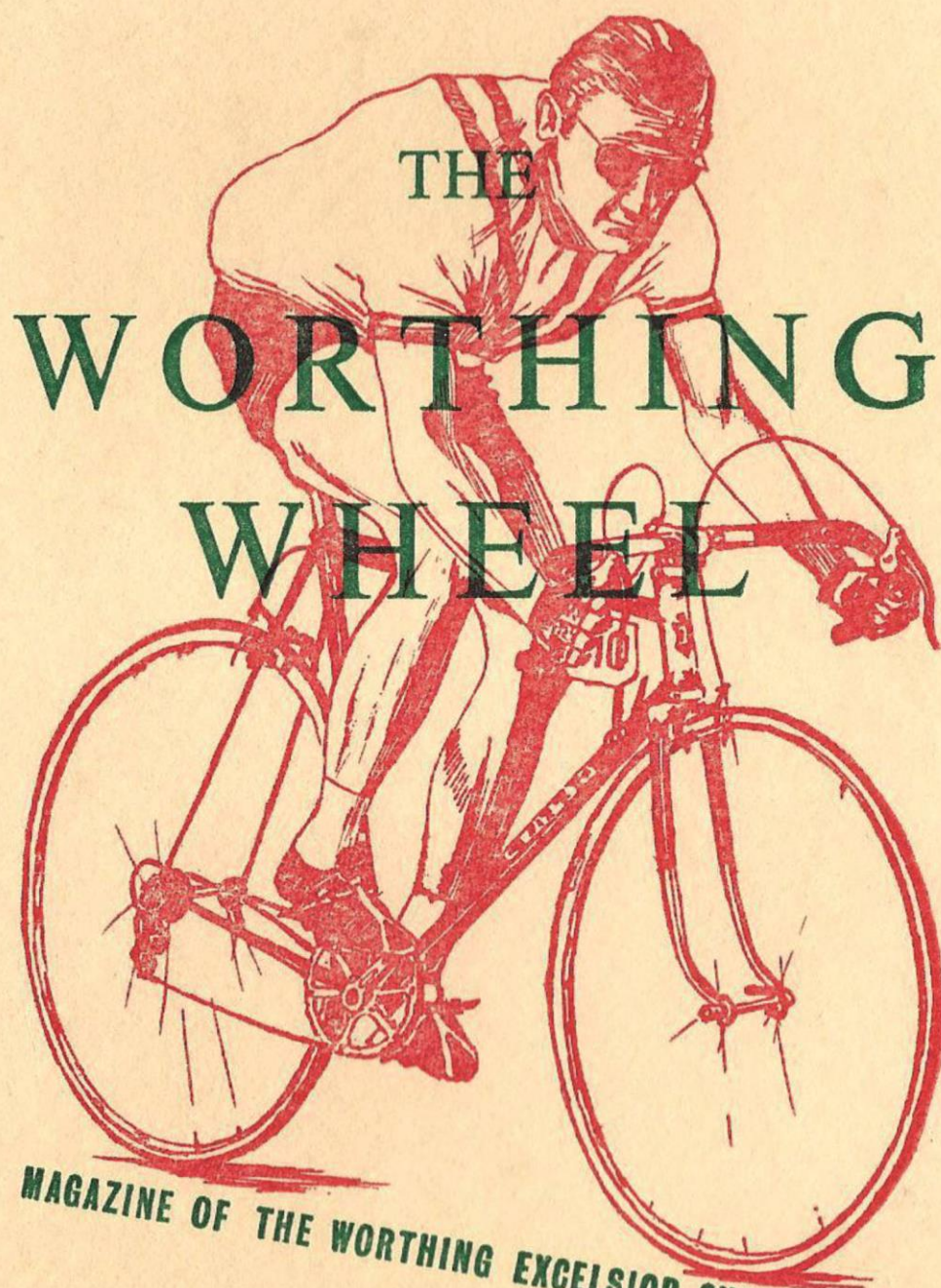


1 Shilling



# THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SUMMER 1969

Vol 2 No 2



# 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 Ave.,  
Worthing.

Secretary: J. Mansell, 219 Brighton Rd.,  
Lancing.

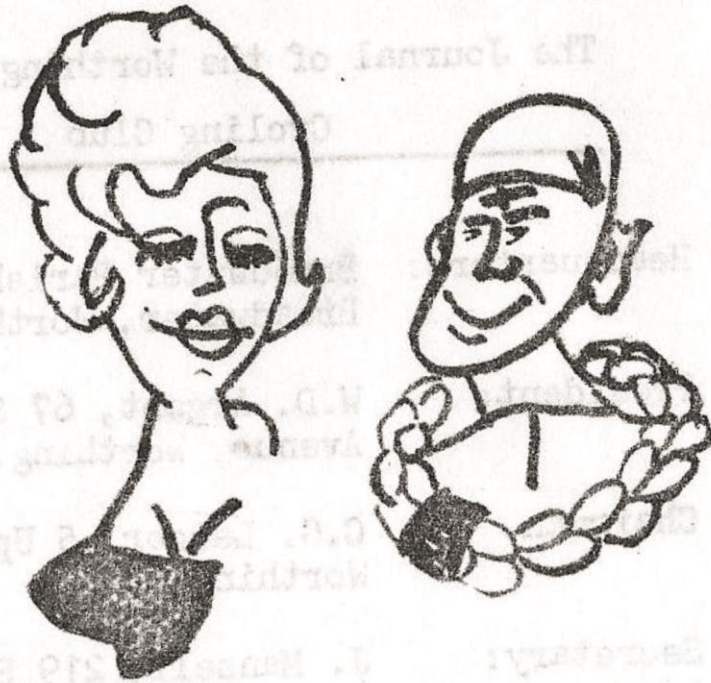
Treasurer: D. Lock, 70 Lincoln Road,  
Worthing.

.. .. .

Editor of the WORTHING WHEEL:-

D. Lock, 70 Lincoln Road, Worthing.

A WINNER



A LOSER





S.C.A. 2-UP 25 SUNDAY 20th APRIL

An 'ex Hedra' Report

5-4-3-2-1- go-----better start a bit faster  
than last time-----like to get inside evens---  
---inside a 1-10 and Ray will pay the entry  
fees-----hell! he's off the back already-----  
come on Tony-----right, let's swing out, let  
him come through-----good, that first change  
was O.K.----- he's slowing, not as fit this  
week-----time I went through-----check the  
shadows, he's on my wheel-----not going so  
badly now-----got a tail wind-----be harder  
coming back-----Tony's slowing again-----  
better pass him-----think I'd better do longer  
turns at front-----a bit different from a fort-  
night ago-----Warren Roundabout. 8½ minutes  
-----that's a minute and a half up on last  
time-----look back-----no sign of anyone else  
-----come on Tony you " " -----stay on my  
wheel-----hate this stretch of road-----too  
straight-----that sign's been there for years  
-----never seen a racehorse yet-----only the  
'Black Horse'-----never open at this hour  
-----poor old Tony! he's dying on this  
climb-----he goes much better on the down-  
hill stretches-----drops like the proverbial  
stone-----must be his vast bulk that helps  
-----got that never ending drag to the top  
of the Bostal ahead-----bet Ray and Don will  
be lurking there-----think of that 10/- entry  
fee-----it'll break his heart-----have to  
smile at them-----say good morning----- show  
them how easy it is-----look back-----Hell!  
there's Wells and Morris-----that's almost  
2 minutes in 8 miles-----that's not good-----  
there's the top-----and there's Ray and Don



-----predictable vultures-----smile sweetly  
-----swine-----good morning-----sadists-----  
see you on the way back----b.....s-----now  
for this long fast exhilarating drop-----  
small cog, big ring-----Tony, you nit! your  
chains off-----put it back man!-----s-d it!  
its jammed-----stop-----you turn it that way  
and I'll pull it there-----there goes Wells  
and Morris-----got it-----right after them  
-----good job it's downhill-----must be  
doing 45-----were catching them-----wish  
I'd done more than 300 miles this year-----  
they're dropping us again-----check behind  
-----that's Lucas and Hasler only about 50  
yards down-----they'll take us before the  
top of this climb-----g'morning-----hey!  
Tony did you see that-----he threw a mouldy  
banana skin at me-----you knew-----he told  
you before the start-----thanks team mate  
-----I won't forget that-----at last,  
there's the turn-----36 $\frac{1}{2}$  minutes-----that  
10/- looks a long way off-----here we go  
again-----plod plod plod-----he hasn't  
come through for 3 miles-----you still  
there Tony-----O.K. I only wondered-----  
here's the b....y Bostal again-----never  
do 8 miles in 19 minutes-----bye bye entry  
fee-----the vultures are still waiting-----  
Tony's getting stronger-----so he should,  
he hasn't done any work for 4 miles-----  
perhaps I'm getting weaker-----5 miles to  
go-----should finish with a long 12-----  
he's going much better now-----rotten s-d  
-----he's been saving himself-----there's  
a pair in front-----we're catching them  
-----blast-----they're not racing-----  
can't win 'em all-----one to go-----come  
on raise a sprint-----there's the finish  
-----side by side-----just like the top



teams-----thank gawd that's over-----1.13.29  
-----how hath the mighty fallen-----back to  
bed!

John Mansell

\* \* \* \*

### INTERNATIONAL TEN

My attempt to have the Russian, Czech Finnish and Polish Tour of Britain riders ride our evening ten on May 22nd was only partly successful. Many felt however, that the six Polish riders and the Finnish spectators made the evening a particularly attractive one and the effort well worthwhile. It was my ignorance of any of the continental languages that led the Finns to understand my invitation as being to watch.

The Poles rode with ease and great style and their times varying from 23 mins 5secs. to a short 24, show the class of our guests for the evening.

Nick Lelliott's 23.17. in this event showed them at least one, more than useful time, from our riders.

\* \* \* \*



## VICE PRESIDENTS - BILL BLACKWELL

If you do an article on me you must head it 'a has been' says this worthy V.P., and you know I think that that would have made a very good title, if we had given each article in this series separate headings; for Bill has been just about everything in sport and youth organisations in Worthing. What is more he retains an interest in their activities, which helps him, perhaps more than most retired people, to understand the much maligned younger generation.

Why is he a V.P.? Because he has over a period of some years given considerable active support to our racing lads, especially in long distance events, because of his general enthusiasm for sport and recreation, and because of his generosity in both time and kind.

Worthing Boys Club, West Tarring Boys Club, Worthing Harriers, Worthing Swimming Club, Worthing Wednesday Football Club and East Worthing Football Club are some of the organisations where he has 'done time' both in general committee work and in the higher offices, in which in many cases he still serves.

Arriving in Worthing after the first World War he worked with Kinch & Lack and later formed his own business which had at one time several branches. His whole career has been in Gentlemens Outfitting right down to his recent retirement.



It is Mike Poland and his parents who introduced him to the Club and that is something we must be grateful for. He remains ready to help the Club in any way he can; he even offered to deliver copies of the magazine for us if it would save us postages! He quite understood however when I explained that this was part of Ray's training schedule.

Bill's philosophy is that if a job's worth doing, then it's worth doing properly. His garden in Rectory Road typifies this and the peaceful nature of the rear garden running back towards old Tarring Village is really lovely.

He has not belonged to any other cycling Club and indeed cannot claim to be much of a cyclist. Has he personally excelled at any sport? I don't know and I don't think he would tell me if he had?

The job that he has found worth doing is Living and it is this that he is doing properly. He is a 100% V.P. and I was very pleased to have spent an hour with him (and his light ale) to have found out more about him.

He also has a rather interesting thought about donations from V.P.'s, he feels that when they are re-elected, a letter should be sent from the Secretary, informing them of this. The final paragraph should read 'Your donation last year was.....'

We hope your office continues for many years.

\* \* \* \*



## EASTER IN BELGIUM

Arriving at Ostend Airport at 11 a.m. on Good Friday, 14 heavily laden cyclists made their way up the coast against a very strong wind, to Blankenberge where dinner was taken.

In the late afternoon the Dutch border was reached and the night was spent at the village of Sluis, complete, as every good Dutch village should be, with canal and windmill.

After a comfy night in a barn full of hay an hour or more was spent looking over the local windmill which is more than a mere tourist attraction, still grinding corn to this day.

Back on the road with a strong side wind we made our way to Gent, or in English, Ghent, we are bound to make things more complicated. A very busy town with rough cobbled streets that don't do lightweight wheels any good at all. Quite a few spokes were broken and there were several wheel building sessions on the pavements before interested local audiences. No shortage of Cycle Shops in this town, made a second home by the late Tommy Simpson, Dossche Sport is probably the best known. During the evening in

During the evening in Gent we met Barry Hoban and obtained autographed photos. We stayed the night in The Velo Hotel, (Tom Simpson).



In the morning we headed through the lanes to Brugge. This was the fastest day of an otherwise leisurely tour, the wind was now right behind us and the route was very flat.

An afternoon and evening were spent looking round Brugge which is an ancient and most interesting town. Later the same evening we pushed on at the same fast pace to Ostend where we camped the night on the beach.

The Belgians are bike mad, nearly every Cafe has cycling pictures on the walls, and as soon as the locals saw that we were cyclists we were immediately made very welcome.

Altogether a most enjoyable few days.

Chris Beckingham.

-----oOo-----

OH! MR. PRESIDENT

You know Duggie you are never too old, and it is never too late.

When a certain young lady interviewer called at the Argent establishment, and not realising the address or occupants names asked, are there any children here? Duggie replied Oh! no its too late for that I'm afraid.

Contributor Anonymous



'BETTER LUCK NEXT TIME'

Dave Hasler, John Lucas and myself had decided that it was high time the club fifty mile time trial record was broken. We had also decided that we were going to be the ones to do it. After all we only had to do a middling seven each and it was in the bag.

Full of confidence we selected the event, no super fast dragstrip courses for us. There were no events that weekend on the drag courses. We chose, it was the only fifty of the weekend, the New Forest promotion on the P.2. Actually John said it was quite a fast course, but more of that later.

To avoid getting up ridiculously early, this being the one aspect of time trialing that I detest, we elected to camp out in the forest. The idea behind this being that when camping it is a relief to get up instead of the reverse being the case.

All was well until some nut suggested riding a circuit event at Lee-on-Solent on the Saturday on the way down. I can't recall whether it was John or Dave who suggested it. As usual we eventually talked ourselves into it and resigned ourselves to a hard weekend.

The circuit race was run without incident, except for Dave puncturing on the first lap, which meant that he had



to be approached afterwards with the caution usually only exercised by a bomb disposal squad. I managed fourth and John snatched seventh winning the bunch sprint in fine style. Soon Dave had been talked out of his mood and we headed for the New Forest.

After suitable liquid refreshment from a way-side inn, would you believe orange juice, we found the ideal spot to erect the tent only half a mile or so from the start and after supper we retired to our sleeping bags. Apart from the violent aroma of embrocation we all had a reasonable nights sleep.

In the morning things started to go wrong. John discovered that he had forgotten his shorts, they were still at Lee-on-Solent. Luckily Dave had another pair with him, but the elastic was very weak. Anyway John decided that they would be better than track suit bottoms. So off to the start.

Dave was first of our team off and started very fast. I was next and John last. Well I have always said that 50 miles was not my distance and this event did nothing to change my mind. Never the less I ground my slow, slow way round to finish with a long nine. Dave had punctured yet again but gallantly carried on to record a creditable fifteen and John finished with a short nine and Dave's shorts around his ankles.

Our disappointment was reflected vividly in our faces and we all vowed never to ride another.



Apart from the fifty we had had a good weekend away and learnt two very important things. One was that we were not fit enough and had not trained over long enough distances. Two, never, never, count your chickens before they are hatched.

ALLAN J. ORMAN.

HAVE YOU EVER SUFFERED?

If you have, how about an article on just that. The best articles received will be included in future issues but in addition there will be a prize for the one considered most interesting, well written and 'graphically descriptive'. I shall ask some cyclists from other clubs to judge for me, names of contributors being kept secret. Have a try and help keep the Editor well supplied with copy. Closing date will be 31st December but lets have some soon so that they can appear in the Autumn and Christmas mags.



## ROAD SAFETY QUIZ 23rd APRIL '69

This event was promoted by the Worthing Watch and Local Safety Committee, and the Club was represented by two teams, named, merely for definition purposes, Senior and Junior.

Senior Team: Miss Gillian Mansell, Don Lock, Ian Baker and myself. Both Gillian and Ian were associate members for the evening.

Junior Team: John Mansell, Nigel Barlow Peter Langridge and Jim Besley.

The competition was divided into three parts. First of all a set of three slides were shown and mistakes had to be spotted, not an easy task when two of the slides were of poor visual quality. The second section involved looking at examples of road signs and being able to identify them. The third and final stage was based on general questions, each member of the team being asked three questions by a panel of judges. Not too easy I even used my right hand to show a turning left sign!

It would be fair to say that we were all surprised to hear that the Senior team had gained first place and the Junior team second. The Senior team gaining 213 points out of a possible 280 and the Junior team 200 points. A cup was presented to the Senior team and a shield to the Junior team, certificates and cash prizes to the individual members of both teams.



All the questions asked were based on the New Highway Code, and this involved a considerable amount of homework for both teams. Not a bad thing when all road users ought to know this very important book inside out.

Taking everything into account a very rewarding evening, not only from a personal point of view but also as a very good advertisement for the Club, and for Cycling as a whole.

TONY HILL.

— — — — —  
A SIX YEAR OLD IMAGINATION

'Look' said Daddy, 'see that man on the front of a boat'. Daddy was pointing out to his daughter the well-known ships figurehead a prominent feature of Shoreham High Street, and advertising so well the hostelry within. Daughter was not, however, very impressed, she had observed the water when crossing the Norfolk Bridge, and replied, 'Oh! I know, its a boat that has come right through from the back'.

CONGRATULATIONS

To Mike and Ann Poland on 13th June a boy (John Michael). Associate membership 2/6 !



### 30 MILE CHAMPIONSHIP, 4th May

Fine form and fitness saw this trophy go to Mick Venner with one of the fastest championship wins for some years. His time of 1 hr. 14 mins. 31 secs. was over 3 mins. faster than Keith Dodman, only just beginning to warm up for the season and Roger Hughes, racing for the first time this year.

The morning was fairly warm and most riders were pleasantly pleased with their efforts. Ray Betts was timekeeper and with assistance from Tony Palmer managed to satisfy the majority; no complaints about the watch being fast this time.

Most of the Club's top men were in road races and the field was a little depleted, it is to be hoped that they will have remembered how to ride time trials by the time of the Sussex team Championship.

Roger Hughes net time of 1 hr. 10 mins. 11 secs. gave him a good win in the handicap section (allowance 8 mins.) over Tony Rotheram just 1 min. slower. Full result:

|     |                   |                                     |
|-----|-------------------|-------------------------------------|
| 1st | M. Venner .. ..   | 1.14.31                             |
| 2nd | K. Dodman .. ..   | 1.17.46                             |
| 3rd | R. Hughes .. ..   | 1.18.11.                            |
| 4th | A. Rotheram .. .. | 1.19.11.                            |
| 5th | G. Matthews .. .. | 1.22. 7.                            |
| 6th | S. Richards .. .. | 1.22.13.                            |
| 7th | M. Poland .. ..   | 1.23.59                             |
| 8th | R. Douglass .. .. | 1.27.35                             |
| 9th | T. Hill .. ..     | 1.36.30 (ten<br>min. late<br>start) |



## 'CYCLING IN THE SMOKE'

Having promised the Editor to fill a page or two in the Club magazine, I feel honour bound to do so. But what to write about? Well, Don suggested that as I was a member of a London cycling club for some years, perhaps something about club life as seen through the eyes of a London Cyclist may be of interest. So here goes with a few memories of cycling days in the 'Smoke'.

To begin with, the cyclist in South-West London, where I lived, had a big choice of Clubs. Within a few miles of my home were the Belle Vue, Castlenau, Fulham Whlrs. Bec, Poly, Oval, and one or two others! I threw in my lot with the Carlyle C.C., an old established Chelsea club, named after Thomas Carlyle (1795-1881), sometime know as the 'Sage of Chelsea', and whose home in Cheyne Walk is well known.

These reminiscences are from the ten years or so immediately following the war, when the cycling game was enjoying its biggest boom since the turn of the century.

Our geographical situation gave us a wide choice of touring grounds. A total of ten counties were within a day's ride from Chelsea, although you may think that the long trail in and out of London took the edge off whatever advantage we had in being able to visit all these places. In practice we rarely went to Essex, as that meant



twenty miles of 'sprawl' before a sniff of country air could be had. Our easiest and most used exit, was over Putney Bridge, thence via Wimbledon or Richmond to the Surrey lanes. Two other popular 'runs' areas were the Chilterns and the N.W. corner of Kent. Downe, Knockholt and Biggin Hill were some of our meal venues.

To add variety to the programme, the 'Chris Beckingham' of the club sometimes arranged a rough stuff run, usually over the North Downs. 'Mystery' runs were also a feature, when only the leader for the day was supposed to know the lunch and tea venues. I once led one of these runs, and caused some consternation in the ranks by turning up with a Surrey map in my bottle cage and then leading the club out through the City, finally ending up in the Wilds of Essex! My popularity waned a bit after that jaunt.

To the London Cyclist, the 'Coast Run' was very popular and the first one in April was always to Worthing, leaving home about 7.30 a.m., having lunch at St. Anne's Cafe in the High Street, followed by a flake-out on the beach. I've often wondered if clubs along the Coast ever had London runs?

The Club events were usually held on the Amersham Road, so, in contrast to the proximity of the local course at Worthing, we had a 20 mile warm-up ride to the start near Chalfont St. Peter. This ride was generally considered to be beneficial, and standard practice was to leave Hammersmith 2 hrs. before

cont. Page 20 .....



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the start. Down here, it's possible to be lying in bed 30 minutes before you're due to be pushed off!

The London Social Season could be pretty hectic if you liked that sort of thing, and there were plenty of dances, dinners and sundry other affairs to keep everyone happy and overweight. We moved out to a Country venue for a Christmas Party, the Bell Hotel at Godstone being favoured. The South London Darts League was a successful innovation during the early 1950's. About 8 or 9 clubs competed on a home and away basis, the champions receiving a trophy at an Association dinner. This activity was not confined to the males, as a number of girls sometimes joined the teams, although I never felt all that safe when girls started throwing darts!

It's a moot point of course whether the London Cyclist has any real advantages over his counterpart on the coast. We considered ourselves lucky in that we had the Earls Court Cycle Show right on our doorstep, the B.A.R. Concert a 3d. bus ride away and Herne Hill only 30 minutes riding from home. London did have its fogs, though that hazard is not so frequent nowadays. One that I specially remember in 1948 lasted for 5 days, and it was on these occasions that the cycle really came into its own. There is no finer vehicle for steady progress through fog.



I always held the opinion that there was no place like London, but nowadays it doesn't have the attraction it used to. But it's possible that age has something to do with that!

ROGER SMALLMAN.

\*\*\* \*\* \*\*\*

A CODE OF ADVICE

Paragraph 132 of the New Highway Code tells cyclists "Do not ride more than two abreast. Ride in single file on busy or narrow roads." The old code read "Ride in single file when road or traffic conditions require it". Readers will recall the correspondence on this matter which was included in our last issue.

The Cyclists' Touring Club offers this advice as to what we should do if asked by Police to ride in single file:

1. Be courteous and reasonable. Do not provoke. Do not lose your temper.
2. Explain your point of view to the Police Officer, giving the reasons why you do not think single file riding necessary in the circumstances.
3. If the Police Officer still insists that you 'single out' inform him that you will do so under



protest. Ask him for his number and the full address of his station, explaining that full particulars of the incident will be sent to the C.T.C. which is collecting evidence to support the case for an amendment of Rule 132.

4. Make a note of as many details as possible. Include the exact location of the incident, time of day, amount of traffic in both directions, width of road, type of centre line or lane markings if any, nature of road (e.g. straight or winding) etc. Whatever the outcome of the incident these details should be sent to the C.T.C. Secretary so that they can be added to the file of evidence which is being compiled.

Police are known already to have instructed cyclists in various parts of the country to ride in single file when it was considered not to be necessary, and everything possible should be done to prevent such action spreading as a result of what now appears in the Highway Code.

.. .. .  
CONGRATULATIONS

To General Secretary John Mansell on his marriage to Sonia on June 7th. The club's best wishes were passed on in the traditional manner by Keith Dodman and yours truly who attended the happy occasion in Wakefield.



### A JUNIOR NO MORE

Duncan Bethell recently celebrated his 18th birthday and was elevated to Senior ranks in the Club. What immediate effect has this, you may ask, well no longer can he participate in Junior events and his entry fee for Senior events is a little higher. In addition in January 1970 the Treasurer will require 10/- instead of 5/- to renew the annual subscription.

Perhaps, however, Duncan was prepared for all these things, and perhaps indeed prepared more than most. You see there are about seven or eight place to place records specially for Juniors, and it was his aim to place his name on the record books for those before he became 18, or at least to have a go and secure as many as he could. A most worthy ambition and one which deserves applause; it has, however, received only commiserations of hard luck.

Poor Duncan was either unaware or forgot the necessity to notify the racing Secretary or his assistant 7 days before the proposed attempts, he arranged his timekeeper and he arranged turn marshalls and there is no doubt that those officials were acting in the belief that all was properly organised. There was no cloak and dagger atmosphere about the attempts so why did the club committee rule that the successful attempts could not stand as records? Because Duncan rules are made for a purpose, so that the racing Secretary is kept aware of what is happening, so that control is retained and so that independent course patrols can be



provided to observe the performance and compliance by the rider of the rules.

The committee's decision was, I assure you taken very reluctantly.

### THOSE OLD RECORDS AGAIN.

Here's one for you road racing fans:

19th July, 1919

Resolved that we hold a  $4\frac{1}{2}$  mile  
Victory Road Race Pier-Broad-  
water Road-South Farm Road-  
Poulters Corner-Tarring Road-  
Heene Road-Pier.

Distance a bit short, but boy  
what a course within the Borough  
boundaries.

### BEST WISHES

To our Connie. Connie Hughes who is  
the mainstay of the Clubroom canteen  
has been missing now for some weeks  
due to ill health. We all hope you  
will soon be back with us but more  
importantly that you will soon be  
well and up and about again.



## SUSSEX C.A. 25 MILE TEAM CHAMP.

Result: (4 riders per team)

|                             |          |
|-----------------------------|----------|
| 1st Worthing Excelsior C.C. | 4.9.15   |
| 2nd Brighton Mitre C.C.     | 4.20.17. |
| 3rd Central Sussex C.C.     | 4.21.28  |

Minor event for 'B' teams (3 riders)

|                             |         |
|-----------------------------|---------|
| 1st Worthing Excelsior C.C. | 3.17.43 |
| 2nd Worthing Excelsior C.C. | 3.20.28 |
| 3rd Central Sussex C.C.     | 3.27.4  |

Held this year on the faster course, out to Angmering, up to Findon, and back to the start near Sussex Pad, this proved again to be the most successful of the S.C.A. promotions with a good entry of 67. Sad perhaps that the Bognor C.C. did not enter. Is it perhaps that all their fast times on fast courses do not come so good on the local courses in more 'domestic competition'.

From a Worthing point of view it was good to see us back as champions. It was however again disappointing that Nick Lelliott was unable to ride. Nick has we know done some extremely fast rides, not least the 22 minute evening ten only three days before the S.C.A. Championship, and we know that he is capable of beating the best the County has to offer. What is a shame is that some of the other clubs in the area do not get the opportunity of seeing him in action. There are some who are beginning to think that Nick is



afraid to fall to local talent. I hope that before many weeks Nick will take the opportunity of riding locally to silence these thoughts.

Armed with timekeepers time I viewed events from the halfway point and the championship looked to be well in our hands at this stage. Mike Venner 30.35 led the way with Dave Funnell slightly down at 31.0 and Mick Morgan, Central Sussex and Alan Orman level on 31.15. Only other rider inside 32 was G. Jackson of Brighton Mitre on 31.40. Second half times were in most cases fractionally faster but the cross wind was probably responsible for the even nature of most rides.

Worthing times, and here note particularly that of young George Matthews, were:-

| <u>Name</u>     | <u>Team</u> | <u>Time</u> |
|-----------------|-------------|-------------|
| Mike Poland     | B.3         | 1. 9.28     |
| Gsaba Sajo      | B.1         | 1. 6.13     |
| Alan Orman      | A           | 1. 2.13     |
| Roger Hughes    | B.1         | 1. 5.30     |
| Dave Funnell    | A           | 1. 2. 3.    |
| Ray Douglass    | B.3         | 1.10.58     |
| Keith Dodman,   | A           | 1. 5. 9.    |
| Tony Flumm      | B.2         | 1. 8.55     |
| John Mansell    | B.3         | 1.10.13     |
| Mike Venner     | A.          | 1. 6.45     |
| George Matthews | B.2         | 1. 5. 1.    |
| Colin Miller    | A           | 1. 4.14.    |
| Duncan Bethell  | B.1         | 1. 6. 0.    |
| Paul Davis      | B.2         | 1. 6.32.    |



## CLUB CIRCUIT EVENT MARCH 1969

Fantastic, arctic conditions left those worthy competitors to complete the course looking like caricatures of Jack Frost, and their bikes looking as though indeed they must belong to this character. How so many managed to finish and to record such very good times was quite amazing.

The course, twice circuits Long Furlong, Arundel Road and Findon Valley with the starting and finishing leg between Sompting Church and Offington. It was from the top of the Downs that the icy fog rolled down to envelop all and to deter the mere mortals who gave best to the conditions.

Promising early season fitness was demonstrated by quite a number and several riders must be looking for a personal best season after their performances.

For the first event of the new season the support was good and the new racing Secretary, Tony Palmer and his Assistant Ray Douglass are to be congratulated on the turn out and on the efficiency of the organisation.

| <u>Result:</u> |                | Handicap-<br>Allowance | Actual Time |
|----------------|----------------|------------------------|-------------|
| 1st            | Nick Lelliott  | 1 min.45 sec           | 54.43       |
| 2nd            | Mick Venner    | Scratch                | 55.42       |
| 3rd            | Paul Fish      | 6 min 5 sec            | 58.43       |
| 4th            | Duncan Bethell | 7 min50 sec            | 1. 0.36     |
| 5th            | Bob Walden     | 10 min                 | 1. 2.57     |
| 6th            | Tony Rotheram  | 7 min50 sec            | 1. 4. 3.    |



|      |                 |             |          |
|------|-----------------|-------------|----------|
| 7th  | George Matthews | 9 min       | 1. 4. 7. |
| 8th  | Bob Weitner     | 10 min      | 1. 5.16  |
| 9th  | Tony Flumm      | 7 min 25sec | 1. 5.27  |
| 10th | Mike Poland     | 8 min 10sec | 1. 5.35  |
| 11th | Nigel Barlow    | 10 min      | 1. 6.45  |
| 12th | Bob Minchin     | 10min       | 1.15.38  |

#### Handicap Winner

Paul Fish net time 52 min. 38 secs.

.. .. .

#### SPOT THE ENGLISH PLACE NAMES

#### Solution to the Spring Edition Puzzle

1. 'of peace have no' Peacehaven
2. 'The Battleship Graf' Battle
3. 'ball on Donald's' London
4. 'such a bright one' Brighton
5. 'beware of the' Ware
6. 'here for dancing' Hereford
7. 'at sea for days' Seaford
8. 'to read in Germany' Reading
9. 'jumped over the' Dover
10. 'box for delivery' Oxford
11. 'now or thin garments' Worthing
12. 'rider by a clear' Derby
13. 'Stop rest on' Preston
14. 'was hit chin one' Hitchin
15. 'best O.K. everything' Stoke
16. 'kind or kin gives' Dorking



## CLUB 2-UP, MARCH 1969

Unfortunately due to some 'administrative' difficulties the report on this event has been lost. With apologies therefore we print merely the result with our congratulations to the winners.

|     |                               |          |
|-----|-------------------------------|----------|
| 1st | Allan Orman/Colin Miller      | 1. 1.53  |
| 2nd | Dave Funnell/Csaba Sajo       | 1. 3.38  |
| 3rd | Dave Hasler/John Lucas        | 1. 5. 2. |
| 4th | Geogge Matthews/Bob Minchin   | 1. 8.43  |
| 5th | Paul Davis/Pete Langridge     | 1. 9. 9  |
| 6th | John Mansell/Tony Palmer      | 1.16.50  |
| 7th | Steve Richards/Allan Matthews | 1.17.42  |

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## THOSE ANCIENT RECORDS AGAIN

13th August 1931

Resolved that as the minutes of the previous meeting had been lost they could not be read and passed.

2nd July 1935

Resolved that the timekeeper should start races on time, or as soon as he got there.

The logic of those days is astounding don't you think.

(Ed.)



## YE OLDE MASONS ARMS

The counties in the South West have always been favourite with me, and on more than one occasion whilst travelling the A.35 between Lyme Regis and Sidmouth I have seen a small sign half hidden by trees pointing to Branscombe. Either because I was too tired or perhaps because I wanted to push on to some pre-arranged digs I never took this turning to explore this place.

Just three years ago, however, travelling I'm afraid, on four wheels, I made the time and went along to discover one of the quaintest little villages in the whole of beautiful South Devon.

The approach is through a narrow lane running the full length of a steep valley that dips right down to the waters edge.

The Village has a lovely and ancient church with a fine Norman Tower, there is a rare atmosphere of tranquility about the place.

The greatest appeal was, however, to me Ye Olde Masons Arms, and this not simply for the thoughts of a few cool beers, although the benefit of those I can vouch for. Everything speaks antiquity, for the Inn must be as old as the main building of the Church itself. It is easy to see its origin: a row of



linked stone cottages: it is stepped downwards there are three separate entrances each crowned with a beehive thatched cone. The Inn is creeper covered and in front a wide terrane where you can sit at tables beneath more beehive thatched canopies and observe the life of this hamlet.

Within the Inn is cool in Summer and warm in the cold winter days for its stone walls are at least two feet thick and the ceilings are very low. Looking from the windows at the Inn sign you will read 'Now ye toil not' advice offered, or a plain statement? Whichever way you consider it, you will have little difficulty in accepting it.

I am glad I at last found the time to visit this jewel of a place, it all goes to show just how much you can miss by not making those short detours through the lanes or indeed by planning too rigidly a days tour.

#### CAMERA

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#### APOLOGY

John Mansell has pointed out that our Spring Issue omitted in the report on the Observation Ride, that he had finished equal on points with Chris Beckingham. Sorry about that.

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## SUSSEX DIVISION BCF ROAD RACE CHAMPIONSHIP

At 12.15 on Sunday May 18th, thirty five cyclists set off from Rushlake Green for this year's championship, consisting of seven laps of a  $10\frac{3}{4}$  mile circuit. The weather seemed to have reverted to its early February standard of icy rain and cold winds numbing the arms and legs.

The first lap was covered with the bunch remaining intact except for the first few victims of the puncture bug. In fact punctures accounted for the majority of the non-finishers.

On one of the climbs on lap two Cliff Sharpe (Eastbourne) and Alan Temple (Bognor) rode smoothly away to open up a fair gap. Howard Burrell and Don Awcock (Central Sussex) and Allan Orman and Adrian Jones (Crawley) gave chase through Punnetts Town to make contact just after Warblington Church. This group worked quite well but the bunch was active and all had regrouped after a few miles. There was another similar break soon after and although this was bigger and included many of the potential winners they were again pulled back. A complete lap now, with the field, apart from a few stragglers in one main group.

On the main climb on lap five George Clare (East Grinstead) Mick Venner and Cliff Sharpe rode away quickly opening up a good lead. The attitude of the bunch now, feeling less enthusiastic perhaps, was hopefully that the break would come back. For this reason the gap stretched to one min. On receipt of this information the bunch reacted and with hard work from those still with hopes of personal glory the lead was



whittled away and it looked at the end of lap six as though a sprint finish would decide all the placings. The three man break may well have succeeded if Cliff Sharpe, always a tower of strength, had not had the bad luck to puncture.

Suddenly, however, George Clare took off alone as though motor assisted and Mick Venner cracked and dropped back into the field. The race as far as the bunch was concerned, was now for second place. Dave Funnell used his considerable experience in attacking at the right place and time to take himself clear and only last year's champion Trevor Budgen (East Grinstead) could get his wheel.

George Clare won by the magnificent margin of one and a half minutes, and Trevor Budgen out sprinted Dave for second place.

#### The Result.

- 1st George Clare (East Grinstead)
- 2nd Trevor Budgen (East Grinstead)
- 3rd Dave Funnell (Worthing)
- 4th Howard Burrell (Central Sussex)
- 5th Don Awcock (Central Sussex)
- 6th John Stonham (Brighton Premier)
- 7th Allan Orman (Worthing)
- 8th Maurice Colburn (Eastbourne)
- 9th Mick Venner (Worthing)
- 10th Colin Miller (Worthing)

Dave Hasler and John Lucas were victims of punctures and Tony Rotheram and Duncan Bethell did not finish.

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## JOHN LUCAS

(See Action Photo Opposite)

John started as a 'time tester' but now prefers Road racing and track. A member of the Brighton Excelsior Club from 1959 he joined the Excelsior in 1961.

His Personal bests are: Time Trialing

|           |                          |
|-----------|--------------------------|
| 10 miles  | 24 mins. 23 secs.        |
| 25 miles  | 1 hr. 0 mins. 03 secs.   |
| 30 miles  | 1 hr. 14 mins. 46 secs.  |
| 50 miles  | 2 hrs. 5 mins. 25 secs.  |
| 100 miles | 4 hrs. 46 mins. 20 secs. |
| 12 hr.    | 211 miles.               |

### Track

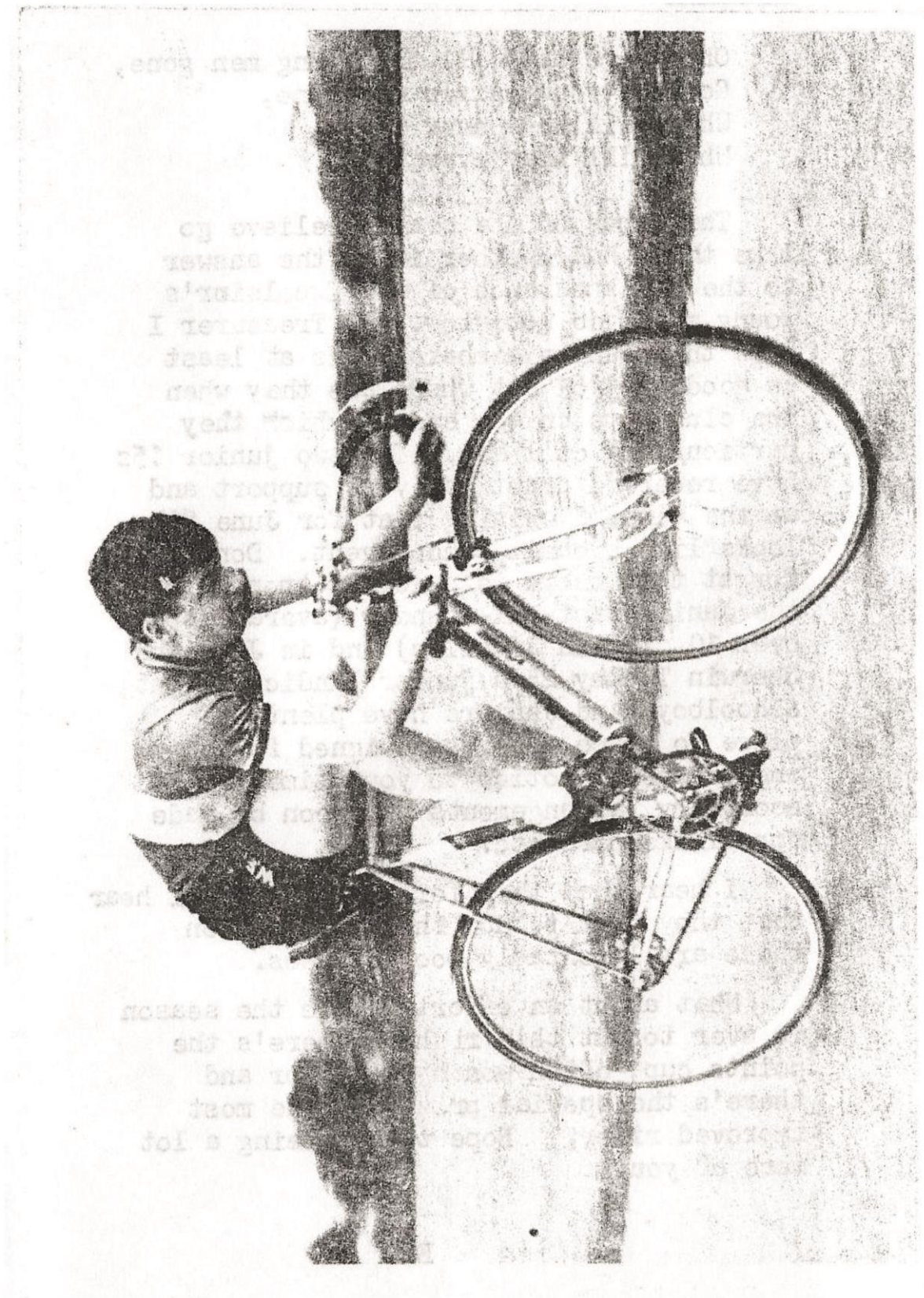
Sussex 1000 meters champion 1964  
Sussex 5 mile champion 1965  
Sussex 10 mile champion 1965  
4 times member of Excelsior Sussex Pursuit team.

### Road Racing

Sussex Road Race championship  
3rd three times  
4th once  
5th once  
6th once  
Winner Eastbourne Spring Road Race 1963  
Winner Surrey St. Christophers Event 1966

John feels he has plenty of racing left in him yet but admits that if he was to get hitched then there would have to be a break.







EDDYTORR

Oh. where have all the young men gone,  
Gone to young girls everyone,  
When will they ever learn,  
When will they ever learn.

The words of the song I believe go like that, but whether it is the answer to the disappearance of the Excelsior's young men I do not know. As Treasurer I know that junior membership is at least as good as 1968 but where are they when the club puts on the events which they particularly call for. The two junior 15s have received practically no support and at the time of writing that for June 8th looks like becoming a non-event. Don't forget that there is a lovely trophy for the Junior best all-rounder (average speed over 10, 15 and 25 miles) and in July the Sherwin Trophy 25 a junior handicap event, Schoolboys and Juniors have plenty of place to place records designed for them and on proper notice to your time trials secretary, arrangements can soon be made for timekeepers etc.

I hear that they forgot to enter, I hear that they didn't know the event was on these are lamentably poor excuses.

What about an effort before the season is over to put this right. There's the points cup, often won by a junior and there's the special prize for the most improved rider. Hope to be seeing a lot more of you.

Ed.



