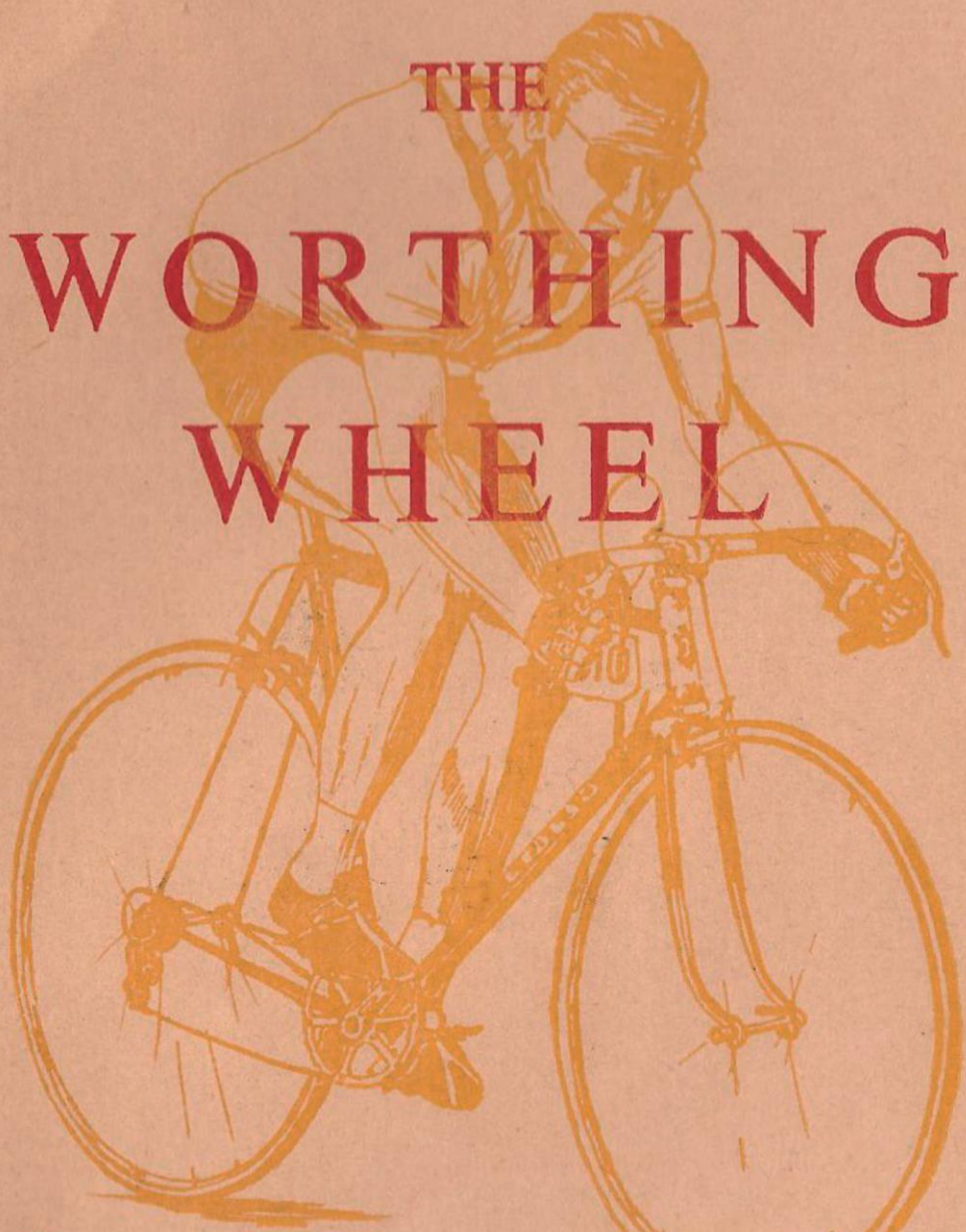


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# THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

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THE WORTHING WHEEL

The Journal of  
the  
WORTHING EXCELSIOR CYCLING CLUB

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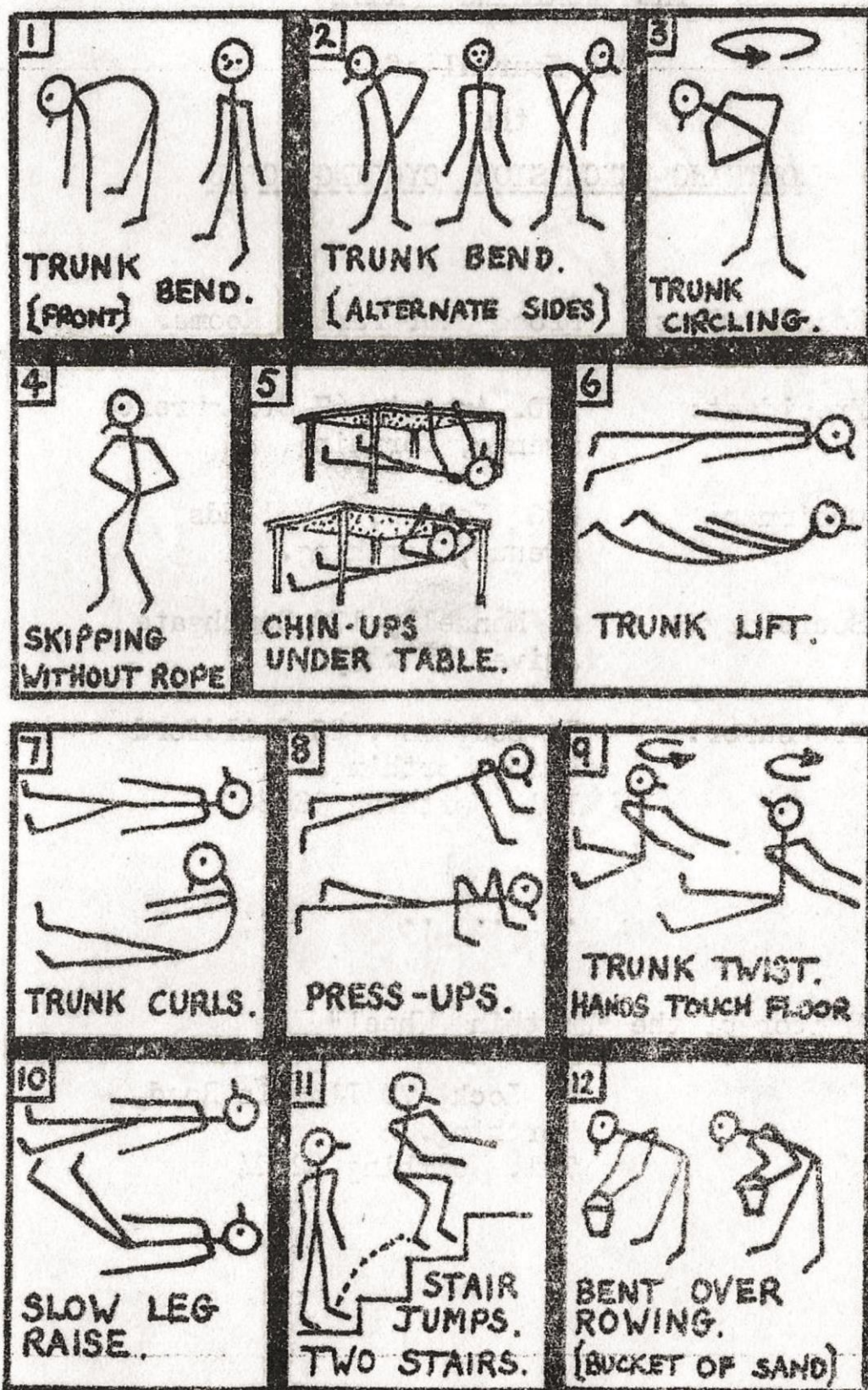
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Editor of the "Worthing Wheel"

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# GENERAL MOBILITY AND MODIFIED CIRCUIT EXERCISES FOR USE AT HOME.



1.2.3.6.7.11 / 10 REPS    4 / 30 REPS    5.8.10. MAX  
12 / 20 REPS    9 / 12 REPS.



## TOUR OF MID WALES

WHITSUN, 1971

This year the party consisted of John Mansell Keith Dodman, Ray Douglass, Don Lock, Pete Brooker and myself. The area of our tour was to be Central Wales and we reached Upton upon Severn the starting point for our tour by car on the Friday night. By doing this it gave us four days of touring on completely new territory.

After a good nights rest and well filled with breakfast we set off in the direction of the Malvern Hills, the weather was good and we kept to the lanes as often as we could. Then skirting the Malverns we headed towards Hereford which was to be our stop for dinner. After dinner we took the road to Abergavenny still doing our very best to keep to the lanes, it was along this part of the route that John had a mad fit of the "sprints", three miles further on the reason became clear, John had been sprinting for the Welsh border sign. Not long afterwards it began to rain and capes were donned for the push on to Abergavenny, and then to Gilwern a small village on the west side of Abergavenny, this was to be our resting place for the night, we were pleased that we had booked the digs earlier in the day. With the rain pouring down it was good to get in the dry.

The following morning proved to be better though rain was threatening, we left Gilwern and headed north west following the River Usk, rain again began to fall and we arrived in Brecon rather damp. We stopped for coffee and decided



to make for Llandovery for dinner, it was a good ride along the main road from Brecon to Llandovery and we arrived in good time for dinner. Dinner over we had a look round the town, paid a visit to the Brecon Beacons Information Office and booked our digs by telephone at Pontrhydfendigard. We decided to take the hard route from Llandovery to Pontrhydfendigard and it involved following a route over the Black mountains. When asking about the route in a Cafe in Llanwrtyd Wells we were told it was the most difficult route to cycle over, and included the Devil's Staircase. Well, we tackled the route, and one by one we fell by the wayside, only Keith managed to cycle over all of the climbs even the Devil was crushed under his determined assault.

After some glorious views from the top we descended to Tregar n and we headed north to our destination for the day. During the evening we discussed our route for the following day. Ray suggested a track across the mountains to the Clarwen Dam, others thought the main road the best way....in the morning in warm sunshine we duly set off, along Ray's route, of course, in the direction of the Reservoir. The road soon deteriorated into a track and we were dismounting to ford mountain streams. It was a wonderful ride, no traffic, beautiful unspoilt views, and the feeling of being free from the cluttered environment which we so often have to bear. We eventually reached the Clarwen and had good views right down the valley. At the Dam we were faced again with the evils of our civilization; there were cars everywhere.

We were indeed grateful that because of our mode of travel we had been able to experience countryside which was unavailable to the confirmed motorist. From the Clarwen



Dam we made for Rhayader and promptly found a cafe for dinner. Friends of Jim and Con were visited whilst in Rhayader and then we made our way in the direction of Ludlow which was to be our stop that night. We took the main road as far as Knighton and then along the byways for a very pleasant run into this lovely Shropshire town. We found after some searching a pub offering good digs, and, a truly welcome surprise, reduced rates for cyclists. The following morning we had a good look round. The town with its Castle and many fine half timbered houses is very interesting. The weather was again good and we set off on this our final day hoping to reach Worcester by dinner. We again avoided all the main roads and found the lanes traffic free and most enjoyable. We arrived in Worcester with a good appetite but our cafe selection was a disaster and the certain establishment will not be blessed with our business any more.

We left the City and headed along the last leg of our tour back to Upton, arriving in good time to prepare ourselves for the journey back to Worthing.

To sum up, I think it was a most successful trip, spent in a very attractive area with good weather and first class company.

To some it was a helpful boost in preparing for the 24; to another it was like riding an event, after all he had been training for the tour! to another it was just to reminisce of one's achievements, like a 24 on one chocolate biscuit! and finally to one, it was at times, nothing more than a combat of strength, after all he did beat the devil and on his own staircase at that!

Many thanks to you all for a very enjoyable four days awheel.

Tony Hill



## MYSTERY CORRESPONDENT

Now signing itself "The Hooded Terror" our anonymous correspondent finds itself unable to fault the Summer Issue; praise indeed.

The notepaper was that of The Lygon Arms, Broadway, Worcestershire.

The envelope was of the Hotel Florida, Rua Duque de Palmela, Lisboa.

The envelope was posted in Bexleyheath Kent on 10th August 1971.

Any ideas anyone?

.....

## R.T.T.C. AWARD SCHEME

Very few seem to be aware of this scheme which seems to us to be very worth while.

Awards in the forms of Gold Silver and Bronze medals are offered to Juniors upon reaching certain standards over 10 and 25 miles. We have several young riders quite capable of reaching the levels required and they might like to have the details:-

1. The awards can only be competed for by members of affiliated clubs.
2. An entrant has to submit an entry form with fee of 50p. to the award Secretary: D.W. Brunwin, 1. The Avenue, Brentwood.



3. Only times recorded in Open or Association events will count. Qualifiers may be asked to provide proof of their performances and date of birth.
4. Entrants under 15 will need to ride two 10's. Boys between 15 and 16 will have to ride two 10's and one 25. Juniors between 16 and 18 will need two 10's and two 25's. Times qualify up to the entrants birthday. Each qualifying time will count separately and the times cannot be added together.
5. Entrants may compete in as many events as they wish to obtain their qualifying rides counting only the best of their performances.
6. A claim for an award shall be made on a special form which must reach the Awards Secretary within one month after the competitors birthday.

The standards are:

	<u>Bronze</u>	<u>Silver</u>	<u>Gold</u>
<u>Under 14 years of</u> <u>age in 2 10 mile</u> events must beat	31.00	29.00	27.00
<u>Under 15 years of</u> <u>age in 2 10 mile</u> events must beat	29.00	27.30	26.00
<u>Under 16 years of</u> <u>age in 2 10 mile</u> events and 1 25 mile event must beat	28.00 72.00	26.30 68.00	25.00 64.00



Under 17 years  
of age in 2 10's  
and 2 25's must  
beat

27.00	25.30	24.00
70.00	66.00	62.00

Under 18 years  
of age in 2 10's  
and 2 25's must  
beat

26.00	24.30	23.00
67.00	63.30	60.00

.....

### SUSSEX CYCLISTS ASSOCIATION

#### 25 MILE CHAMPIONSHIP

22nd AUGUST 1971

The Sussex Cyclist's Association 25 mile Championship did not attract as large an entry as the Association would have liked but the quality of the field was high and competition was keen.

On what was generally considered by the riders to be a hard morning it was National Class rider Cliff Sharp of the Eastbourne Rovers Cycling Club who proved himself to be without doubt the fastest man in Sussex. His time of 59.14 was two minutes too good for Mick Venner who finished second in the nevertheless excellent time of 1.1.16. R.Lipscombe of Central Sussex took third place with a ride of 1.2.30.



Held on the course from Withy Patch at the back of Shoreham Airfield out to Angmering and then back, but via Findon Roundabout, the east and west directions were troubled by cross winds and the ride up through Findon Valley was the usual agony stretch, where many riders were to lose considerable time.

It may be that this will be the last time that the Championship can be held on this course for traffic lights planned for the Thomas A' Becket cross roads will no doubt be in position before next season. One thing that will please riders about a move to a new course would be a chance of better road conditions. The surface within Worthing Borough of the existing course is really atrocious.

Other Worthing times in the Championship were:

George Matthews	1. 2.49
Grahame Barnes	1. 5.55.
Eddy Kneen	1. 6.57.
Rob Parker	1. 7.12.
Mike Poland	1. 8.18
Harry Beasley	1. 9.13.
Don Lock	1.10.51
(5½ mins late start)	
Tony Palmer	1.12.48
Mrs. Nicky Parker	1.17.52.

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## CLUB 30 MILE CHAMPIONSHIP

1st August 1971

Held on the local course, which consists of the 25 mile course with five miles over the Adur Bridge and back added at the end, the Club's 30 mile Championship was won in fine style by Mick Venner. This hard climb at the end may have deterred Colin Miller and Keith Dodman from finishing, although Keith had ridden a hard fifty the afternoon before, but it had no affect on the performance of the Club's fastest pair. Mick's time of 1.12.59 was a great effort and again George Matthews his ever close rival has to be content with second spot. George's time was a good ride in 1.14.51. Third place went to Steve Richards although there was a large gap in the time to his 1.20.19.

Other times were:-

Grahame Barnes	1.21.19.
Peter Reeves	1.21.54.
Ray Douglass	1.23.59.
Kevin Bishop	1.24.00.
Clive Roberts	1.25.12.
Derek Pearce	1.29.39.
Chris Moore	1.30.29.

The Handicap prize went to Clive Roberts who is one of the Club's most promising youngsters. He has a neat and economical style which with greater strength should give him continual improvement next season.

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"THEY REALLY ARE A PAIR"

With apologies to Cyril Fletcher, Odd Ode.

No. 1.

He crossed this field in dark of night,  
He could not see he had no light,  
Roar was loud, thudding hooves came near,  
But Jim stood firm he knew no fear.  
With cap he gave the cow a blow,  
And told her just where she could go,  
T'was only at the dawn so full,  
That Jim found out he'd struck a bull!

- - - -

No. 2.

Our Connie, not one to hike,  
Went to Worthing on her bike,  
Found a spot and there did park it,  
Opposite to Portland Market.  
Shopping here and there about,  
Left our Connie quite worn out,  
With getting home upon her mind,  
Caught a bus and left bike behind!



CLAPSHAW 25 8th AUGUST 1971

The weather was fine for the Clapshaw event on 8th August and 13 members had entered all hoping to win the handicap trophy.

Pete Reeves was the scratchman, understandably after his recent "59", Mike Poland had entered hoping to upset the handicappers by winning the trophy for the umpteenth time. Grahame Barnes and Kevin Bishop, surprisingly the only juniors entered, who had both done good rides in the 10 mile series were there with a chance. Paul Davis, Geoff Allibone and Alan Matthews were making their own rare appearances in 25 mile competition, although everybody had doubts about their training methods at "The Cricketers". John Mansell, an infrequent performer over 25 miles, and Ray Douglass riding on his home course for a change, Eddy Kneen, Pete Langridge, Tony Palmer and Colin Miller completed the field.

The first man to appear before Chairman Charlie Lednor our timekeeper for the event, was Geoff Allibone, next was Eddy Kneen arriving in his usual rush 2 minutes before the off. John Mansell was soon off after him in hot pursuit as he disappeared out of sight beyond Lancing Manor Roundabout. Ray was without a minute man when Colin Miller was D.N.S. Pete Langridge was off one minute in front of Tony Palmer who was carrying his own 14 stone handicap let alone the 9.54 allowance (how on earth do they arrive at 54 secs? Mike Poland sat nervously on his machine at the start thinking of that shining trophy that might appear on his sideboard next to the



other one. Alan Matthews who was off behind him had very much the same thoughts and started strongly only to find the going very hard for his state of fitness and retiring after 15 miles. The last three riders, the two juniors and a revitalised Paul Davis, left Charlie on his own at Withy Patch, last seen shouting "Reeves" in the general direction of Worthing only to assume five minutes later that scratchman Pete was another D.N.S.

The faster men in the field were easily noticeable by the first turn, Eddy Kneen and John Mansell were soon out on their own having caught Geoff Allibone on route. Grahame Barnes was riding strongly and had caught Alan Matthews by Thomas A'Becket with Paul Davis close behind. Ray and myself and Pete Langridge were all evenly spaced out at about one minute intervals, until I punctured and after 15 miles Pete pulled away from Ray to beat him by 39 seconds.

First to reach the patient timekeeper was Eddy Kneen to record a personal best 1.5.3., John Mansell arrived next having put 25 miles of tarmac under his wheels in 1.6.22. and with an allowance of 9.18 gave him an unbeatable net time of 57.4. Ray and Pete finished just in front of Geoff who just failed to beat evens by 59 secs. Grahame Barnes was second fastest in 1.6.1. but this was not good enough for a handicap award. Paul Davis surprised himself and others, but not the handicapper, with his 1.7.23 on fixed gear. Kevin Bishop finished in 1.9.0. I came in at the back of the field after puncturing twice and having a passing bird make its mark, probably in disgust, on the



top of my head, and recorded 1.17.48.

So John Mansell won by a mere 9 seconds from Paul Davis and third was Eddy. Ray finished in 1.9.9. and Pete Langridge in 1.8.30. Mike was home in 1.7.50 with a long face. Well think of all that money spent on silver polish for nothing.....

Tony Palmer

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### THE COUNTRYSIDE COMMISSION

The need to get away from it all is as much a part of the conduct of any pleasure cycling, as of any other other means of appreciating what remains of our beautiful Island.

I therefore started to read the booklet "The Countryside Commission" with more interest than I would perhaps approach the majority of booklets turned out for or on behalf of "the establishment".

An early paragraph informed me that there are ten National Parks; they are, in order of creation; Peak District, Lake District, Snowdonia, Dartmoor, Pembrokeshire Coast, North York Moors, Yorkshire Dales, Exmoor, Northumberland and Brecon Beacons. These Parks in fact covering nearly one tenth of the whole area of England and Wales and approximately one tenth of the coastline of England and Wales.



The Commission draw up proposals for establishing continuous rights of way along which the public may make long journeys on foot, or on horseback or bicycle where the route is a bridle-way. Three of these paths are complete: the Pennine Way running 250 miles from Derbyshire to Scotland, the 93 miles Cleveland Way in Yorkshire and the Pembrokeshire Coast Path, which extends 167 miles. Eight more have been approved: Offa's Dyke Path, our own South Downs Way, North Downs Way, and five sections of the South West Peninsula Coast Path made up by Dorset, Somerset Devon and Cornwall.

In addition to the 5258 square miles of National Parks there are 4464 square miles designated as Areas of Outstanding Natural Beauty and these include, in south east England, Surrey Hills, East Hampshire, Isle of Wight, Chichester Harbour, Sussex Downs and Kent Downs.

One of the most encouraging aspects of the Commissions work in recent times has been the scheme for managing visitor traffic in the Goyt Valley in the Peak District. The narrow roads in this beautiful area are closed to cars at Summer weekends and new car parks have been provided at its entries. A minibus will take walkers in if required, but cyclists are free to proceed on their way undisturbed by nose to tail motorists. This is a tremendous idea which has apparently been well accepted and the experiment may well lead to other schemes being introduced.

A final paragraph deals with the cost and the fact that this is only approximately 2p. a head of population each year seems to me ridiculously low. It is a measure of the neglect



which has so far stunted the provision for our ever increasing leisure time.

An interesting little book, but I wonder how much more interesting it would be if we were all paying 4 p. per annum?

Don.

### 1971 TEN MILE SERIES

The 1971 series finished on 19th August after the competition had run for 16 weeks, this was an increase of two in the number of events over the previous year. The events for the Frank Hill Trophy were held on the local Sompting by pass and Adur Bridge course, now known by the R.T.T.C. number G.913. and proved to be very popular among the Club riders. As can be seen from the figures below however, there was a decrease in the total number of individual rides despite the two additional events. The number of Junior rides was up and this was encouraging for the series had been originally planned with the younger members in mind. More riders than before completed the competition which consists of the four best rides for juniors and the six best for seniors. The definition of "best" is however "placings" rather than "time".

Mick Venner was the winner of the 1971 series with six wins to aggregate an unbeatable 6 points. This was his first overall win since the Club have been putting on these series of events. Only 4 points behind was



junior Grahame Barnes and in third place was previous winner George Matthews. These three and many others produced personal best performances during this years events.

Statistics:-

	<u>1970</u>	<u>1971</u>
Number of events	14	16
Number of Club riders	187	169
Number of Junior riders (club only)	73	80
Maximum number of riders at one event	18	18
Minimum number of riders at one event	6	4
Average number of riders per event	12.25	10.50
Fastest performance	23.2 R.G. Matthews	22.29 R.G. Matthews M. Venner
Fastest Junior performance	23.2 R.G. Matthews	24.6 G. Barnes
Maximum number of rides by one person	13 R.G. Matthews R. Sparks	14 G. Barnes
Number of riders completing competition	13	15
Number of junior riders completing competition	6	8

Overall result

1st	M. Venner	6 points	
2nd	G. Barnes	10 "	Junior
3rd	R. Matthews	10 "	
4th	D. Lock	11 "	
5th	P. Reeves	11 "	
6th	R. Sparks	16 "	"



7th	K. Bishop	17	points	Junior
8th	C. Roberts	20	"	"
9th	P. Hampton	23	"	"
10th	S. Richards	23	"	"
11th	A. Hill	26	"	
12th	M. Poland	40	"	
13th	D. Pearce	41	"	"
14th	R. Smith	45	"	"
15th	P. Ward	54	"	"

Tony Palmer

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#### WINTER RIDING AND HOW WE

#### SHOULD BE DRESSED

With the colder weather coming and with the hope in the racing men that their winter pleasure riding will be a basic preparation for next season, we must make sure that we properly protect ourselves against the elements. It would of course be nice if we could call in at our local Holdsworthy Agent and purchase a completely new rig-out, shoes, socks, trousers, sweaters etc., but most of us will have to make do with what we have. How then shall we dress to best advantage and what particular points should we bear in mind?



One recommendation is that next to the skin wool is preferable to nylon and many top riders will be wearing old fashioned long woollen combinations during their winter training.

Shoes are important they should be comfortable, not too tight and those lightweight perforated racing shoes should really be put away until next spring. The lined bootees are very worthwhile if they can be afforded.

Long socks of course rather than short ones and again wool is better than nylon or other manmade fibres.

Always wear long trousers, it is silly to "be brave" in cold conditions. Shorts are ideal in warm weather but muscles do not like the cold and you will do yourself no good wearing them in the winter months. Hold the trousers up by braces rather than being belted up round the middle. This will help avoid the band of sweat that so frequently forms at the waist.

Keep sweaters pinned to the tops of the trousers if there is any tendency for them to ride up, for a gap between trousers and sweater near the small of the back should definitely be avoided. Thick sweaters three or four if necessary are better than anoraks for they allow the body to breath. A sheet of brown paper between the sweaters at both the back and front will keep you wonderfully warm in the most severe cold.

A scarf and a beret and mitts rather than gloves should complete your outfit. There is still time to get yourself prepared.

See you around, keep warm.

Don.



## TABBIEGALK

A trio of three members of the Club Excelsio of Worthine Cyclo have on Saturdays recent past in the morning, forenoon, a.m., before lunch, journeyed forth or fifth, the three of them that is, in directios varios. Reasons doubtless devios have taken them walky on the feeties as much as turning of the whirlies across routes and ways new and interesty. Leaving cumfy bye byes and snuggle up to Pillow at an hour so early they racing might stupidly be going but no. Covering perhaps five twent or thirt miles with drovely links half the way roundy, a most enjollyball couple of houroes.

Ideas of discoverus, findus or other-wise sorty out roundabouty ridies off the beaten bashed and well twodden twack have taken the intrepid four or was it three to Telyscombe, Southeasy, Glynde (Opera)bourne, Ring-ma, Lew(castle)es and on tuther days Stinkin, Ashurst and Chickenfield, and most recento excurso diverso or tripout called at or past through, Dyvals Dick, Saddlescombo, Pinings, Fredburton, Blackystone, Alborno and Hiccupsted.

Much enjoyee change from the puff puff gruht and awfully agony of the 5,4,3,2,1 offee early morning gut straining. And lookee forward to more simlo run rounds in Auty and Winty months

Byesee bye.....

Nut case



## 12 HOUR REPORT

The Club and Sussex 12 hour championships were, again, this year incorporated with the Southern Counties event held on 5th September. The 43 entries contained 14 Sussex riders including 5 Worthing members - Mick Venner, Chris Woodcock, John Mansell, Keith Dodman and Don Lock.

Apart from any individual successes the Club had two main objectives - firstly to retain the Counties 12 hour Trophy which we won in 1970 and secondly for the last three riders named above to finish and beat the Kentish Wheelers by  $3\frac{1}{2}$  miles thus enabling us to win the Counties B.A.R. team title for the year.

Our aspirations to the first objective received a disappointing setback, however, when Mick due to a debilitating leg injury was unable to start. Our remaining four representatives together with 33 other starters departed at their allotted times into the still, but rather chilly early morning air - Don arming himself against the cold by shoving 3000 entry forms up his jumper.

The course circumnavigating Gatwick Airport, went north to Reigate then retraced through Crawley and Horsham to a double lap of the dreaded Cowfold - Dale Hill - Bolney circuit where the "undelights" of this undulating road were shrouded but nevertheless accentuated by an all-enveloping cloak of damp cold and extremely dense fog. During this two hour period it was difficult, if not impossible for the riders to follow the progress of the race - indeed, so quickly was the mist settling on John's glasses, that he was able to see more



with them off than on. However, as the field emerged from the fog bank after their two laps it became apparent that Don had caught Chris for 8 minutes and dropped him by a further 2, and that Keith had caught John, also for 8 minutes, but had failed to drop him by more than about 100 yards.

The field was beginning to swelter in the hot, still conditions which now prevailed until the finish of the event and it was at this stage when the assistance of the motorised helpers began to prove invaluable to the riders.

The 100 mile check was reached at the Adversane turn where Don was turned in 4-49, lying sixth. Keith was some 7 minutes slower and in 10th place. John was now 1 minute behind Keith on the road and 16 minutes down on Don in 20th place and Chris was a further 5 minutes back and 24th.

The route retraced through Horsham via Alfold to the northernmost point at Shalford and it was on this stretch where Keith and John, once more together, were spied, obviously relishing the bright green lollies they were clutching - it was unfortunate for them that this was the very time Robin Johnson of Brighton Mitre chose to hammer past them and gleefully vanish into the distance.

On the mountain section between Shalford and Ellens Green, after 80 miles of hardly ever being out of each other's sight, John managed to drop Keith and by the turn was some  $2\frac{1}{2}$  minutes in front. At this point (155 miles) Don was third rider on the road, behind Adrian Jones (Crawley Wheelers) and Den Grady (Bec. C.C.) who, with a commanding lead of approximately 25 minutes was certain of individual victory in the Counties event.



The long (45 miles) trek back to the finishing circuit saw John at last catching Chris who was engaged in an enthralling dual with 76 year old Aubrey Wenman, and, much to his great delight recatching Robin J. - who was not now looking quite so gleeful. It also unfortunately saw the end of Keith's hope when he was compelled to retire just before Horsham (180 miles) - shattered but at the same time proving that he is only "human".

Don, reached the finishing circuit in second position 27 minutes behind Grady and was thus leading the Sussex contenders but, unable to sustain his final effort, he faded to 4th place with a total of 235.77 miles, Adrian Jones just edging him out of the Sussex Championship by .360 of a mile.

There was another very close result in the team section for when John's total of 227.18 for 10th place had, together with Chris's effort of 216.29 and 22nd position been added to Don's mileage we were just .460 miles short of the Kentish Wheelers winning distance of 679.70 miles.

Summing up - this year we failed in our team twin objectives but next year????

John Mansell

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## WORTHING EXCELSIOR CYCLING CLUB

### THE 1971 OPEN 25

#### 3rd OCTOBER

Nothing seemed to go right for this event. Even before the day there had been problems and disappointments. Nigel Barlow down in the R.T.T.C. Handbook as promoter had had to seek a substitute in mid-season and the Club were lucky to find Tony Hill stepping in to the breach. Had however Tony been in charge from the start maybe we should have got that Campag Trophy application in a little earlier. Three years running we had applied for this and three times we were unsuccessful, the pill was however harder to swallow this year when our neighbours Brighton Mitre were awarded the event. We do not know whether our application was accepted or not but would it have compared favourably with a £155 prize list as offered by the Brighton Club? For safety as much as anything else the course was changed from the usual G931 to the Horsham Road G935. We were rewarded for this by thick fog and an accident to one competitor which resulted in his being carted off to Worthing Hospital with a broken shoulder blade and a broken collar bone. It also meant of course, that the Police had to be called in.

The start sheet was frankly, also disappointing. with only 69 entries when we have previously always exceeded 90



On the credit side was a faultless organisation on the day; the course was well marshalled, the refreshments excellently provided, and the result board was once again easily the best of any event of the season. Thanks are also due to Charlie Janman and Brian Cox of Bognor Regis C.C. who handled the watches and Arthur Linnington who produced the handicap.

The weather reduced the field to only 47 starters and of these a further four did not complete the course. With very little wind the riders fought hard both ways in the damp and depressing conditions and were given no assistance in either direction. At the turn Cliff Sharp of Eastbourne Rovers in 29.mins.44secs. Dave Eldridge of the Delta Road Club in 29.55 and favourite Dennis Brown of the Portsmouth C.C. in 29.38 were the only riders to beat half an hour, although Worthing's Mick Venner was well there in exactly 30.00. In most cases the return journey times were very similar to those for the trip up to Broadbridge Heath and the leading positions were unaltered at 25 miles. Dennis Brown had returned in a tremendous 29.1 to record 58.37, Cliff Sharp had lost a further 39 seconds but finished comfortably in second place with 59.22. Dave Eldridge was just outside the hour in 1.0.1. and Mick Venner, losing a little on the return, finished fourth in 1.2.9.

In the team event the chances of many of the competing Clubs disappeared with the non starting or non finishing of the individual riders, and several faster teams fell by the wayside. This left a close fight between two local Clubs, Eastbourne Rovers and Worthing. Don Lock finishing in 1.4.22 and Chris Woodcock 1.7.21 were the other counters behind Mick in



the Club team and they were just fast enough to secure the team prize for the second year running. The margin over Eastbourne, just 27 seconds.

Other Worthing times:-

Eddy Kneen	1. 8.43
Steve Richards	1.10.46
Tony Hill	1.11.36
Tony Palmer	1.12.31
Geoff Allibone	1.20.11.

Plans are in hand for a new look event in 1972, currently the ideas are that it should be in the afternoon, on a Saturday and in June. Let us all give it our fullest support.

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#### CLUB HARDRIDERS, OCTOBER 10th 1971

One advantage in having produced a Club Mag for four years is the easy reference to past performances, and the Hardriders event makes interesting comparisons over the years.

The 1971 event held on that same tortuous course, from Worthing to Arundel, through Storrington and Amberley over Whiteways and then retrace, was blessed with an excellent morning for viewing and a reasonable one for racing. For those with extra racing vests, expecting mist and cold the sun was very warm, and for those less than really fit the south



westerly wind was troublesome on the way out but some assistance on the climb out of Arundel.

Twelve riders including most of the Club's faster riders had entered and this popular event looked set to once again provide keen competition. Keith Dodman, whose last three outings in this event have seen him placed 1st, 2nd and 3rd, was first away from timekeeper Charlie Lednor. Despite having no one to chase he was away strongly and obviously intent on preserving, if not ~~im~~proving on that record. Trophy Holder and event record holder Mick Venner brought up the rear, and his smooth powerful action was soon set upon the task of cutting through the field. At Arundel Keith was way out in front, and riding comfortably up Whiteways was obviously up on all his opponents with the possible exception of Mick Venner. Behind these two came two other riders also very close on time, George Matthews and Don Lock, they were at about  $1\frac{1}{2}$  minutes. Eddy Kneen who had had some trouble with his finger caught in the chain! and Kevin Bishop who despite the vocal efforts of both Tony Palmer and Don Lock managed to go off course for a couple of hundred yards at Storrington, were next although only a fraction ahead of Mike Poland. Mike another consistent performer in this event was well ahead of Chris Woodcock and Tony Palmer. Graham Barnes never going well decided to D.N.F. and sought a lift home.

On the fast descent of Houghton and the wind assisted stretch back to Storrington Keith could not apparently find the speed he wanted and was to lose time. Mick Venner moved into a clear



lead by almost 2 minutes at Amberley. George without much training lately was dropping back and Don was improving on Keith.

The final stretch saw Keith home with a time which he found a little disappointing 1.35.25. George Matthews had been caught by Don but in typical roadman style won the sprint to the line. Don's effort had brought him quite close to Keith but not close enough and he had to be content with 1.36.2. George was credited with 1.38.1. Now was the wait for Mick and it was not a long one, he was soon in sight and finishing strongly returned 1.33.10. A comfortable win even though nearly  $3\frac{1}{2}$  minutes outside that 1970 record, a point which the others might bear in mind for conditions were not perhaps as fast.

Eddy Kneen despite a bloody finger found the event most enjoyable and just pipped young Kevin Bishop, finishing in 1.42.20. A fine ride by young Kevin saw him home in 1.42.42. Mike Poland was next in 1.44.17. Chris Woodcock 1.49.6. and Tony Palmer 1.49.57. brought up the rear.

In the handicap a rare result gave a dead heat with both Keith and Mick Venner on 1.33.10. Third was Eddy in 1.33.30 and fourth was Kevin 1.33.42. A credit to the handicapper.



## ANTI - GRAVITY FLOP?

The rather contradictory heading does however seem appropriate for this year's Club Hill Climb Championship.

There was only a small number of entries but there were enough to make a reasonable event, and there was a fair quality of entry to indicate that there would be no walk over for the holder, Mick Venner.

The British climate, which had provided a month of really lovely weather, just when we thought the summer had gone suddenly turned on the "winter" for this event. Absolutely torrential rain for some hours before the event deterred all but three from turning up at the foot of Steyning Bostal. It was a good job that there was a 100% turn out of timekeepers; they were nearly as plentiful as riders. The start was delayed for half an hour in the hope of some improvement but to no avail.....  
"and the rain it kept a 'raining...."

John Mansell could see no sense in drowning whilst not at sea, but to ensure "an event" (there must be three riders, Club rule) jumped on Mick Venner's machine and rode three yards to a D.N.F. at a personal cost of 15p.

Mick Venner, with that Trophy at stake rode to the top to report on the view; it took him 4 minutes. 55. 3/5ths seconds and then got lost in the clouds. Steve Richards bravely also ascended, in 6 minutes 10 seconds as though in some final spasm of energy before the Social season.



## FRENCH TOURLET

Thursday 7th October saw Tony Flumm and myself on the Newhaven Dieppe Ferry on-route for a few days on the RIGHT side of the road. At Dieppe due to late arrival of boat we managed to miss the train to Paris so we had a 2 hour tour round the town to pass the time before the next train, arriving in the Capital at 8.30. From here a 10 mile ride out to the Youth Hostel at Rueil Malmaison where we stayed for two nights.

On the Friday we did the sights of Paris visiting Eiffel Tower, Notre Dame, and Sacre Coeur. We decided the French are such fast cyclists because of the mopeds buzzing about all over the place. they make such ideal pacers! On that afternoon we also visited the Palace and Gardens at Versailles, we managed to get round the Concorde and Arc de Triomphe without getting knocked off.

On Saturday we enjoyed a pleasant day's cycling to Rouen some 135 k.m. (about 80 miles to you) through the numerous French lanes away from the traffic. We also managed a couple of miles of rough stuff which always makes a journey more interesting.

We pottered through the lanes and forest tracks north of Rouen on the Sunday in a zig zag route towards Dieppe, coming out on the coast road about 10 miles from the town. This area, is in parts, very similar to the Beachy Head area.

We departed from Dieppe nearly an hour late and got in to Newhaven at 11.45. So what more could you ask for than a strong head wind all the way home.

Dave Hudson.



## TEAM RECORDS

### 25 Miles

Pete Reeves  
Don Lock  
Tony Hill

3. 0.20

### 30 Miles

Alan Orman  
John Lucas  
Dave Funnell

3.40.45

### 50 Miles

Dave Funnell  
Don Lock  
Tom Lednor

6.24.27

### 100 Miles

Gerry Atterbury  
Don Lock  
Ray Douglass

13.31.59

### 12 Hours

Dave Funnell  
Don Lock  
John Mansell

728 Miles



CLUBCOMPETITIONRECORDS

As at 30th September, 1971

SOLE BICYCLE

25 Miles	Nick Lelliott	56.01
30 Miles	Alan Orman	1.12.00
50 Miles	Dave Funnell	2. 0.06.
100 Miles	Dave Funnell	4.21.24.
12 Hours	John Antram	249m.838y.
24 Hours	Don Lock	428.54m.
Hardriders.	Mick Venner	1.29.44
Hill Climb (Steypning Bostal)	Mick Venner	4.15.

.....

TRICYCLE

25 Miles	John Mansell	1. 4.41.
30 Miles	" "	1.20.51.
50 Miles	" "	2.16.18.
100 Miles	" "	4.21.24
12 Hours	" "	221.31m.
Hardriders	" "	1.49.35.



72 Roedean Road  
Worthing. ,  
Sussex.

October, 1971

Dear Editor,

I hope by writing this letter that it will do some good, the message I think is quite clear.

Acting as Event Secretary this year I did my best to make the event a success, many people willingly contributed and on this score I have no complaints at all only praise. My grumble is to the active riders of the Club who had to be pressganged or had no intention of riding in their own Open 25. I find it very difficult to understand how anyone can belong to a Club, be an active racing man and not support such an event.

It is true to say that if we all did the taking life would soon reach a very low ebb, fortunately there are always people who are prepared to give. All I am asking from our so called Club Members? is more support especially on occasions such as our Open 25.

Remember that the Club looks after and provides for you all the year round, is it too much to ask for you to return one of those days, I think not. Lets then see a change of heart in 1972; make it a year to be remembered; make it an event to be remembered.

Tony Hill



COLIN MILLER

(see photo opposite)

Colin started his cycling as recently as 1965 and only then because a friend wanted a companion for a proposed holiday in the Isle of Man. The diet of T.T. races gave Colin an urge for competition but we should be grateful that this had to be without engines. He joined the Worthing Excelsior and was soon showing promise over short distance time trials. His first 25 was 1 hour 7 minutes.

Recently married and now working away from home Colin is not able to ride as frequently as he would like but still turns out for short distance time trials and road races. He also competes on the track at Preston Park's Wednesday evening promotions when he can.

Many times he has taken places in Club Championships but apart from a win with Alan Orman in the 2-up 25 he has never managed to fill that first spot.

Colin's best performances are:-

10 miles	24.50
15 miles	39.04
25 miles	1. 1.51
30 miles	1.17.40
50 miles	2.11.12.

Colin also now promotes our annual Road Race.







EDDY TORR

COMMON - means among other things - ordinary,  
- vulgar.

MARKET - means a place to sell ones wares.

On those thoughts I'm not sure that I wish to join, but if we do will there be any affect on our sport?

I believe that there will be and that in the long term the effect will be considerable. There will be more Continentals in this Country probably than ever before and that must surely influence the development of the sport. More continental riders and more continental interest will effect the promotions and the public interest, maybe even yet we shall see the closure of public roads for events as the rule rather than the exception.

Without passports toing and froing across the Channel will be easier; there will be more inter competition with the continentals and there will be greater opportunity to learn from them and thrash them. When the Channel Tunnel comes into being we in the south may find ourselves in even greater contact with the French and Belgian riders.

How about all those expensive items of equipment too, all those French, Belgian and Italian accessories, they should be cheaper with the abolition of those tariffs that have meant riding back from the continent with eight racing jerseys on!

Of course we may have to have the Treaty of Rome printed on our entry forms.....

Don.



