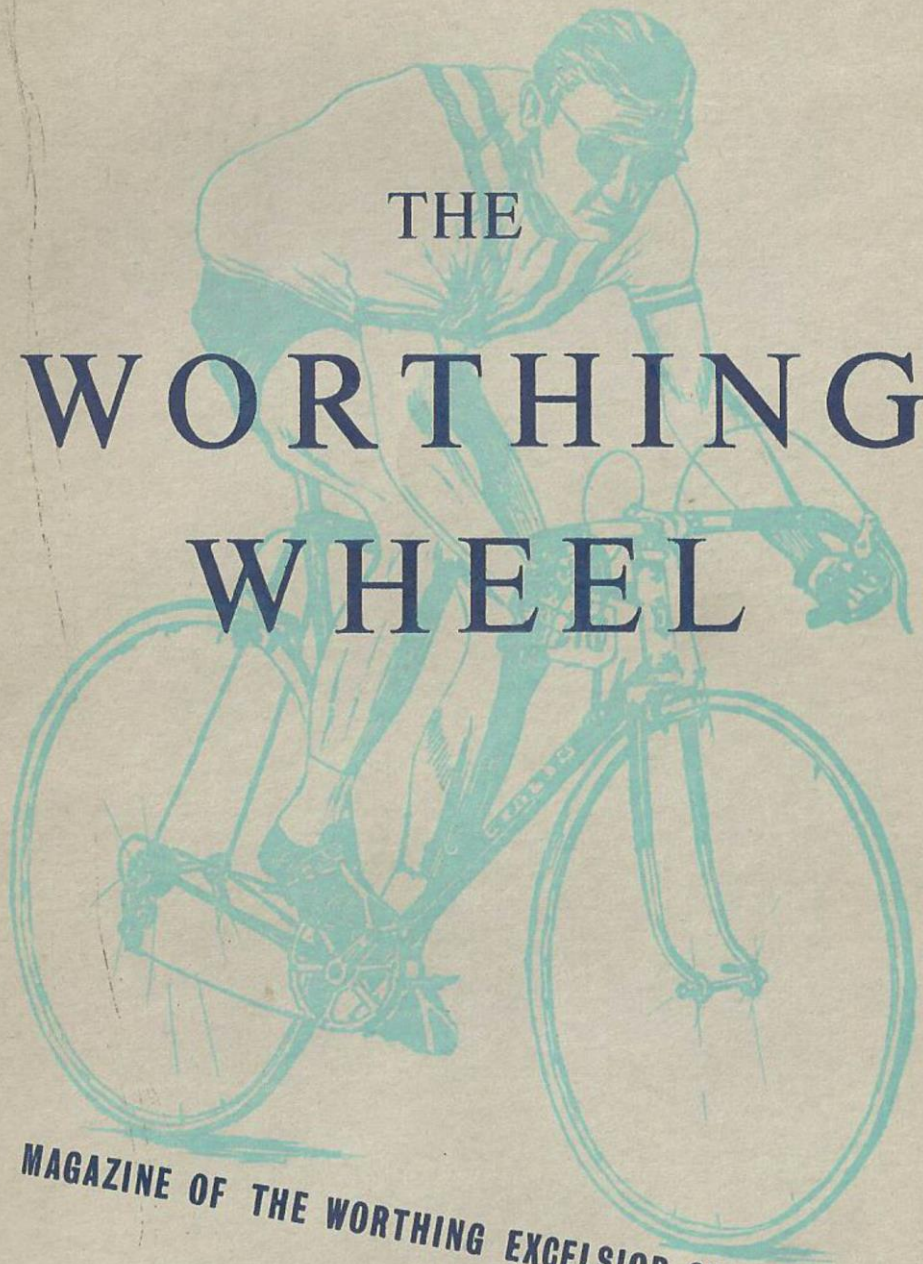
1 Shilling



# THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

CHRISTMAS 1968 Vol 1 No 4

# THE WORTHING WHEEL

The Journal of

The Worthing Excelsior Cycling Club

| | |
|---|---|
| Headquarters: | Broadwater Parish Rooms, Broadwater Worthing. |
| President: | W.D. Argent, 67 St Lawrence Avenue, Worthing. |
| Chairman: | C.G. Lednor, 5 Uplands Avenue, Worthing. |
| Secretary: | J. Mansell, 219 Brighton Road, Lancing. |
| Treasurer: | D. Lock, 70 Lincoln Road, Worthing |

... ... ... ...

Editor of the 'WORTHING WHEEL'

D. Lock, 70 Lincoln Road, Worthing.

Christmas
Greetings

# N I C K  L E L L I O T T

1969 will see the departure of Nick from the Worthing Excelsior and this is rather a sad thing, when for the first time for many years we could claim a National Champion on our books. It will not be a complete break for he is going to remain a second claim member. Nick is grateful to the Club for having introduced him to the sport of which he is now so passionately fond. He hopes that his attempt to better himself by joining the Polytechnic C.C. in London will be accepted for just that and that there will be no cynicism or unkind comment on his efforts to reach the top. Undoubtedly at the Poly. Nick will have the benefit of all the know how of many top riders and the services and advice of professional trainers and masseurs, something which we on the coast just do not have.

Nick will be riding some early season 2-ups with old rival John Cornelli and hopes to get in some good times before the National Junior 25 and Road Race Championships. Track is going to take priority however and he will be able to ride regularly at Herne Hill.

Nick finishes school next June and does not overlook that problem of exams. After this he plans a job that leaves plenty of time for cycling.

Lets hope that he has the success, that he not hopes for but plans. It is this mental attitude that turns more talent into National Champions and perhaps even mere. Let us also remember that he has already made the name of this club known all over the country. We must endeavour to continue in this same manner in 1969.

.. .. ..

OPEN 25 October 6th, 1968

'Fun'. That was the reply given by the Hounslow riders to my question about our local course. To this, however, they added that in their opinion all that was needed to bring faster times was top class competition. Well, they had demonstrated this by returning times of 57.55, 58.04 and 59.50. The fastest of these by National Champion Martyn Roach, was in fact an event record by nearly ¾ of a minute. Hounslow (should it not be Hounfast!) did not, however, have quite the walk over against the Sussex riders that some expected, certainly they were first and second but only 12 seconds behind to take third place was Mick Morgan of Central Sussex and Cliff Sharp of Eastbourne filled fourth spot with 59.36.

To put on an event like this requires a considerable amount of hard work and Event Promoter, Dave Funnell and all those who helped him, deserve the highest praise. There were indeed difficulties over the course, due to road works, which were only sorted out in the preceeding 24 hours by the industry of club member and R.T.T.C. official Alf Dawes. In the event, the use of the, as yet unopened south carriageway of a new dual road was absolutely ideal for Con & Jim Hughes and Theo and Vera Puttick with their kitchen and canteen and half a mile of private parking space.

The morning was to start with chilly and in patches there was a heavy mist which cut down visibility to less than 50 yards in places. No 'fun' for strangers to the course discovering for the first time its twists and turns and

roundabouts. The sun was up early fortunately and with a slight wind rising from the south-west the morning soon developed to a good fast one for racing. And the after event discussion could be held in pleasant warm sunshine. It was really great to see such support turn out to an event on the local course. The scene at the finish was like that to be found on the Bath Road or other more famous courses. It is to be hoped that other clubs will promote open events and bring this kind of time trialling to Sussex, more often.

What of Worthing's own entries; Dave had to send one clubman off first and No. 1 was Duncan Bethell and he came home in 1.7.38 his young rival Dave Lowin 'screwed him', however, with 1.7.20, catching Tony Palmer on the way. Tony, making a comeback to racing was satisfied with 1.11.25. Fastest was Colin Miller 1.4.28, John Lucas and Dave Hasler the two 'road men' 1.6.9 and 1.7.21. Tony Hill 1.10.8. Recently married Mike Poland only a little slower at 1.10.13. and Nigel Barlow 1.12.16. Nick Lelliott was again and most unfortunately a non-starter. It would have been interstting to have seen what he could do and to compare his time with that of a National Champion.

The Club will be promoting the event again in 1969 and we look forward to an even more successful event. We also look forward to meeting again all those riders and helpers.

.. .. .. ..

FAMOUS LAST WORDS.

'If you brake carefully, worn tyres don't matter a bit'.

HEAD DOWN for this?

The following appears in the September issue of 'Timetrial' the offical journal of the R.T.T.C.

Sawdust marked the spot.

A few weeks ago a young man, riding in a time-trial ran into the back of a stationary van. He took the full force of the collision on the top of his skull, with sickening consequences. Somebody telephoned for an ambulance, and, to the accompaniment of the wailing siren the young man was taken to hospital. He was dead when whey got him there. A Policeman, with grim efficiency, scattered sawdust over the road to soak up the blood.

The van was on a stretch of open road and had been there some time. It was clearly visible. It was not a blind bend. It had not stopped suddenly in front of the rider. There is no evidence that the young man was prone to black-out or that he was suffering from undue fatigue. In plain English he was not looking where he was going, and so killed himself.

He died in terrible circumstances. His death brought anguish and suffering to his relatives, and sorrow to his friends; and it is maddening to think that all this would never have happened if reasonable care had been exercised.

There are still some riders, some indeed with famous names, who persist in 'the practise of riding with the head down'. (Note that this, regrettably, is now recognised as a practise). Riding at any thing up to 45 feet per second they keep their eyes focussed on the narrow space between the front wheel and the near side of the road, with only an occasional glance forward. To such fools we can only say: keep on doing it, and it is only a matter of time..."

## CLUB HIGH ALTITUDE CHAMPIONSHIPS

20th October, the day of the Club Hill Climb, was certainly more like a summers day than we had managed previously this year. Mick Venner celebrated with a fine win riding Steyning Bostal in 4 mins.38 secs. Just 8 secs. slower than Dave Funnels 1965 record of 4 mins.30secs. The Club celebrated with a record turn out of riders, officials, members, friends, mums, dads and children. Jim and Con Hughes man-handled the canteen supplies and equipment to the top of the Downs and went great guns in selling about one and a half gallons of tea. This really was a very successful event only one person was perhaps not happy. Colin Miller was again in trouble, this time in hurling his full weight upon those frail looking pedals and straining his powerful frame against a mere cycle, constructed with perhaps lesser mortals in mind, succeeded in dragging his wheel completely out of the fork ends and finishing up in that sort of mess from which one is not easily extricated. Colin was the only D.N.F. Keith Dodman, not well, was the only D.N.S. Full result was:-

| | |
|---|---|
| Mick Venner | 4.38 |
| Dave Hasler | 4.52 |
| John Lucas | 4.57 |
| Paul Davis | 5.14 |
| Duncan Bethell | 5.14 |
| Nigel Barlow | 5.34 |
| George Matthews | 5.36 |

The Hill approximately one mile long with the steepest gradient about one in four, and some pretty rough surface is a good test for hill climbers. Time-keepers Brian Weir and Tony Palmer admit to having the easiest job.

.. .. ... ..

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WHEELS & TUBULARS

## ANAGRAMS

The following are all names of Pubs in West Sussex. They all commence with the word 'THE'. Can you sort them out and state where they can be found?

1. SHODEPGHETHRDNDAE
2. UNHTOFEIATN
3. TOPWOCTTHESED
4. RAFROMSKHTOLEN
5. ERSETHEUQHC
6. PXASSUSEEHTD
7. CHTMAOSATEEHKETB
8. SMRAETHKLNAANRDF
9. LDEIORNETH
10. SSSTTTEEERHUPOX
11. HTGEEOLB
12. NANTTULDSHTFORECRESCDOOEHUMUMUB

## ROAD WORKS

You've all seen them! as the men from the paddy fields of Ireland finish resurfacing a section of road another gang of shillelagh bashers move in and dig another hole. Why do they do this? Is it just an innocent lust to peer at gas or water mains or is it something more sinister. Over the years I have come to the conclusion that they are in the pay of some foreign power who are intent on taking over this country. How? You might ask; well what would be easier than digging a hole in the road and burying a bomb! Just think over a period they could bury a bomb in every road in England. Then all they've got to do is set them all off together. It would throw the country into utter chaos bringing all movement to a standstill.

Obviously I haven't any proof, but you can tell where they are buried, they always leave a large mound or a depression (pot hole). I am telling you all this so that you will start making maps of all new buryings in your area. I don't know how long I can last out for already I've had some nasty moments, including the occasion when a huge kerb stone was fiendishly thrown into the road under my front wheel. I only escaped serious injury by using my head! Our agent in Staines was not so lucky when a trench was dug right across the road, his injuries meant a retirement to marital commitments. So please act now before its too late.

00 SPIDER

## VICE PRESIDENTS

### CHARLIE LEDNOR

Charlie believes that one should try to put into sport what one gets out of it. It is doubtless that this most admirable attitude has made him so respected throughout Sussex Cycling. He has held offices in the Club and in nearly all Sussex Cycling Organisations for an unbroken period now exceeding 41 years. He has been a Life Member of the Excelsior since 1947 and a Vice President for 7 years.

Not really interested in bikes during his school days Charlie "messed around at football, cricket and athletics" it was, however, a Worthing Cycle dealer and clubman who first put him on two wheels. Soon with a hand built frame (Worthing made) Charlie was a member of the club he joined in 1926, (at the age of 19), (work that out) and with remarkable rapidity was top racing man. He was in fact unbeaten in his first three years of racing. His first office was that of Assistant Club Captain, this position was quickly followed by Captain. He has held every office in the Club with the exception of Treasurer and is currently Chairman of the General Committee.

He recalls some of the events which were held in those early days and the courses over which they were run. Present day riders would be appalled if asked to compete over them now-a-days; there was the 100 mile course where the turn was in Croydon, the 25 mourse from Worthing up the Horsham road through the

village of Findon to a turn at Southwater, also other similar courses. It must be remembered that in those days the roads were less than half their present width and the surfaces not in anyway comparable. Of interest, is the fact that Charlie was the first local rider to get under 70 minutes for 25 miles over that Horsham Road course.

Charlie, now a widower, met his late wife, May, through the Cycling Club something which unfortunately seems to happen rather less frequently these days.

Charlie is not very forthcoming in relating all his cycling connections and one gets the impression that this is due to his modesty, but one little snip of information that just sort of slipped out was that during the years of the last war (1939-1945) Charlie served as a War Reserve Constable. "To your laurels my lads you've a Mr. Plod in your midst."

Timekeeper and track judge are other jobs at which Charlie still officiates and so far as Club events are concerned he is almost part of the early morning scene at Sussex Pad Track riders throughout Sussex will know of Charlie's keen eye and careful scrutiny. He is now one of the senior track judges in Sussex and at Preston Park is also in danger of becoming part of the fittings.

How many Club dinners has he been to I asked, he couldn't begin to reckon but he was sure that he had not spoken at all of them. He remembers these annual events being held at what is now the Connaught Theatre and one particular occasion in 1945 or 1946 when over 200 guests sat down.

Well, from black tights and long sleeved black vests to silk gaily coloured vests and short shorts; from Assistant Club Captain to Chairman and Vice President, that is the span of time and office that sums up Charlie's service so far to our sport. He thinks of himself as something of a figurehead, and uses the expression in a disparaging way. I think the simile between Charlie and the carved frontispiece of an old man-of war is indeed a very good one. In the Excelsior if a way is to be pointed if, some direction is required, Charlie's the man. We all hope that he will have many more years with the Club and with the sport.

----ooOoo----

## JUNIOR BEST ALLROUNDER RESULT

## 1968

| | | | |
|---|---|---|---|
| 1st | N. Lelliott | 25.432 | m.p.h. |
| 2nd | P. Reeves | 23.619 | " |
| 3rd | P. Davis | 22.941 | " |
| 4th | A. Matthews | 22.303 | " |
| 5th | A. Flumm | 22.242 | " |
| 6th | P. Gallienne | 22.102 | " |
| 7th | D. Bethell | 21.926 | " |
| 8th | D. Lowin | 21.865 | " |
| 9th | N. Barlow | 21.745 | " |

.. .. .. ..

## COMPUTERISED

This confounded inovation in the normal business routine of our daily life has certainly got it in for Club member Derek Powell. There has, however, been an element of generosity in some of the bizarre effects that these robots can produce.

The first incident was the issue on paper only, of course, of £100 ,005 worth of Premium Savings Bonds. What is wrong with that you might ask; well Derek only paid £5.

The Electricity Board were next on the scene with threats about cutting off supply because of an unpaid account; it had of course been paid. Derek's suggestion that a man and a ledger with a quill pen would improve their system was not well received.

The most recent malfunction of the computer system was the 5/- cheque book obtained by Derek from his Bank. It contained 31 cheques the last two being of the same number.

Perhaps it is Derek's business and indeed personal association with antiquities that so antagonises this thing of modern times.

By the way if anybody wishes to revert to the use of a quill pen Derek will be most pleased to assist them.

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## FAMOUS LAST WORDS

Even when the lights come on and the bell goes there's always plenty of time to get through before the barriers come do.....

## FROZEN NUTS

Who ever heard of place to place record attempts in November, well apart from professionals that is. The Worthing Club can now answer yes, three times to this question, for on Sunday November 3rd the Brighton coast road was subjected to yet another bashing from the juniors.

On that thing of fearsome wheelbase known to the technically minded as a tandem, Pete Gallienne and 'Stoker' Nigel Barlow attacked the Worthing - Brighton and back standard of 55 minutes. Their time of 58 min. 1 sec. they found somewhat disappointing but under anything like reasonable conditions the record could come down to around 50 mins and they could be the ones to do it. They seemed not to take into account the arctic winds and temperatures that prevailed.

Whilst they were up the road Nigel's own recently set Worthing-Shoreham and back junior record was under attack from, firstly Dave Lowin, 24 mins 40 secs and secondly Duncan Bethell, 23 mins. 32 secs. Duncan's effort was really tremendous and was only 22 seconds outside the target.

It is presumably because some of these youngsters may be too old next year that these late attempts were made. They really must not, however, be sorry at the failures for the times in the conditions were good and they will find the records much easier next July or August whether they are then Juniors or Seniors

SOLUTION TO SEPTEMBER EDITION CROSSWORD
BY THEOPHILUS

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| G | W | R | | S | H | A | M | A | N |
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-------oooOooo-------

## SUSSEX C.A. 12 HOUR

In our September issue we omitted to report that Keith Dodman in covering 231.85 miles in fact finished 3rd in the East Sussex C.A. Open and 3rd in the Sussex C.A. event as well as winning the Club Championship 12 hour which is incorporated in the event. Our apologies.

# PHOTOS

How the memories flood in, one on top of the other when you pick up an old photo. This evening I came across one of myself taken by a pal as I was riding along a country lane not very far from the tiny Sussex village of Withyham, close to the border with Kent and on the road from Tunbridge Wells to Hartfield. It is a quaint place and the church, rebuilt in 1672 has one of the finest peal of bells in the county. It also has many fine monuments in the 'Dorset Chapel'.

Apart from the Church, like all villages, thank goodness, there is the pub. I can tell you from personal experience that the beer from the Dorset Arms is a real thirst quencher.

As I looked at myself on my bike I thought of all the pride and time I had lavished on that machine and what great pleasure it had given me in return. Over the many years it has carried me the equivalent of four times round the world. If you like figures you can work that out and will find that its the sort of figure a lot of people will find difficult to believe. By the way I still have the bike and nothing will persuade me to part with it, although I admit there will have to be a lot of time and money spent on it to make it fit for the road again.

The snap shows me dressed in the popular cycling rig of the time; the plus-four suit made of the best Harris Tweed. A four piece

suit, that is plus-fours, ordinary trousers, jacket and waistcoat used to cost just 35/-. The photo was, I recall, taken on the day of the first daylight bombing raids of the last war. Typical of cyclists, I suppose, we just rode home through the raid, found the tea laid but no-one about and scoffed the lot. There was some annoyance at this from those other members of the family who later rose from the Anderson underground shelter in the garden. I lived in Bellingham in south-east London and the bombing and gun-fire seemed very close, in fact they were hitting Croydon but we were not used to it or to its possible terrible effects at the time and enjoyed that tea completely unconcerned.

O'dear, I do seem to have wondered don't I, but then, that's the wonderful thing about old photos.

CAMERA.

-----ooOoo-----

## 1968 TOURIST CHAMPIONSHIP

Sunday, October 9th, a rather brisk and cold, morning 9 of the 11 entrants for this year's event assembled outside the Club room for the first and easiest section, the 30 mile drive to Benbow Lake in Cowdray Park! All completed this without suffering too much from the adverse effects of being confined in the enclosed space of one of those diabolical (but highly convenient) four wheeled terrors. The only incident and indeed action on this drive was when the windows had to be wound down so that words of abuse etc., could be hurled at Mike Poland who was actually cycling out to an early check position. Mike was in his usual good voice and his gracious hand gesture left no one in any doubt as to his feelings about motor vehicles.

From the start a quick 16 minute section had the riders off the main roads, and past a laughing Alan Matthews, (secret check No. 1) without one competitor taking the small detour. Don Lock and family had the next control and all riders were here on time. They were surprised to see that the white (on map) road from here was indeed tarmac and there was a fast run from this point through to Jim and Con at the third control. Needles(s) to say, Connie was pressing on with her knitting and seemed quite at home in the middle of a triangle of grass. Riders approached from all directions and only four via the correct direction. On then to Mike Poland who was pleased to find no bad stragglers at his check; he had to be home again for lunch! The route then passed through Liss, but with something of an unorthodox detour which only a few successfully negotiated. Chris Beckingham admits to having visited Liss Maternity Hospital during this section, I can't think why! Don was by now having a wonderful time misleading competitors by reason of various short cuts that he was taking to get himself on to his next check. The riders were now beginning to sort themselves out and lunch was approaching as riders came to the steepest climb of the day. I had said that no one would climb it and overnight rain made even my car stop; the lads walked, I took another route. Ray Douglass and Keith Dodman went off course at one point but corrected themselves when they came to a stile and Ray remembered me saying that I had been over the whole of the course in the car.

Lunch was taken at the White Horse Inn and everybody welcomed the rest. This was a good get together and it was interesting to see

everybody diving into their lunch boxes with one hand, having a drink with the other and at the same time pouring over their maps for the afternoon section. Early after lunch Duncan Bethell and Paul Davis were off course but regained with only a loss of time. As in the morning a secret check was missed and resulted in all save two arriving at Jim and Con from the wrong direction. From East Meon there was a, perhaps too long, and rather uninteresting run back to a last section of just 6 mins. through the Duke's Estate back to the finish opposite Benbow Pond and The Big Blue 'Wagon of Theo Puttick.

Theo and his wife Vera already had a meal well advanced and what a meal that was, soup to start with, then chicken cooked over an open wood fire with peas and creamed potatoes, followed by Lemon Meringue Pie and tea. There were, in fact, 26 people at the finish to enjoy this feast. It was a lovely warm and still evening and the atmosphere under the enormous trees, with a little light from within some of the cars and the blazing yet flickering light from Theo's fire, was really something to be appreciated. Scattered round in threes and fours the riders related the events of the day whilst I checked the marks. Past Champion Chris' Beckingham had again triumphed but it is noticeable how well some of the youngsters are doing in this event. Pete Reeves and Pete Gallienne showed up very well and Nigel Barlow, had he not taken off through some two or three feet of mud, would probably also have been challenging at the finish.

There were a few critisisms mainly on a required speed of 10 m.p.hl when map references and clues etc. had to be worked out on the way round.

Also the total distance some 65 miles was thought to be too far. These and any other ideas I shall gladly consider for next year so let me have your thoughts. Many thanks to all who helped especially Theo for the meal.

Brian Weir

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## MILK RACE 1969

Worthing Corporation has accepted an invitation to again be host for the start of the Tour of Britain. The cost to the Corporation is very small and this is a considerable attraction for the Town. The Tour starts on the Spring Bank Holiday, Saturday in Montague Place.

This is wonderful publicity for the town, let us hope that this time there can be some participation by the Club.

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## THOSE OLD RECORDS AGAIN

It was resolved on 12th March, 1931, that the Club should run a Low Gear Event, gears not to exceed '60'! Heck, what a twiddle. We should be interested to know if anybody has any records of times for this event.

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# MISCELLANY

NEW BLOOD Five young members of West Tarring County Secondary School for Boys joined us at the end of October. This School did , of course, provide us with Nick Lelliott and it is to him and our professional friend Pete Duker that we owe our thanks. As the youngsters themselves put it 'They really inspired us to join'. We hope you will become long standing and happy members of the Club .....Chris Chapman.....Bob Minchin.....Martin Weaver..... Ian McNeil and Paul Mills.

CORRECTION Dave Hasler's reference in the Road Racing article in our last edition, to winning the Sussex Road Race Championship was in fact referring to John Lucas who has finished in the first six in this event, without winning, for five consecutive years. Make it '69' John.

NEW REAR LIGHTS Don't rush to purchase the new and expensive rear lights on the market, for a while. The legislation to provide for their use does not come into force until 1st November 1969. According to Chris Beckingham who has tried a new light "they are terrible" and he has written a letter of complaint to the manufacturers.

CLUB RUNS On November 10th, the morning after the Club Dinner, no less than 17 members left the Club room. This must be a 1968 record apart from the first soup run.

## SUSSEX CYCLIST'S ASSOCIATION 25 MILE INDIVIDUAL CHAMPIONSHIP

### 22nd September, 1968

A fine and fast morning with many riders admitting to hard conditions only over the first four miles. This was the reward for all the entries in this year's championship event. The awards were not, however, so easily obtained and none alas have this time come to the Club. Fastest Worthing rider was Colin Miller with a time of 1.4.35. which was not sufficient for a place and was down, by over five minutes, on winner Mick Morgan of Central Sussex (59.16).

Mick has now won every S.C.A. championship and walks away with the B.A.R. Our congratulations Mick for your handsome efforts and deserved success.

It was disappointing that Alan Orman and Keith Dodman were non starters; an occurence which has, unhappily, happened frequently this season. Alan with a 58 to his credit would perhaps have been able to win but such speculation gets us nowhere.

Duncan Bethell last man to start was obviously determined not to be caught by the 'Old Boys' in the Vets. event behind, he returned a good 1.7.53. Tony Hill was satisfied with his 1.9.18, he does very little training and he beat a slowing 1.9.23 from Pete Reeves.

The very interesting Vets field produced 1.2.26 and 1.4.47 from the two scratch men and these times shamed the efforts of riders half their age. Worthings Ray Douglass was very pleased with a 1968 best of 1.10.47 and remained hopeful of further improvement before the season finished.

## THE RISING SUN, NORTH BERSTED

At North Bersted, Bognor Regis, there is a public house known as the Rising Sun, built only twelve years ago. It replaced the original Rising Sun which stood on the same ground for many years previously.

In the 'new' public bar there is a portrait of Queen Victoria made entirely of postage stamps. This picture is the only remaining part of a large collection of stamp pictures and portraits which once filled a room in the original Rising Sun.

Richard Sharpe, Landlord of the pub in the years previous to 1905 had a vast collection of stamps, and undertook for a wager from one of his customers to cover a small portion of a room in his pub in a given time. Succeeding he resolved to continue the task as a labour of love for the reigning sovereign, of whose Jubilee he intended the room should form a permanent memorial.

The task cost 5 years of his time and over two million stamps, which at the beginning of the project he bought by the thousand. Later, however, when the patriotic undertaking became widely known parcels and sackfulls of stamps began to arrive every day as contributions from loyal subjects at home and abroad. By the time the room was completed there were more than one million stamps over, and Richard Sharpe pasted the remainder over the furniture or wove them into ropes and festoons and hung them from the ceiling.

Not an inch of space on the walls, doors or ceilings was wasted. There were stamps of all

sizes, values and colours ranging from the modest English penny stamps to the interesting Swan River stamp of Western Australia. Some of the iggenious patterns into which they were woven included the Bognor Arms, and the Fleur de-Lys.

It was impossible to compute the total value of the stamps although it had been estimated that it must have been in the region of EightyThousand pounds. Many tempting offers for numbers of the stamps were received but all were declined.

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## THE OZONE DRAG STRIP

This section of the coastal road lies between Worthing and Shoreham and on Sunday, October 20th was the scene of two cunning attacks on the Club's Junior standardtime set at 27 mins. The young varmits responsible for dragging timekeeper Tony Palmer out of his bed were Nigel Barlow and Pete Gallienne. It appears that the dastardly plan was for, Nigel, considered to be slower, to attack first, set a record and so earn himself a club certification and for Pete to follow this with a faster ride so that the club would be put to the tremendous expense of yet another certificate. The rides which started at Brooklands, Lancing were, however, to be affected by that climatic and sewerage combined local condition known, from the Town Hall, as 'Ozone'. This was to completely wreck the carefully laid plans and resulted in the return of the following times:-

Nigel Barlow, 23 mins 10 secs.
Pete Gallienne 23 mins 24 secs.

The effects of breathing rarified air have had a lot of international attention during the last few months but they can not, we feel sure, compare with the effects of inhaling Worthing's peculiarly pungent form of Oxygen.

We are also pleased to report that Timekeeper and Marshalls were not, with the aid of respirators etc., too adversely affected and were able to report for normal duties the following day.

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## CLUB DINNER 1968

Yet once again the Club's Annual Dinner under the Chairmanship of Doug Argent was another popular success. Organiser Theo Puttick, despite the many worries that naturally accompany such an undertaking proved that that old theatrical saying 'It will be alright on the night' was correct, alright was perhaps an understatement for no matter what adjectives one chooses to describe it none will do it justice. Theo's organisation as usual was impeccable, he seems tohave got this Dinner business down to a fine art. My favourite impression of Theo is of him sitting back listening to the speeches, smoking a cigar.

In order of sequence we first had the Menu for the gourmet, perhaps, the most important part of the evening. Cream of Mushroom Soup, followed by Roast Pheasant with all the trimmings then Sherry Trifle (why no second helpings)

biscuits and cheese and coffee. A very succulent bill of fare although perhaps Pheasant is not everyones choice. Next we came to the toast list which duty the three proposers performed well. Dave Lowin in proposing the Mayor etc. spoke out clearly and briefly which was popular. Nigel Barlow in proposing the President and Vice Presidents proved that here we have a young man of natural ease and talent in the composition and delivery of his speech. The third proposal to the W.E.C.C. was given by Lou Bathurst a well known R.T.T.C. official of the Southborough & District Wheelers. His praise of the Club in its combination of youth and older members during its 81 years and his cogent words of advice were appreciated by all. The replies to the toasts were all quite brief except of necessity Don Lock's who replied on behalf of the Club. His speech as we now come to expect from Don, was well constructed including some humourous stories that brought laughter from everyone. Following the speeches the highlight of the evening for the racing section of the Club.was the Prize List. The Mayor, Mrs. D.E. Rudd presented the awards to the numerous winners. The Club Trophies when on display before presentation really looked like something out of Aladdins Cave and many aspiring racing members looked on the winners with envy. The numerous visitors and guests then enjoyed the dancing to the band that followed and continued to the end of the day, some including club racing men having an off season fling, making frequent trips to the bar. There were many long faces when they closed in the middle of Knees up Mother Brown, leaving some with very big thirsts. Sadly at twelve o'

clock another evening of conviviality came to an end and we can but look forward to the next in 1969, organised once more, we hope, by Theo Puttick, our own impresario.

------ooOoo------

## HARDRIDERS - 13th OCTOBER 1968

This event has in the past few years been blessed with a nice morning, and this year was no exception. After a week of heavy rains and a continually overcast sky Sunday the 13th, dawned bright and sunny, warm and with a rising south west wind. I use the expression 'nice' for I don't think the riders would agree if I said 'good' the wind was strong and for those who thought a new event record might be there for the taking, now that the course included the new Bostal road at Washington, were to be denied on this occasion.

The riders were sent on their way at 8 a.m. by timekeeper Charlie Lednor, and apart from Colin Miller bemoaning the fact that he was to start in front of scratch man Keith Dodman, all went off without incident. Poor Colin, it seems nearly impossible to place him in a starting order, to his liking.

Storrington, on the way out, about 10 miles showed Keith already in front with a time of 25.50. Second at this stage in 26.35 was Peter Reeves, third and fourth places were filled by Colin Miller 26.45 and Paul Davis 26.55. The foot hills between this point and Amberley and the mountains from there to Arundel and back

were, however, to sort out the men from the mice. Keith retained excellent form and on his return through Storrington with 28 of the 33 miles covered was four minutes clear of the next man. Second now was Colin whose strength had enabled him to overhaul Peter Reeves. For third place a right battle was developing between Duncan Bethell at this point, 1 hr. 19 mins. 15 secs, Dave Hasler 1.19.30 and Paul Davis 1.19.44.

That long pull against the wind over the very exposed Washington By Pass at the end of the event was probably the decider for third place between these three. Maybe it was his greater stamina or maybe it was just his experience which saw him through, in any event at the finish Dave Hasler had pulled back 1 min and 5 secs on a tiring Duncan and Paul had forced himself into fourth place taking 34 secs. out of Duncan over that last stretch.

All in all this was a very interesting event well supported by riders, marshalls and club members generally. It was nice to see Denis Dean out; did you say on your bike next time? The course record held by Martin Ford-Dunn 1.32.54 will surely go soon but it was proved in this event what a good record it is. New roads may have better surfaces and may even make the course a little shorter but so often they are very exposed and in windy conditions they can prove to be of very little assistance .

HARDRIDERS FULL RESULT

| | | |
|---|---|---|
| 1st | Keith Dodman | 1.33.55 |
| 2nd | Colin Miller | 1.37.18 |
| 3rd | Dave Hasler | 1.38.38 |
| 4th | Paul Davis | 1.39.8 |
| 5th | Duncan Bethell | 1.39.28 |
| 6th | Pete Gallienne | 1.42.36 |
| 7th | Peter Reeves | 1.42.44 |
| 8th | Mike Poland | 1.44.39 |
| 9th | George Mathews | 1.53.55 |
| 10th | Ken Pierce | 1.56.4 |

Handicap Winner

Paul Davis (9min.50sec.) 1.29.18

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## POINTS TROPHY

This annual award is for the rider with the smallest aggregate of points in all Club handicap events. The points being awarded on handicap placing 1 for 1st place, 2 for 2nd and so on. A non-finisher receiving one more point than the last placed finisher, and non entries or non-starters 2 more than the last finisher. For 1968 young Pete Gallienne has clinched victory with his second place in the hardriders event. This is a wonderful effort considering that he did not ride in the longer distance events. Well done Pete.

## ON A BICYCLE MADE FOR TWO

An abridged version of 'When four went west and more by luck than judgement four returned'.

On our tour of Devon, an account of which appeared in the last edition of the Mag., we met two cyclists travelling by tandem at Cheddar Youth Hostel. It was probably the way they flashed past us, and the lorry we were following, that prompted the assembly of our tandem and the resolve to use this for another tour as soon as possible.

In due course then, well equipped, that is if you discount the rather doubtful braking system and the B uncomfortable saddles, we were ready for Cornwall.

On a last minute decision, two of our previous company John Besley and Bob Walden also purchased a tandem frame and managed to get this ready for the road in record time. Arrangements were made to meet them in Fowey. Like all good racing cyclists we started off at 3 a.m. and covered the 211 miles to Plymouth in 4¼ hours! The tandem was of course on the roof rack! Our first day's outing was to Falmouth, via Torpoint ferry, Looe, south of Truro and by means of King Harry Ferry. Two incidents on this stretch were the ultra fast descent (1 in 4 at least) to Bodenick Ferry and the negotiation of a corner on the final approach at a speed more enthusiastic than provident which so nearly had us on the green slimey slip-way and into the drink. The second was again descending to a ferry, this time the

King Harry (we seem to have spent as much time on water as on land). A sweeping right hander and a road covered with pine needles were the obstacles on this occasion and the 'stoker' was well minded to leap off before we eventually got round. We learnt this day something of Cornish hills and doubt that we shall again spend so much of the day climbing in and out of the Gods Pendennis Castle Youth Hostel was our haven of rest on that first evening.

The next day we pressed on to Lands End, covering almost twice the sign post distance due to detours over wonderfully picturesque but very hilly roads. Phillack Youth Hostel where we arrived a little late was an uninspiring sight across the canal, it reminded us rather of Shoreham Reach.

John and Bob left us the next day as they had (good for them Ed.) to cycle home and were staying at Steps Bridge, Dartmoor the following evening. We headed northwards with good intent to make for Newquay but the weather and the contours of this rugged county were to dampen our enthusiasm. At each cross road we made a short cut decision and reached St. Austell by lunch. The distance from there to Lostwithiel was only twelve miles but it took from lunch to 4.30 p.m. and only then because of a final series of hair-raising descents where a gear of 108 was twiddled round like a 66 with the chain off.

We met a hilarious Liverpudlian and set off with him the following morning up one of those 1 in 6 hills. Not quite so funny, however, when we realised that we were going the wrong way. So we bid him goodbye and swooped againon Lostwithiel to climb out westwards and this time on route for Plymouth where we had agreed to make for for lunch. We went through some really

superb scenery with steep green valley sides with picturesque railway half way up. It was on this stretch of road that we zoomed along at an easy 55 mph leaving all the cars behind us. However, we knew all about that twiddling when our saddles began to feel somewhat less than comfortable to put it mildly! On then to Plymouth for midday grub and then out in the afternoon through Aveton Gifford. What a climb out of that town; however, we promised ourselves a return in the opposite direction latef and consoled ourselves with looking forward to that. We pushed on then to Salcombe which was approached by yet another steep descent and it was here that a car decided to turn across our path at a road junction. We managed to scrape past without impact leaving the motorist with a few well chosen words and signs, only then to be forced up another steep hill because of a one way street system. After another drop to another road junction it was our turn to find ourselves in the path of an on-coming car. We skidded violently but were grateful for the driver for letting us pass. The Hostel was full of screaming brats but there were at least two fairly sane people who left immediately after supper. The warden persisted in parading round in shorts with a huge dog whilst we were eating, but the Hostel (apart from the inmates) was a fairly good one. The following morning we returned, down that hill at Aveton Gifford, and on to Plymouth.

Here we rejoined our chauffeur for the ride home by motorised means in view of Bank Holiday traffic, this was a little slower than the outward journey.

Looking back we only broke two spokes, because of sheer power take-offs, and the only tools which appeared out of the panniers (kindly lent by Chris Beckingham) were the occasional spanner when we had to rip the rear mudguard off and the spoke key. The capes only came out to sit on and from this you can gather we had absolutely no rain.

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## ANNOUNCEMENTS

We are pleased to make two announcements in this issue which really will be up to the minute news to nearly all of you. On Christmas day, 1968, Alan Orman, our 25 mile record holder is to become engaged but we regret that all we can say about the lady is that she is not local and Alan is no doubt grateful for that in view of some of our lecherous members. Also on that day of rejoicing our Mag. Committee man Martin Ford-Dunn becomes engaged to Barbara Steven, Mag. secretary. We wish you all everything you could possibly wish for yourselves in the days ahead.

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# D A V E  F U N N E L L

(see action photo opposite)

Started racing in 1960. From a family well connected with cycling. Father, Uncle and Brother have all had their days of racing and success. Has ridden Track, Road and Time Trials, all with considerable success.

TRACK: Sussex B.C.F. 10 mile champion in 1961 with time of 22.49. Won Sussex Individual Pursuit Championship in 1965. Five times a member of club winning pursuit team in Sussex championships.

ROAD: Considers best ride to be 3rd place in Isle of Wight 3 day event in 1967, only 4 mins. down on winner after 4 stages of 72, 85, 40 and 25 miles. Also his win in the Farnham Road Club event in 1965.

TIME TRIALS:

| | |
|---|---|
| 10 miles | 23 mins. 21 secs. |
| 25 miles | 59 mins. 03 secs. (5 times under hour) |
| 30 miles | 1 hr. 12 mins. 18 secs. |
| 50 miles | 2 hrs. 0 mins. 6 secs. (Club record) |
| 100 miles | 4 hrs.21 mins. 24 secs (Club record) |
| 12 hours | 248.134 miles. |

Dave who considers road racing to be more fun but harder than time trials has not had a full season during 1968. Dave, however, scotches rumours of retirement. A really good and full year is what he hopes for in 1969. Perhaps after that he might discontinue serious racing.

Dave has served for some time on the Club's General Committee and has acted as Time Trials Secretary and Open 25 promoter.

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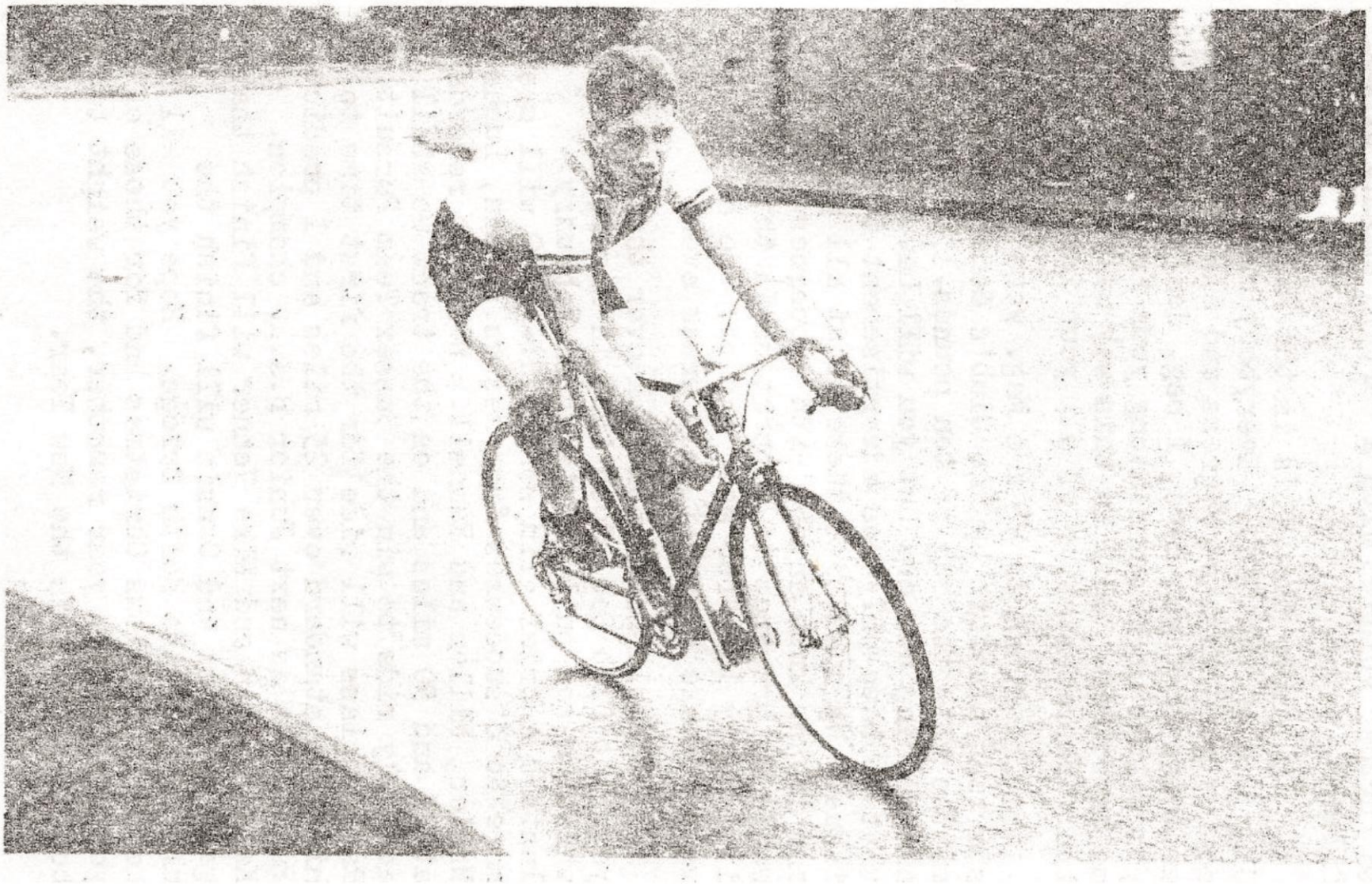

EDDY TORR

So we complete volume number one, and on now to further volumes with a certain amount of confidence.

Remember that this is the Mag. for the Club and of the Club. Everybody must take an active part in its progress and all ideas and articles that you have, I beg, don't keep to yourselves or discuss among your friends, let me have them. Only in this way will we be truly representative of all your interests.

The finances of the Mag. were given a startihg platform by the Club's General Committee with the sum of ten pounds. So far we are holding our own but you will have noticed that we have only one advertisement in this issue. We must have these if at all possible, and if you know anyone with a business who would be prepared to support us in this way it is only 10/- for half a page. We do not want to make a profit only break even.

I could here look back over the past year but Club Sec. does that in his report which we can pull to pieces in February. Instead a brief glimpse ahead:- 1969 will see more Road successes from Messrs. Orman, Lucas Hasler, Miller and Funnell. New club records at 25 and 50 miles and on the track we shall actually ride to win the Sussex Team Pursuit. Ray Douglass will ride for the first time to his Vets standard over 25 miles and I predict Paul Davis as next Junior B.A.R. champion. Keith Dodman and Mike Venner will finish that game of chess and Connie will finish the blanket for the Forth Bridge. Hope you all have a marvellous Christmas and for those of you racing next year remember, the weight to be trained off in the New Year.

Don.