was a nasty experience and a very painful one, from which we hope you will quickly be fully recovered.

Ed.

THANKS ARE DUE TO Jim Hughes, Roger Smallman and Peter Scarsbrook, for a number of additions and improvements to our race promotion equipment. Roger has done some painting and repair work on our result boards previously, and some time ago Jim made a superb set of miles to go boards. Recently Roger turned his hand to a new chequered finish board, self supporting and so large and clear that Andy Smith can see it from half a mile. To help Ray Douglass with the Sussex 12 hour Jim made about a dozen route direction signs. The club have in the past season added, by purchase, to the necessary signs for road races, but Peter has added stout poles and also done some repainting. Gentlemen we are very grateful to you

JUST A TRAINING GROUND

The evening tens have attracted nearly eighty of our members to have a go this season. It is true that many of them only rode the odd one or two, but the results show thirty or more regular performers testing their fitness against the 'G914'. Our Washington course is a mixture of main road and lanes, with twists and turns with short ups and downs. It has a couple of stretches which are fairly long, one a drag to be climbed and the other a descent, where some time can be recovered. There are sheltered parts and exposed parts and while we can usually count on a fast downhill start it is frequently the case that the finish is hard. Precisely because of its nature though it makes a first class training course both for the regular open competition rider and for those just starting in competition.

What is needed after a series comes to an end is for the Club coach to take a look at some of the rides, and riders who have demonstrated undoubted talent, and to help them get their winter training properly organised, and quickly. Then during the

winter to keep in contact with them to assist the plans and ambitions for the coming season. While we have had large fields for these 'starter' events, in open and association competition we have seen very small numbers representing Worthing Excelsior.

Steve Gumbrill should get into more open events and at longer distances - he's got plenty of strength and needs only the experience. John Pedley is another who rides far too little in open events, yet does a great number of miles and is always fit. Both of these should be in club teams. Mel Robertson in his first season is returning good times in the tens and he should be encouraged to ride more at weekends and again is certainly strong enough to tackle longer events. Moving into the junior ranks next year is schoolboy Andrew Tarry who in his first year is down to short 24's. Colin Toppin and Darren Stepney and Ben Hockett would surely benefit from higher class competition, although they would probably be wise to continue to limit their event distances to no more than 25 miles for at least another season. John Poland, who we see only at the evening tens, has strength and stamina I'm sure for far more than 10's. He should be following in his Dad's footsteps and tackling the longer distances. He would develop his potential if he was to train with others sometimes and compete at association and open level. Jeremy Arnold has shown that his ten mile ability can be taken into 25's and here's another who should be riding opens and could certainly move up to 50 miles. Pepe Martello is the one who has broken out of the ten series tackling 50's and 100's at association level. In 1989 he should ride even more of these and he will be a real team asset. Miles Davies has got fitter and faster as this season has gone on and his enthusiasm for racing must be channelled into higher competition, for there is much more to come than just 23's for tens. It may be that Neil Liston will concentrate on road races, O.K. that's great and he's

done very well already, but if he has a spare weekend, then there's another who could add considerably to our time trial strength. Pete Burgess in his first year has got down to a short 24 and should have no difficulty in riding more 25's or longer.

It has become apparent that many riders, especially those in their first season and the juniors have not entered open or association, or sometimes even our own other club events, simply because they did not know how. First of all you must get a supply of the standard entry forms. I hope that the Committee will agree to get a large supply of these, to be kept with the Club events Secretary, and in the Clubroom so that next year there will be no problem in this respect. Secondly it is important that you keep a record of all your rides, whether in Club events or open or association events. You need to record the date, the number of the course, the name of the event, the time you did and the name and time of the winner. Also you should note any time lost through punctures or mechanical faults, as nearly as possible. If you are under 18 the entry form has also to be completed by your parent or guardian. If a form is not properly completed your entry may be refused. The third essential is to get a copy of the Road Time Trials Council handbook for the new season. Tell the Treasurer that you want one (cost about £2.30) and he will see that you get one as soon as they come out in February/March. This book tells you everything you need to know about every time trial in England and Wales. It also gives you all the rules - yes there are rules, and you should certainly have a read of these.

Remember to plan well ahead. Get a diary and mark in your planned events for the whole season. Talk to others to see what they are planning to ride and try to get teams together. The transport to events can then be shared and the cost divided.

The Club events programme will be published early in the new year and these events can be fitted into

the whole plan. Also remember that club events have to be entered by the Tuesday before the event and open and association events mean posting entries more than two weeks before the event to make sure that it is received by the promoter at least 12 days before. This is the standard closing date to allow him time to get all the printing done and to send you a start sheet. Some may close earlier but if so the book will tell you. The start sheet incidentally will give a complete list of all the riders, usually up to 120. It will give you your start time and full details of the course and the prizes.

Some Club senior members regularly ride on the 'E' courses - these are in Essex; the 'Q' courses - in Kent; the 'P' courses of Dorset and Hampshire, and the 'H' courses in the Reading/Newbury/Thames Valley area. These are surprisingly near by early morning/motorway travel, and if there's three of you the cost is not too bad. Our local courses are 'G' and these are basically centered : (1) Worthing/Chichester, (2) East Sussex/Hailsham, and, (3) Horsham/Dorking - all within easy reach.

If your name has not been mentioned that doesn't mean that you should not think of open events next year, and if your name is mentioned but you just want to stick to the evening tens well that's fair enough as well, because above all else whatever cycling you do you must enjoy it. However, do think about it and if in doubt about anything ask one of those members already riding in open events and they will be pleased to give you any help you may need.

Hope to see more of you, in the bigger events next year - I bet it makes you go faster.

Don

IS THE TURN at Littlehampton Cemetery in the Sussex C.A. 12 hour A DEAD TURN! ? I understood that the R.T.T.C. had prohibited all dead turns and you can't get more dead than that.....

SHAME after doing so well for us, indeed he even made the front cover of the Worthing Wheel, Jason Buckley

is now off with his family to live in California. Jason who won our open road race earlier this season and notched up several other fine road race performances has undoubted talent. It is a pity that the full potential will not be unfolded in Worthing Excelsior colours. All the best Jason, enjoy the sunshine.

HOLDEN. The name has been in the Club membership for many years but we no longer see very much of Roy whose interests appear to be turned towards horses, although why this should be we do not understand, for from all accounts he has been thrown more times in a short period by his 'four legged friends' than he ever was by our 'two wheeled variety. However, the good news is that son Robin is rejoining and is apparently feeling reasonably fit and keen. Robin has just finished at Cardiff University and while there made friends with our new World Champion Sally Hodge. He had just returned from the championships - and the celebrations. Welcome back Robin hope you get some fast racing next year. Your Dad was beginning to slow up a bit anyway...

FINDON AND BACK the schoolboy record for the trip from the Clubroom to the Findon roundabout and back stands to Greg Hill who covered the distance in 1981 in just 15 minutes 36 seconds. A time which is going to be very hard to beat. Marvin Lucas had a go at it on the evening of Tuesday 30th August and failed by 16 seconds. It was a very gallant attempt in the most awful conditions. It was prematurely dark it rained in torrents, it was foul, and to get within that small margin must encourage him to have another go. Given more reasonable conditions it can definitely be improved.

THE INTER-CLUB 25

We could claim we were robbed, but really it was more a case of being duped after last year's race when the Bognor club failed to enter a complete team

and failed to provide any opposition at all. We questioned, at that time, whether the event should be continued. In 1988 however they entered 13 riders to our 10 and it would seem that they packed into that number most of their current best riders. We were not it would appear "that bothered" about the event and apart from Richard Shipton our top riders were not involved.

Richard (the reliable) rattled out another under the hour ride, with his time of 59 mins. 28 secs. leaving him way out on his own, but what of the support, for it is a six man aggregate that counts. Well we managed second fastest with a very good ride from Jeremy Arnold, home in 1.3.14, but then the Bognor club's packing was strong, filling the next four places. Derek Doughty, 1.3.50, Les Janman, 1.4.19, D.Herbert 1.4.28, and G.Young 1.4.43. Our next counter was Colin Toppin with 1.5.37 and then Andrew Tarry with what we believe to be his first ever 25, recording an excellent 1.6.29. Bognor completed their line up with M.Yates 1.6.38 and D.Lambert 1.6.47. Worthing's team was completed by Darren Stepney 1.7.39 and Alan Stepney 1.8.20.

We will save you the arithmetic - we lost by just two seconds. We totalled 6.30.47 to their 6.30.45. It was not just apathy about the event that lost it for us but even with those who rode there was either bad luck or a lack of real serious commitment, for Alan Stepney somehow managed to have a late start of two minutes, and we actually had Pepe Martello riding the event as a 'private trial' and recording 1.4.56. which was not able to qualify. Perhaps after this we can learn a lesson and really give them a hiding next year. There is some talk that perhaps the Hants Road Club and the Rother Valley may join in and that could make for a very competitive event.

We should just mention that our other riders were Mal Robertson (even he had a late start of 1½ minutes in his 1.9.52, Fraser Nurse, 1.11.11, Ken Colquhoun 1.15.05 and Reg Searle 1.15.43.

DISAPPOINTMENT, DRUGS AND MOSER - IN G.H.S.FINAL

Disappointment can, of course, enter into any event but it hit particularly hard in the G.H.S. National Schoolboys ten mile final near Corby in Northants on 3rd September. Marvin Lucas who has progressed tremendously since his first ride three years ago carried with him this year the conviction that he could do well, maybe even get a medal. In 1987 he had won the London South District Heat and finished 22nd in the 120 strong field in that year's final. In 1988 he again won his heat, he had good form, and our hopes for him were high.

He had with him in the final, his schoolmates Darren Stepney and Ben Hockett so there was the added incentive to do well for the school. Could they put Boundstone Community College Lancing on the cycling map? There was then everything for them to go for, and then, the disasters struck - Marvin punctures and Ben goes off course. In those moments a lot of effort and planning goes straight down the drain. They are to be commended on the way in which they continued and made the finish as a complete team; they let nobody down.

Marvin's puncture was after a couple of miles. He rode on a flat for about half a mile until he was able to borrow a wheel and continue. Ben on a rather complicated course took the wrong exit from a roundabout and although called back lost about a minute. Marvin's time loss is difficult to assess but 2½ minutes seems a reasonable estimate taking into account the ride on the flat, the indecision of what to do and then the actual change, and then to get a rhythm going again. As well as being somewhat complex the course was far from easy and this is born out by the times; the winner Richard Robson from Keighley recorded 23.23 and only the next five were to beat 24 minutes, and all of those in the 23.50's. If only, if only....

Their finishing times were: Marvin 26.12, Darren 26.41, and Ben 28.10.

Drugs: After Delgado it seems that the British Authorities at least are taking the matter very seriously, and making their intentions clear at schoolboy level. Marvin could not believe his ears when told at the tea tent that he must report to medical control within one hour or face disqualification. His dad was convinced it was just a big joke and that someone was watching with the 'candid camera'. However, control there was, and Marvin had to provide a sample. It was apparently pure 'coke' and after a warning he was let off. It was not so good for others; one was seen being taken away screaming his innocence and claiming that they were only smarties!

Moser: Oh yes! You will want to know how Moser got on , well he wasn't riding - don't be silly. It's just that the rear wheel borrowed by Marvin after his puncture, once belonged to the great Francesco. Now you want to know why Marvin didn't do a '19' I suppose, well you'll have to ask Marvin that one.

Don

HURRICANE GILBERT

The remnants of the terrible Hurricane Gilbert have hit the Sussex Coast and while speeds are not quite so dramatic or record breaking, the wind, now nicknamed 'John Gilbert' is still quite a force. I have in fact been warned that if I say too much there could be 'structural damage'. Watch out for a report on the effect on the S.C.A. 25 Championship.

SUSSEX C.A 25 CHAMPIONSHIP

This individual championship resulted in a comfortable win for Steve Dennis of East Grinstead who was not hard pressed to retain his hold on the event which he won with similar ease in 1987.

The event was held on the usual Chichester Road course on September 18th, a pleasant morning but one where most riders agreed there was little help in either direction. A fact really, because the wind which gradually increased, was from a northerly point blowing mainly across the east/west route.

There was a good entry of 89 despite the problems caused by the postal disruption. Realistically our only chance rested with Andy Smith, off No.30, although veteran Dave Dallimore was seeded with No.50 in the starting order. Andy, who has had a very quite racing season, by his standards, had promised himself something in this one and he produced a fine 59.26 effort, good enough for the bronze medal placing. S.Collins of Brighton Mitre was almost a minute ahead with 58.27 for the silver, while his teammate Peter Davies tied with Regent Road Club's former star and former champion Tony Deacon on 59.31 for fourth spot. Dave Dallimore finishing with 1.2.37 was the fastest veteran and a very creditable 10th place overall.

Other Worthing Excelsior times were:-

Ken Retallick	1. 3.35
Don Lock	1. 5.07
Jeremy Arnold	1. 5.57
Pepe Martello	1. 7.26
Clive Goward	1. 8.10
Steve Barrett	1. 8.22
Graham Kell	1. 8.38
Alan Stepney	1. 8.51
Bill Procter	1. 9.12
Colin Miller	1.11.02
Reg Searle	1.20.43

Mike Gibbs punctured and retired, expressing relief at his good fortune, while John (Hurricane) Gilbert blew himself out in the Fontwell area.....

NEW MEMBERS AND LADIES

At our August Committee meeting we welcomed Jane

Avery, Andrew Little, Mark Payne, Glyn Ostler, Simon Wetts, Timothy Jones, James Cory and Charles Treacher. In September we confirmed the membership applications of Andrew Clarke, Paul Youell, Michael Harris, Greg Hobden and Fran Coe plus Barry Youell (Paul's Dad) as an Associate. We do hope that you will really take part in all our activities and have a long and enjoyable membership. It is particularly nice to see another two ladies. Jane Avery has already shown what she can do in our evening tens and that just on a touring bike and high pressures. Fran has also ridden time trials and plans to do more. Now lets have a count up of our ladies who have or ought to be riding events next season. Firstly there's our record holder Christine Barnett who this year has been life saving but next year..... Then there's Sally Jordan (formerly Kingsland) who keeps surprising the handicapper in the tens. There's Angela Toppin who says that if Paul doesn't soon start training again, then she will. If Bob Grange will stay home now and again and look after the youngsters then perhaps Carmelita will ride again. Sheila Lucas who has not done much in 1988 after showing a lot of promise in the previous season should show the rest of the family that the sport is not totally a male domain. Carol Stanbridge who is always being observed pounding the roads around Durrington should get on to two wheels again. Perhaps Mike would take over the Social Secretary's job so she has more time for training. and then..... with the two new members perhaps some organised training among themselves... we could begin to have some good ladies competition once again. Wasn't sure whether to mention you or not Betty Cox - bet you'd still beat them on standard.

Don

APPROPRIATE: When the Editor called the home of Andy Smith recently, his wife answered, "I'll get him He's watching "Top Gear". The Editor had been watching "Last of the Summer Wine" !!!!!!!!!!!

A TALE OF TWO CITIES

(LONDON TO PARIS THE HARD WAY)

It was Dave Bacon's idea, he had seen an advert in 'Winning' magazine for 'The first London to Paris cycle rally', and in a split second the decision to enter had been made, whether that was a good decision or not would have to be decided!

We had to get organised fast, the event was scheduled for the end of June, only a few weeks away, and we needed to find a third member for our team as well as a support driver and car.

John Gilbert was asked to join us as the third rider and he eagerly agreed, then after we had sent off his money we told him the course! Then a good friend Paul Seaby agreed to drive the support car and his employers, Cuff Miller & Co at Littlehampton, offered to loan us a new Sierra for the trip. Everything was going so well that before we knew it we were in the car on the way to the start in Hounslow.

This is when the nerves began, and upon our arrival in the park at Hounslow where the start was the anticipation was almost too much to bear. Then we saw some of the other competitors, out of condition men on mountain bikes, children, young ladies (so Dave told me), and many others on machines that looked as if they would have trouble in staying in one piece for two hundred yards let alone two hundred miles! Our confidence soared, there was a prize for the first people to reach Paris and you could say we were optimistic, until we saw the rest of the competition. Suddenly we were surrounded by what looked like entrants for 'Survival of the Fittest'! Some were putting embrocation on their limbs, others were checking tubs, whilst we tried to catch John as he made a desperate escape attempt!

We could not dwell too much on the other riders, after all it was a long way and anything could happen, so with fresh enthusiasm we made our way to the start.

It was to be a grand affair, we were in the courtyard of an impressive old mansion set in the middle of the park. There were about 120 cyclists along with a multitude of friends and support drivers and the stars of the show (not my words!), the team from the children's TV show 'Splash'. Waitresses brought round champagne and chocolate croissants, too much for me at ten o'clock in the morning but others eat as much as they could grab and then filled their water bottles with the bubbly! It was destined to be a hot day and I could not wait to see the effect of this impromptu breakfast once everyone hit the road and the hills, We were called to line up for the start in groups of about six, with the celebrities on the front and the television crew which was to cover the event at the front of a funnel of cheering local school children. 'What a start', we thought, fame at last, and slowly the celebrities went. However, as they went, so did the film crew and the cheering crowd, by the time we started there were only about a dozen people left!

Start though, we did, and we were soon flying through the park to the first corner. Dave and I swooped majestically through the left hander while John took the first wrong turn of the ride, and we were only 100 yards into it! He had been shouted directions by the school children as we approached the bend and he had listened to them, only it was a practical joke and John came chasing after us, red faced and saying something about their suspect parenthood.

Soon we were on the road, several slower groups had left before us and before the outskirts of London were reached we had passed all but one of them. Between London and Guildford we caught the leading group and rode as a disorganised peloton for about an hour, then things got interesting. Firstly there was Beacon Hill, this is a long steep climb which after two hours in the saddle felt like an alpine climb in the Tour de France! John would argue that all hills were like

that but even he thought this was an exceptional climb however, with that behind us we charged on, dropping people as we went, until we were caught ourselves! A group of triathletes had formed a twenty strong chain gang which we eagerly latched on to, we were over half way now and things were going fine, until disaster struck, John punctured. The lead group slid away from us but we all felt that the time could be made up if we were lucky. Shortly we were back on the road, with new water bottles from Paul(it was very hot) the chase was on, until John punctured again! Less than a mile after our last forced stop we were cursing again, and also running out of inner tubes! But the hole was fixed and we continued to Portsmouth, disappointed but not disheartened. As a team we had finished in about sixth place after the first day, with two to go I was sure we could improve on that, but only time would tell.

Day two was a rest day while we crossed the Channel, and Dave argued with John, the former wanting a heads down chain gang and the latter wanting a more sedate pace to be set, in the end our own endurance levels set the pace, but the debate continued.

Day Three was Le Havre to Evreux and after a rousing send off by the Mayor we were led out of the town by a group of local cyclists. Le Havre, like most towns, has it's rough side, and believe me it is rough! I signalled to go left and someone stole my watch! So with a great deal of enthusiasm we rode out of town, where our guides left us and the race, sorry, rally was on. A group of about thirty of the faster riders, including ourselves, shot along at a brisk pace, until I heard my rear tyre blow out. It is at times like this you learn the limits of your patience, and I had passed mine. The entire field passed us while I changed the tube, and once again the chase was on. We caught two thirds of them a few miles over Tanquerville Bridge but due to a wrong turn which added 10 miles to our trip we never saw the fast group until the finish line. It was there that we

learned that nearly everyone had lost touch with the route, and some had given up and taken the straight route instead of the twisting country lanes followed by us. Our confidence in the event had gone, but had been replaced by a satisfaction gained from our good team riding that day and the excellent atmosphere generated by our rivals and the town of Evreux. The finish was outside the town hall and we relaxed by drinking excellent coffee from a small cafe on the square while watching the weddings come and go from the town hall. After Dave and John had received a massage, from a Royal Navy (Hallo Sailor) masseur, not a French one, we made our way to the hotel to prepare ourselves for the last day.

We were led out of the town on the following morning by an organisers support vehicle, and it seemed that someone else was having our luck. Two of our closest rivals fell off at some traffic lights after forgetting to loosen their toe straps, and after catching us again, one hit gravel and came a cropper. One of his colleagues stopped to help, one did not, and the latter crashed into the former bringing them both down! It was a gift to us and we rode off towards Paris never to see them again, until the finish that is. French cyclists were due to meet us at Versailles but we were too early for them, instead some other French cyclists offered to show us the way which taught us a lot about their highway code, they do not have one. They ride through red lights, up one way streets the wrong way, through footpaths, in fact anywhere they want, and the traffic stops for them! So before we knew it we were there, in fact we had made such good time that the marshalls and officials had not arrived yet, and would not do so until we had been there an hour! So the event was over, not with a bang but with a whimper and Paris was reached. That night we celebrated, many were drunk and the highlight of the evening was when the official photographer fell through a four feet square

projection screen! Lucky we were all sober enough to rise above it, and I deny any other rumours to the contrary.

An excellent event, thoroughly enjoyed by all and we are all entering next year, hopefully with a six man team, watch out System U, the British are coming!

Les Frost

TRACK LEAGUE 1988

Unlike the past few seasons, the club was not well represented in terms of numbers of riders attending this year's Sussex Cycle Racing track league at Brighton's Preston Park track. Despite this Paul West managed to hold his own against the stronger combines especially the Eastbourne Rovers who seemed to get a man in every result throughout the season. Although Paul failed to gain a win he was placed in the first six on enumerable occasions.

Jason Buckley also attended most meetings and although his lack of experience let him down in the big bunch sprints, there was many an event when the bunch were to be seen stretched out behind him. Sadly Ian Leeding's injury problems allowed him to attend only the one meeting and his strength and stamina could have added greatly to the club team strength.

As far as the overall league results fared, Paul was ninth, the same as last year, but with a total of 40 points compared to 1987's 29. Jason was 27th with just 8 points. The league was won by Steve Willis of the Eastbourne Rovers with a grand tally of 124. In the team competition our total of 48 gave us 6th place whereas in both 1986 and 1987 we were 3rd.

The Sussex British Cycling Federation Track Championships meeting in June produced a sparkle for Worthing Excelsior with Marvin Lucas making his only appearance at the track. He won the Schoolboy Sprint Title over 500 metres for the second year running and to do so beat Matthew Davies of the Regent Road Club who in August finished second in the National

Schoolboy pursuit at Leicester.

At the same Championship meeting Paul West got through to the semi-final stage of the senior sprint and then won himself a bronze medal for third place in the 15km scratch race having worked hard to stay with all the major moves of the race. This was Paul's first track championship medal since 1975.

Later in the season Paul rode the 20km points race championship finishing in eighth place. His place as leading Worthing rider in the track league makes him our Club track champion for 1988 and his efforts have certainly earned him this piece of silverware for the 'West' mantlepiece.

Dave Dallimore, with the advantage of being Brighton based, was a very regular supporter at the track but lots more support is needed both on and off the track. The racing is of good quality as is the tea and other refreshments usually available. Paul West is the one to see and talk to if you are interested, whether senior, junior or schoolboy.

A NAME FROM THE PAST

It was a shame that Brian Cox could not bring the name immediately to hand, but he knew the face of the competitor (clutching a trophy) in the car next to his. It was at the finish of a triathlon; no Brian had not just taken part, he was on holiday, and this was down in Cornwall. It was only later that he recalled the name to fit the face; it had been Mick Venner. Those of you whose club membership goes back to the late 1950's and early 1960's will remember Mick as a super trackman and a very stylish short distance time triallist. He rode well in road races also and was particularly successful in the Guernsey Festival which at that time was a regular date for Worthing members. There was a confidence in his ability to do well that may sometimes have been misinterpreted as cockyness but that was never so and he frequently won anyway, and from what Brian saw it looks as though he still does.

QUESTION OF THE YEAR (Answers on a postcard please)

Came from Postman Mike Mansell who during the recent postal disruption, anxious to enter several forthcoming hillclimbs, telephoned the Editor and asked him what he could do..... Don's reply was polite, as always, and they are still talking. What would your reply have been?. Interesting that a few days after most had returned to work Mike was not at home when I called, he was doing overtime, and a few days earlier the price had gone up for those little sticky bits of paper you put in the top right hand corner.

FROM POLITICAL to Racial.....

Have you heard about that Pub on the Arundel Road - The Kosher Horses.....

THE SUSSEX C.A. 12 HOUR

Well we managed to start and more importantly to finish a full team this year. Our entrants were Vern McClelland, Reg Searle on his trike and Jez Maddock. Vern has done 243 before joining us but it was some years back. Reg has ridden more than he can recall and was perhaps the one most guaranteed to finish. As for Jez he hasn't even ridden a hundred yet - what courage, and good for him.

The day (14th August) was slightly unusual for unlike S.C.A. 12 hour days of the past umpteen years it did not rain all day. It held off until the finishing circuit.

The competition at the head of the field did not materialise as many would have predicted. The early pace setters were Tony Gould of Crawley and Mark Jones of G.S. Stella. The B.A.R. Champion Peter Davies was back some 3 minutes on Jones at 100 miles with 4.49 while past 12 hour champion John Watson was back in 4th spot on 4.56. The 100 mile times were not generally as fast as normal indicating that conditions were not that easy. Vern was back on 5.9, Jez on 5.44 and Reg had ducked down a detour to miss the 100 check.

Both Davies and Watson were to retire during the late morning and as the day wore on so other retirements reduced the original 31 to just 19 on the finishing circuit. There was an exciting fight going on between Gould and Jones and so close were they that the chief timekeeper made special arrangements to check exactly their respective finishing points and distances. Tony Gould got the verdict by just over half a mile with 242,984 to Mark Jones on 242.469. There was then quite a gap before the fight for third place with three riders involved. It was Crawley's Derek Harrison who came out best with 226.833. Crawley have for a year or two now been quite the strongest entry in this championship, but this year they excelled themselves with first and third, the winning team completed by Dave Boorsma, and of their six entries all started and all finished. Vern did not have a happy day and was never going well. He continued though to finish in sixth place with a dogged effort of 218.925. Jez Maddock, wisely taking it very steadily to start with had the timekeepers double checking their watches on the finishing circuit, for here it seems, he was lapping as fast as the two leaders! It was an excellent venture into the unknown for Jez and he is to be congratulated on the 198.954 miles covered. Reg took his three wheels a distance of 173,078 miles to get within 5 miles of his standard. So we finished a team and we have a club champion in Vern McClelland. Let's hope that 1989 can see a bigger entry from Worthing surely we can beat Crawley Oh! I nearly forgot, the event was once again promoted for the Association by our President Ray Douglass who continues to use this as an excuse for not riding, I don't see why he doesn't do both for it has been estimated that he probably does enough to get in the top ten just riding around checking on all the marshalls!

THE WEATHER: "It's raining cats and dogs outside"
"I know I've just stepped into a poodle."

SUSSEX AND CLUB 50 MILE CHAMPIONSHIP

Ten Worthing riders competed in this event on 12th June. Two did not however enter for the club event which does require a separate entry.

After last year's win in the County event by Pete Danckwardt we had to look to Richard Shipton as our best chance in 1988. He rode well but could not produce a winning ride. In the County he had to settle for 5th place in a very competitive race. The time of 2.5.28 for Richard, was however, easily the best of the Worthing contingent and he picked up the Club trophy by a handsome margin from Vern McClelland and Trevor Leeding. Trevor's time of 2.15.58 was the best in the eyes of the handicapper for with a 17 minute allowance his net 1.58.58 was to take first place in that section in the club event. There was a strange piece of handicapping in the case of Steve Gumbrill who received an allowance of only 3 minutes- or was it 13 ? but either way for someone on their first 50 and with a previous best 25 of a 1.3.00, were they really expecting a 1.56.00!! For on the basis of the fastest rider that would seem to be the case.

The full Club result:

1st. Richard Shipton	2. 5.28	Sc	2.5.28
2nd. Vern McClelland	2.13.47	13.00	2.0.47
3rd. Trevor Leeding	2.15.58	17.00	1.58.58
4th. Steve Gumbrill	2.16.19	3.00	2.13.19
5th. Ian Leeding	2.18.13	18.00	2.0.13
6th. Clive Goward	2.19.02	18.00	2.1.02
7th. Peter Scarsbrook	2.21.44	20.00	2.1.44
8th. Reg Searle	3.10.36	42.00	2.28.36

The two who did not enter the club event were:-

Pepe Martello	2.24.25
Bill Procter	2.27.11

THE CLUB HILL CLIMB

The top of Bury Hill on the afternoon of Sunday was quite pleasant. It was bright and the breeze coming from a north easterly point was a help to the riders. Last year's event was I thought disappointing both as to entry and standard, but 1988 was a definite improvement. Ace hillclimber Mike Mansell was away tackling sterner tasks and last year's winner, Keith Dodman was not defending. Could then Paul West who was beaten by just 1 second last year win a club championship ? The answer appeared initially to be in the affirmative for he thrashed over the line in a time of 4 minutes exactly to knock no less than 37 seconds off of his 1987 effort. He now had to sit and wait for the rest of the field and he knew that there were several entered who might produce something special. Jeremy Arnold came up with 4.20. Last year he took 8.36! but this year the cafe was closed! Keith Hall improved from last year's 4.42 to 4.27. Mel Robertson, in his first ride clocked 4.22. Then Colin Toppin twiddling a small fixed so fast on the flat finish that his legs were blurred, drop close in on second spot with a fine 4.05. Neil Liston came close with 4.07. Then another fixed and Andrew Tarry hurtled across the line in a really super effort to equal Paul's time - exactly 4 minutes. Pepe Martello - perhaps on too low a gear recorded 5.03 and Trevor Leeding came in with 4.28 and his hand pouring blood, Something to do with cleaning his spokes while he was riding..... also he had ridden a 55 mile road race in the morning and... But then up over the brow came Jason Buckley in his last ride for the Excelsior and he was flying. He had made a brilliant climb to come within 5 seconds of Mike Mansell's record and to win decisively with a time of 3.37. J.Amer rode a private trial and recorded 5.34.

Order of finish:

1st. Jason Buckley	3.37
2nd. Andrew Tarry	4.00
Paul West	4.00

4th. Colin Toppin	4.05
5th. Neil Liston	4.07
6th. Jeremy Arnold	4.20
7th. Mel Roberton	4.22
8th. Keith Hall	4.27
9th. Trevor Leeding	4.28
10th. Pepe Martello	5.03

As a postscript to the ride of young Andrew Tarry it must be noted that he was actually ten seconds late starting so his actual riding time was only 3.50! Watch out next year.

SENIOR TIMEKEEPER OPTS OUT

No, its not that Ray Douglass has decided to end his timekeeping career, simply that he's not going to be messed about anymore by these dictatorial clock changes, forced upon us every April and October. As from now his watches stay at D.M.T. 'Douglas Mean Time'. Watch out for future events with Ray as timekeeper - I'm not joking, ask him yourself. His first job every Friday morning will be to re-write the week's Radio Times so he doesn't miss his Hundred Best Tunes.

By the way he'll still take a shilling or a florin or even a tanner..... Doesn't hold with all these new fangled ideas.

EVENING TENS NUMBER 10

1st	Andy Smith	23.47	0.20	23.27
2nd	Dave Dallimore	23.51	1.25	22.26
3rd	Jason Buckley	23.53	1.15	22.38
4th	Steve Gumbrill	24.07	2.10	21.57
5th	Jeremy Arnold	24.48	2.40	22.08
6th	John Poland	25.03	2.40	22.23
7th	Colin Toppin	25.07	2.40	22.27
8th	Miles Davies	25.09	2.50	22.19
9th	John Pedley	25.17	2.00	23.17

10th	Andrew Tarry	25.19	2.50	22.29
11th	Mel Roberton	25.22	3.00	22.22
12th	Pete Burgess	25.27	3.20	22.07
13th	Vern McClelland	25.29	3.20	22.09
14th	Paul West	25.40	3.00	22.40
15th	Darren Stepney	25.59	3.10	22.49
16th	Alan Stepney	26.01	3.25	22.36
	Steve Barrett	26.01	3.25	22.34
18th	Keith Hall	26.11	3.25	22.46
19th	Dave Nightingale	26.21	3.30	22.51
20th	Pete Stevens	26.23	3.50	22.33
21st	Jeremy Maddock	26.29	4.00	22.29
	Shane Brown	26.29	3.20	23.09
23rd	Ben Hockett	26.36	3.30	23.06
24th	Mike Gibbs	26.46	4.00	22.46
25th	Bill Procter	27.05	4.00	23.05
26th	Ken Atkins	27.09	4.30	22.39
27th	Pete Seymour	27.13	4.15	22.58
28th	Pete Nightingale	27.40	4.50	22.50
29th	Keith Harmer	27.53	4.30	23.23
30th	P. Rylands	28.13	4.40	23.23
31st	Les Cohen	28.33	5.10	23.23
32nd	Lee Martin	28.56	5.00	22.26
33rd	Dean Wren	29.08	7.00	22.08
34th	Andrew Slater	29.28	7.35	21.53
35th	Ken Colquhoun	29.41	7.00	22.41

EVENING TENS NUMBER 11

1st	Andy Smith	23.30	0.25	23.05
2nd	Dave Dallimore	23.59	1.25	22.34
3rd	Steve Gumbrill	24.00	2.10	21.50
4th	Miles Davies	24.36	2.50	21.46
5th	John Poland	24.42	2.40	22.02
6th	Colin Toppin	24.59	2.40	22.19
7th	Mel Roberton	25.10	3.00	22.10
8th	Andrew Tarry	25.19	2.50	22.29
9th	Paul West	25.27	3.00	22.27
10th	Vern McClelland	25.29	3.20	22.09

11th	Steve Barrett	25.34	3.35	21.59
12th	Keith Hall	25.40	3.25	22.15
13th	Pete Burgess	25.44	3.20	22.24
14th	Darren Stepney	25.45	3.10	22.35
	Alan Stepney	25.45	3.25	22.20
16th	Ben Hockett	25.53	3.30	22.23
17th	Guiseppe Martello	25.58	4.05	21.53
18th	Jeremy Maddock	26.12	4.00	22.12
19th	Mike Gibbs	26.53	4.00	22.53
20th	Pete Stevens	27.12	3.50	23.22
21st	Pete Seymour	27.13	4.15	22.58
22nd	Keith Harmer	27.21	4.30	22.51

EVENING TENS NUMBER 12 Was cancelled because of most extreme weather conditions. Not only were roads dangerous in teeming rain but it was very dark and considered dangerous. This is we believe the first evening ten ever to have been cancelled and we have been running them for quite a long while now.

EVENING TENS NUMBER 13

1st	Dave Dallimore	24.58	1.30	23.28
2nd	Colin Toppin	25.42	2.40	23.02
3rd	Steve Gumbrill	25.56	2.10	23.46
4th	Don Lock	26.01	2.40	23.21
5th	Guiseppe Martello	26.04	4.05	21.59
6th	Miles Davies	26.06	2.40	23.26
7th	Mel Roberton	26.12	3.05	23.07
8th	John Poland	26.15	2.40	23.35
9th	Andrew Tarry	26.28	2.50	23.38
10th	Andrew Little	27.21	5.00	22.21
11th	Dave Nightingale	27.47	3.30	24.17
12th	Fraser Nurse	27.49	5.15	22.34
13th	James Cory	27.58	5.30	22.28
14th	Lee Martin	28.33	5.00	23.33
15th	Vern McClelland	29.06	3.25	25.41
16th	Mike Gibbs	30.29	4.10	26.19

EVENING TENS NUMBER 14

1st	Andy Smith	22.35	0.30	22.05
2nd	Dave Dallimore	23.15	1.30	21.45
3rd	Trevor Leeding	23.32	0.50	22.42
4th	Miles Davies	23.48	2.40	21.08
5th	Steve Gumbrill	23.54	2.10	21.44
6th	Andrew Tarry	24.17	2.50	21.27
7th	Colin Toppin	24.26	2.40	21.46
8th	Mel Roberton	24.30	3.10	21.20
9th	Paul West	24.36	3.00	21.36
10th	Don Lock	24.45	2.40	22.05
11th	John Poland	24.46	2.45	22.01
12th	Steve Barrett	24.49	3.35	21.14
13th	Vern McClelland	24.53	3.25	21.28
14th	Dave Nightingale	25.06	3.30	21.36
15th	Alan Stepney	25.08	3.30	21.38
16th	Jeremy Arnold	25.14	2.40	22.34
17th	Ben Hockett	25.21	3.30	21.51
18th	Darren Stepney	25.34	3.15	22.19
19th	Bill Procter	25.53	4.00	21.53
20th	Les Cohen	26.04	5.10	20.54
21st	Fraser Nurse	26.16	5.05	21.11
22nd	James Cory	26.19	5.25	20.54
23rd	Mike Gibbs	26.32	4.15	22.17
24th	Lee Martin	27.23	5.00	23.23
25th	Colin Miller	27.59	3.35	24.24
26th	Ken Colquhoun	28.06	7.00	21.06
27th	Neil Liston	29.19	2.30	27.49
28th	Reg Searle	31.00	10.10	20.50

EVENING TENS NUMBER 15

1st	Trevor Leeding	23.28	0.50	22.38
2nd	Dave Dallimore	23.48	1.30	22.18
3rd	Steve Gumbrill	24.12	2.05	22.07
4th	John Pedley	24.35	2.00	22.35
5th	Mel Roberton	24.36	2.40	21.56
6th	Miles Davies	24.38	2.00	22.38
7th	Colin Toppin	24.40	2.40	22.00
8th	John Poland	24.42	2.45	21.57

9th	Pete Burgess	24.45	3.25	21.20
10th	Darren Stepney	25.05	3.15	21.50
11th	Guiseppe Martello	25.12	3.45	21.27
12th	Clive Goward	25.17	2.55	22.22
	Don Lock	25.17	2.40	22.37
14th	Steve Barrett	25.21	3.05	22.16
15th	Alan Stepney	25.22	3.20	22.02
16th	Paul West	25.29	2.50	22.39
	Vern McClelland	25.29	3.05	22.24
18th	Fraser Nurse	25.49	4.20	21.29
19th	Bill Procter	25.51	4.00	21.51
20th	James Cory	26.01	4.25	21.36
21st	Mike Gibbs	26.24	4.15	22.09
22nd	Jane Avery	26.56	4.55	22.01
23rd	Les Cohen	27.05	4.10	22.55
24th	Colin Miller	27.08	3.35	23.33
25th	Andrew Clarke	27.18	5.20	21.58
26th	Pete Seymour	27.19	4.20	22.59
27th	Reg Searle	31.03	9.10	21.53
28th	Andrew Slater	39.31	7.35	31.56

EVENING TENS OVERALL (SCRATCH) RESULT

Seniors best eight placings, Juveniles best six.

1st.	Marvin Lucas	(Juvenile)	10 points
2nd.	Dave Dallimore		16
3rd.	Colin Toppin	"	25
4th.	Steve Gumbrell		31
5th.	Bob Withers		48
	Andrew Tarry	"	48
7th.	Miles Davies		51
8th.	John Pedley		54
9th.	John Poland		57
10th.	Mel Robertson		67
11th.	Jeremy Arnold		71
12th.	Darren Stepney	"	81
13th.	Clive Goward		95
	Vern McClelland		95
15th.	Ben Hockett	"	103
16th.	Steve Barrett		115
17th.	Alan Stepney		119

18th.	Dave Nightingale	134
19th.	Pepe Martello	142
20th.	Gavin Buckley (juvenile)	155
21st.	Jez Maddock	164
22nd.	Bill Procter	169
23rd.	Mike Gibbs	172
24th.	Pete Stevens	173
25th.	Andrew Slater "	175
26th.	Pete Seymour	193
27th.	Reg Searle (trike)	240
28th.	Ken Colquhoun	243

EVENING TENS OVERALL (HANDICAP) RESULT

The aggregate of all handicap points obtained during the series. Awarded in every race, 6 for 1st to 1 for 6th place. Top ten only shown

1st.	Andrew Slater	26 points
2nd.	Peter Burgess	23
3rd.	Miles Davies	16
4th.	Pepe Martello	15
5th.	Jeremy Arnold	14
6th.	James Cory	12
7th.	Ben Hockett	11
	Chris Terry	11
	Reg Searle	11
10th.	Steve Gumbrill	10
	Shane Brown	10

FASTEST VETERAN ON STANDARD IN EVENING TENS

Calculated on the average of the best eight rides

1st.	Dave Dallimore	Plus	4m6.5sec.
2nd.	Mike Gibbs	"	1m45sec.
3rd.	Bill Procter	"	1m1.375sec.
4th.	Bob Withers	"	51.875sec.
5th.	Dave Nightingale	"	51.75sec.
6th.	Mel Robertson	"	41.625sec.
7th.	Clive Goward	"	27.5sec.
8th.	Alan Stepney	"	15.375sec.
9th.	Reg Searle	Minus	1m3.75sec.
10th.	Ken Colquhoun	"	3m26sec.

THE THREE PEAKS

It all started two weeks before when I left the house at about 10 a.m. with a mountain bike, tool kit, £6.50, and a couple of chocolate biscuits. I said to the wife, Jacky, that I would be back for lunch at about 1 p.m. I was going to ride part of the Southdowns Way to watch the charity event organised by the Mountain Bike Club for Great Ormond Street Hospital.

At 5.p.m. Jacky received a phone call from Eastbourne Station. I was apologising for being late for lunch. In between I had some very enjoyable and very tiring cycling and no traffic problems.

Most of the time I was cycling with Simon Tamplin from Sussex Amphibians. He was one of the few who cycled the whole 80 miles (compared to my 45 miles). After a quick pizza we exchanged phone numbers and caught the train home.

Two days later I received a phone call asking me quite calmly " Fancy doing The Three Peaks?" My first reaction was one of disbelief. After a few minutes I said "O.K." and we started making plans. He had clearly summed me up as an idiot from the word go! The shopping list included such luxuries as a survival bag and a whistle! What had I let myself in for!

We stayed the night at a bunkhouse for pot-holers at a place called Helwith Bridge. It was only a couple of miles from the bottom of the first peak - Ingleborough, which at 723 metres was the highest of the three. The other two could not be seen from the bunkhouse.

Before the event all the top teams where parading their state-of-the-art machinery while the rest of us could only look on in amazement. 9.50 a.m. and the mountain bikes started, 10 minutes ahead of the cyclo-cross riders. The start was the fastest neutralised start I had ever seen - I was off the back before the race had even started!

Two miles of road to the bottom of Ingleborough across a few fields then the hill. Had I not come so

far (North Yorkshire, not the two miles) I think I may have turned round and gone home. After going over a wall at the bottom, the major part of the climb consisted of about a mile of carrying a 30lb bike up a 60 degree slope desperately trying to keep your balance and your grip. After about 1½ hours I was at the top wondering why I brought my bike in the first place, as I couldn't yet ride it.

The first part of the descent was unrideable. There followed a very fast descent on which I crashed twice. A short stretch of road and I got to the bottom of Whernside (736m) just in time to see Tim Gould (eventual winner) heading off on his road bike to the third hill!

The second hill was not as steep but just as unrideable. Another problem on this hill was that the riders came down the same way they went up, making it quite congested. It had started raining now and by the time I got to the top it was windy, cold, and visibility was down to about 50m. By this time I had about 195 of the 200 starters in front of me. Another fast descent saw me back on the road. Two down, one to go.

It was about nine miles to the next hill Pen-y-ghent (694m). I had done so little pedalling that I was still remarkably fresh on this stage and actually caught two riders. The last hill was about 2/3 rideable up a newly made track.

At the top it was again very cold, windy and raining. On the descent I caught two more riders but was getting concerned at the rate at which my brakes were wearing out. The thick oozing mud was very gritty and on the very fast descents the brake blocks were just dissolving.

At the bottom of Pen-y-ghent I had no brakes! It was pouring with rain, but it was only two miles to the finish - I would have crawled it if necessary.

I nearly hit a dry stone wall on the last bend as I couldn't stop and my back tyre exploded as I crossed the finish line. It had taken me over

5½ hours. It had only taken Tim Gould 3 hours 2 minutes. Of the 36.25 miles I think I carried my bike about five miles, pushed it about 10 miles and cycled the rest.

Anyone interested in next year's event?

Mike Kennard.

(Mike omits to say that while he may have finished towards the back of the field, some 50 or so, about a quarter of the entire field failed to make the finish line. Ed.)

**WANTED ++++ 22" FRAME OR COMPLETE BIKE ++++++
SUITABLE FOR TIME TRIALLING ++++++
PLEASE CONTACT ++++++ JANE AVERY ++++++
TELEPHONE ++++++ WORTHING 38160 ++++++**

WHO'S IN THE COMIC

July 14th and Bob Withers, now sadly gone down to Bristol, came 7th in the Rufus Wheelers 25 on the Ringwood course with an excellent 1.2.33.

July 21st includes the S.C.A.10 result and here we have Dave Dallimore 6th in 23.41 and Trevor Leeding 7th in 23.42. Marvin Lucas picks up the juvenile award with 24.11, while Dave's effort won the veteran's standard. The Sussex 100 result shows Vern McClelland's ride of 4.40.36 for 8th place. At 50 miles Andy Smith's 2.2.29 in the New Forest Race gives him 6th place.

July 28th and Jason Buckley shows as 25th in the result of the National Junior Road Race Champs. at Harrogate, just 52 seconds down on the winner.

The Bognor Regis 50 result includes Andy Smith's 2.4.1 for yet another second place

4th August and we have the Andover 50 result, here Andy is back in 8th place but with a time of 1.57.32
11th August and Mike Mansell gets third place in the Rother Valley hilly.

25th August. In the Kent League event Neil Liston gets 10th place and in the thirds and juniors race Miles Davies finishes 7th. Also this week Kevin Spilman pops up in the report and result of a triathlon in Bedford, finishing third overall. September 1st. Eastbourne 10 provides Marvin Lucas with another juvenile award. In the Surrey/Sussex Vets. 25 Richard Shipton is 3rd on scratch in 1.2.4. and Mel Robertson is 10th in 1.5.5. 8th September. The result of the National Schoolboy 10 shows the placings gained by Marvin Lucas, Darren Stepney and Ben Hockett, (see full report). 15th September. The Sussex 12 hour result shows Vern McClelland 6th with 218.925 miles. 22nd September. Sussex Nomads 25, Richard Shipton gets 3rd in 59.42 and Andy Smith 9th in 1.1.11.

RACING SCENE 1988

Throughout the year I've tried to keep track of riders performances - not easy - especially when, contrary to advice many keep no personal records.

What was a nice surprise was the amount of B.C.F. licences applied for this year - 21. Of these, 16 have scored points in the Club's year long Shield competitions. Now while this in no way rivals the numbers taking part in time trials, it is an increase on last year and therefore very pleasing. Let's face it - it's taken 100 years to get road racing trophies in the Excelsior, so I suppose it's going to take a little longer to build up enthusiasm for this branch of our sport. It's good to see also, that those who participated in road racing also contributed in some measure to the Club's time trial successes.

The majority of club performances this year were what could be called "steady and encouraging" rather than "brilliant" although there were quite a few highlights which were particularly pleasing.

We organised seven individual races in 1988, including two Surrey League events on the same day, and may I say, as "named" organiser of those seven events, that

thanks totally, to the back up from the likes of Ray Douglass, Peter Kibbles, Gary Collier and Committee members, to name some of those who gave of their time, that all of our events were of a very high standard and did much to enhance our Club's reputation among the racing fraternity.

I leave the report on the Club's thirds and juniors event on 9th April to that in the Worthing Wheel Vol. 21 No.1. That day passed for me as a series of impressions. I remember shovelling clods of mud off the road, in the snow prior to the race, and the marshalls slowly turning blue as the day progressed. The surprising number of spectators on the finishing hill, seeing Worthing jerseys in the thick of the action all race long, and Jason completing a very satisfactory day by winning.

All in all Jason has had a pretty good season - slightly more erratic at the latter end- but two or three good wins and a host of placings gave him an abundance of confidence and should give him a good start to his first year as a senior. What a pity that will be with an American Club and not the Excelsior.

We broke the pattern of what had become known as "Worthing race weather" when it came to our evening criterium series. The last two Mondays in May and the first two in June were all warm, sunny and bright - what a change from the year before. We also changed the format for the series, making the overall classification dependent on points gained in lap sprints each time up the Sandpit Hill. This, I think improved the quality of the racing - it certainly made the series more competitive - and the outcome of the top placings was in doubt right up to the last race. It quickly became apparent to those who follow stage races that the 1987 winner Mike Coyle, was intent on repeating that success. Mike had obviously worked out just what he had to do and was content to finish down the field in the final sprint, having gained second place to Nigel Brown (Old Kent) in the overall stakes. Our team of Trevor and Ian Leeding and Neil Liston

all finished a fast and furious race. Ian gained a couple of sprint points to go 7th overall. A combination of entries on the line, the good weather and the "bush telegraph" brought a strong London contingent down for Event 2 to challenge the locals. Cliff Dent from Wembley won an even faster event from Martin Markowski of Hastings, but Mike Coyle had done enough to take the overall lead from Nigel Brown by a single point with Robert Kennison, Markowski and G.S. Stella's Mark Jones in close attendance. Overall Ian Leeding had slipped to 10th place with Trevor at 19th. New Zealander Rick Dalton (anyone remember his father Warwaick ?) won event 3. Cliff Dent was keeping up the pressure with his second place, as was Martin Markowski but once again Mike Coyle had dominated those overall sprints to consolidate his lead. Ian was at this stage in 13th place overall.

The last event of the series saw Mike defend his lead to gain a well deserved win for the second year running. Mark Jones was second with Cliff Dent third. Excelsior's only rider to figure in the final overall placings was Ian in 15th place, but both Neil and Trevor rode well in a fast and difficult series, Trevor being plagued by the "West disease" - punctures. The standard of racing and the quality of the field made this a "classier" series than the previous one, We had full fields, thanks to the entries on the line rule. We had excellent marshalling and judging. We were given a winner's sash by John Spooner Cycles. We had some tantrums from one demoted prize winner - but then you can't win 'em all.

As I said at the start 16 Worthing riders have competed for the road racing shields this year. The senior winner is Trevor Leeding. Trevor has marked his season with some good performances and a lot of bad luck. I saw him win a Surrey League race at Rusper in March very convincingly. Since then he has fluctuated between third and fourth places and crashes and punctures. He is nevertheless a deserving winner of the 1988 Shield and I expect even better things of him

in 1989.

Runner up for the senior shield is Neil Liston. Neil has put in some remarkable rides for his first racing season - notably finishing the tough Surrey League Four Day, and being well up in races on all the southern courses that require good climbing ability. Third (just - he was nearly second) senior is Paul West. Paul has ridden and finished more events than anyone else in the senior competition and has thus gained - by determination the necessary points - a good example for all to follow.

Looking through the Surrey League results I see that Ian Leeding gained a couple of eighth places before his season was ruined by knee trouble. Others to ride Surrey League were Ian Stainer, Keith Hall, Robert Downham, Martin Round and John Pedley. Towards the end of the season we were joined by Liverpudlian Paul Middleborough who also rode some Surrey League races and, by his forceful personality added a deal of colour to club evenings.

The Junior trophy was won - among a haul of other trophies - by Jason Buckley. His season included representing Sussex in the Bournemouth Two Day in which he was 24th overall, 5th in the Divisional Championships, wins in the Kent League and in our Spring Road Race, as well as a long list of places in the top six.

While Jason has shone in the lead others in their first season have had an encouraging start to racing. Notable among these has been Miles Davies - who will be a very welcome strength to the senior ranks next year - and Shane Brown and Darren Stepney both of whom have shown class and style in their racing.

Darren indeed gains third place in the junior competition - which leaves the second place to "evergreen" Marvin Lucas. Marvin has been around seemingly for so long and - watched over diligently by John - turns in such consistently good rides that he is almost taken for granted. He, once again, can count a Division Championship among other wins and

now that he is "at last" a junior will, I feel sure, add to his successes in "open" races next season. May I conclude this article by saying thank you to all who have supported Excelsior events throughout the season, including Gavin Smith, John Spooner, and Brian Hutton who has helped advertise our endeavours by his excellent write ups.

This is my last season in office. I have given up the post of Surrey League representative to the capable hands of Paul West, also the post of Road Race Secretary, which is at present, unclaimed. Perhaps I can get any future articles in on time, Don, and - who knows I might even get a chance to ride my bike.

Peter Scarsbrook

THE BUILDING FUND NOW STANDS AT THREE THOUSAND FIVE HUNDRED POUNDS*****

THE FIFTY/FIFTY SALE

TUESDAY evening 25 October saw the first of these to be put on in the autumn and the change of timing from the Spring seems to have worked. There was a great deal more for sale and more people present made the evening more worthwhile. The building fund received a nice £112 from everyone's efforts and generosity and it was a good evening with plenty of laughs as stand in auctioneer (yours truly) frequently forgot what the last bid was but gamely went on, usually adding something to the last number he thought of! Reg Searle obtained another frame at a bargain price. It is rumoured you know that Reg has all his bikes sprayed the same colour so that at home they think he's only got the one. Mike Mansell was a careful bidder, requesting several times the identity of the previous owner and hastily withdrawing when he heard that I had had a turn out of the bike shed. At the end of the evening Dave Hudson took away those items that had not sold, promising that they would be back next year. One or two are beginning to be recognised. Surely someone must need a new (old) pump for a washing machine!

Don.