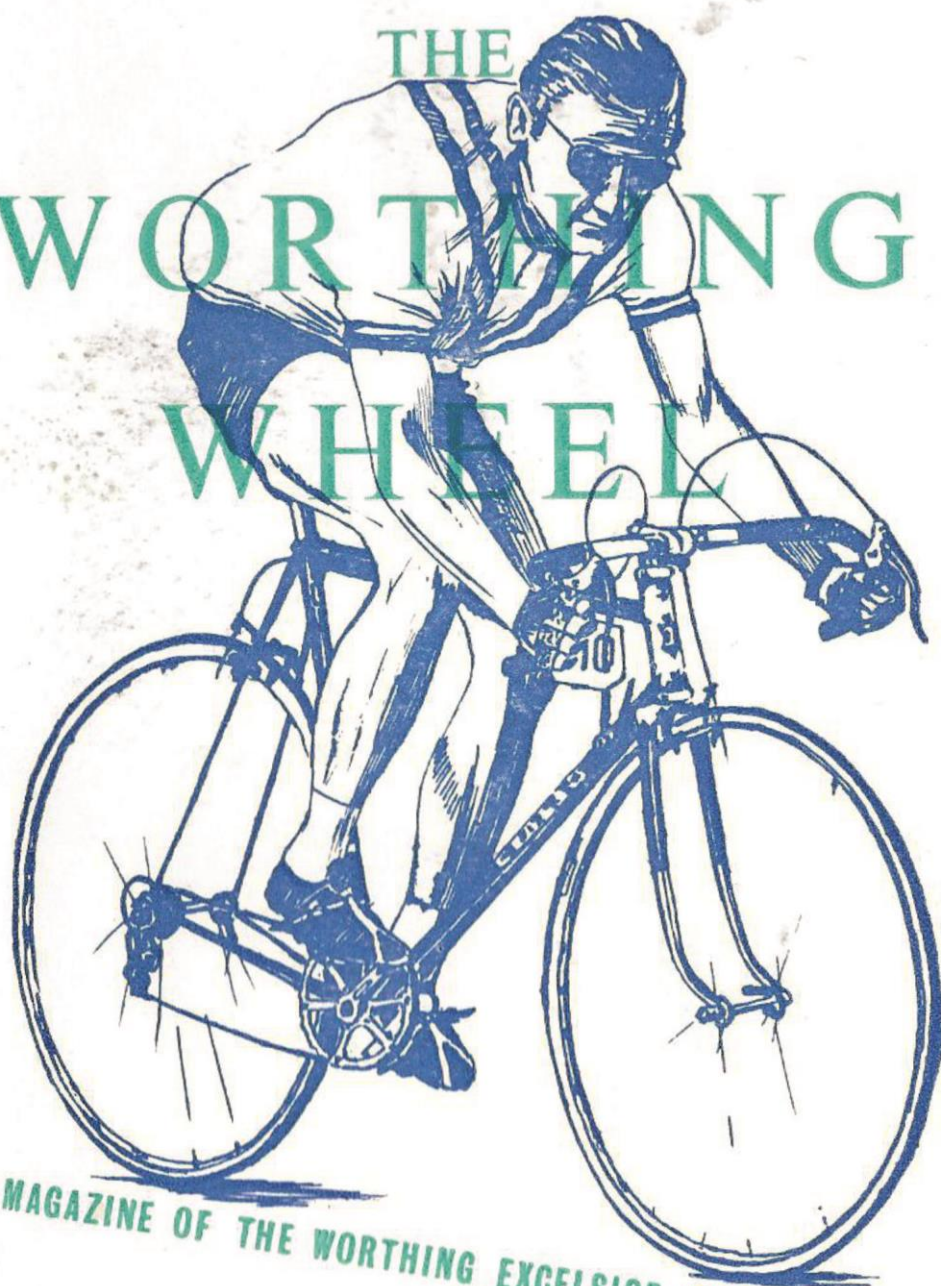


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THE WORTHING WHEEL



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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BEST FOOT FORWARD

Cyclist's do not generally take kindly to walking, and there are those who would struggle against the fiercest climbs, in an effort to save shoe leather, but in everything there is the exception. Ray Douglass is quite taken to walking especially when snow makes roads less than safe, and there is something very exhilarating about striding across the fields or downs in such conditions. I believe however that it is not very frequently found that a racing cyclist is also a racing walker.

Do you know, who in your Club does road walking nearly every weekend in the winter months? Do you know who it is that thinks nothing of walking up to 25 miles a week in racing and training?

Colin Miller, yes, "Big Col" he is the one, keeps very quiet about it doesn't he! and it was only through a chance remark that we became aware of his ability and interest in this other sport. Colin is a member of the Brighton and Hove Athletic Club and competes in road events nearly every weekend, in their colours, between October and February. The distances are usually 7 or 10 miles and his ambition is to get under the hour. It is apparently very much on a par with a 60 minute 25, in Cycling, to do a 60 minute 7 in road walking. The records are also very similar with Engers and Cottingham around 50 minutes and Paul Nihill covering 7 in 49.

Colin walks in and around the Brighton area and it is understood that the Club's old 10 mile course on the Ashurst Road is one course on which walking events also are regularly held. He also travels farther afield on occasions and has walked in good class London area events. An interesting point is that there appears to be no limit to the size of the field that is allowed. In one event Colin says there were no less than 386 starters!

Handicaps, known as 'Yacht' handicaps, where the slower walkers go away first, and the faster ones last, are it seems his speciality, and several awards have gone into the Miller home from his successes.

Is anyone else an active participant in any other form of sport or competition? We would be interested to hear about it.

S.C.A. LUNCHEON AND PRIZE PRESENTATION

The final occasion of the 1971/72 Social season in the Sussex County cycling scene was enacted on Sunday 23rd January. The Annual Luncheon and Prize Presentation of the Sussex Cyclist's Association was held once again at the Royal Coach at Shoreham.

Worthing Excelsior Cycling Club members out in force to support the occasion, and their own prize winners, were determined to arrive with a healthy appetite, and set off at 9 a.m. from the Clubroom for the Shoreham Lunch at 1.30 p.m. They did, however, head north west, rather than east, and after an enjoyable ride through the lanes, took elevenses at Pulborough. Dave Hudson found a route through Findon, Washington, Rock Roundabout, West Chiltington, Nutbourne, Gay Street, North Heath, Codmore Hill and finally after most of the members were lost, down to Pulborough from the north! It was another very devious route and again a most pleasant one, through the winter countryside on a mild morning, that found them back at Shoreham just after 1 p.m. Don't think that we had not done many miles; measure it out on a map, the way back was, Marehill, Nutbourne Common, West Chiltington, Thakeham, Ashington, almost north to Dial Post and then east through to Ashurst, Steyning then Coombes and finally across Shoreham Airport.

With Pete Reeves and George testing each other out with sprints up every hill and for every sign, plus a couple of punctures, the morning was really quite full.

The Luncheon was a good gathering of Cyclists from all over the County with a sprinkling from over the borders. These included Pete Swetman of the East Surrey Road Club who proposed the toast to the future success of the Association, in his usual comic/serious style. Ken Stevens replied, recalling Association events of the late 1940's mentioning an event at that time including riders, Dennis Lednor, and Derek Powell. Experienced speaker, our worthy Chairman Charlie Lednor proposed the toast to the Prizewinners, and on their behalf Don Lock replied. Both these speakers commented on the lack of new and younger faces with some regret.

Pete Reeves and Tony Hill received medals and certificates for last years S.C.A. racing. George Matthews collected on behalf of the Club the 25 mile Team Championship Trophy. Keith Dodman was awarded the Trophy for the Individual 50 miles Championship and Don Lock the Best All Rounder Cup.

Roger Smallman, Ray Douglass and Mike Poland also attended and Mike who once at this lunch downed the water that the flowers were in (somebody said it was Vodka) behaved himself well this time, although eyebrows were raised when he excused himself from the room on no less than three occasions.

Bearded Tony Hill crowned the proceedings when he received some after shave and shaving soap for his win in the raffle.

OPEN "25" 10th June, 1972

In its efforts to restore this event to its place as one of the County's foremost promotions your Committee has, as is now generally known, brought the date forward, from the usual end of season October Sunday to the above date right in the middle of summer. This is also a change of day to Saturday and a change of start time to evening, with first man away at 5 o'clock.

Evening runs on this Horsham road course, as many of you local riders will know, can frequently be very advantageous, with the prevailing south or south westerly wind dropping away to nothing as the evening goes by. The conditions could help produce some fast times.

A boost was doubtless given to the course by the rides of the stars in last year's 'Campag' event, and if riders of the same calibre can be attracted again then there is no reason why even faster times can't be recorded.

The most tremendous boost however to the Club's efforts for the event has come through the most willing and generous financial contribution of Ron Mills Cycles who are making a gift to the Club of no less than £25. The General Committee has decided that this amount will be used entirely in making a really first class prize list and so enable the Club to attract those top riders from London and farther afield.

It surely only needs now the 100% support of every club member to guarantee success.

"RELIABILITY 50" 27th FEB. 1972

"Promoter beaten again" "Exile from Germany roars off the front". These might well be headlines for this report. Brian Weir again measured the course and organised this annual pre-season event for the Club, and in an effort to curb the "too easy" comments of previous years, had really toughened up the route. The exile off the front? Yes, that was Pete Andrews, long standing member of the Club but resident for some years now in Germany. Pete rode up Race Hill in Brighton and later confided in me that he "did not know what had happened to the others"! This must have left the remainder of the group thinking of revising their training schedules to something like Pete's 20 miles per week.

The Clubroom, east to Preston Circus Brighton up Race Hill, on to Woodingdean, down to Rottingdean, along the coast to Newhaven, north nearly to Lewes, west along A.27 to Coldean Lane, up to Ditchling Beacon and back to finish at Sompting via Clayton Hill, Pyecombe, Poynings Edburton Bramber and up the dreaded Bostal. That was the tortuous course that Brian had devised. The four hour riders, Graham Barnes, Ray Douglass, Eddy Kneen, John Lucas, Richard Shipton, Colin Miller and Pete Andrews, were away at 9 a.m. The three and a half hours riders George Matthews, Pete Reeves and myself left at 9.30 and apparently with the one aim of catching the others as quickly as possible.

The groups merged in the area of Kingston near Lewes, but apart from some, intent, it appears on reaching Steyning by opening time, most kept to their own speed, and all were home well within their respective standards.

Weather conditions were mild and misty with only light north easterly winds and were really quite ideal for the riders. One of these years Brian's course wherever it is will be regarded somewhat differently, a fierce icy gale and perhaps a couple of inches of snow on the roads. I bet that would make a difference, and don't give in on that occasion Brian and cancel it, that will be the year you win. I only hope that I've not entered that's all.

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CLUB CIRCUIT EVENT

5th March, 1972

Extreme conditions once again hit this event to make it very much a survival of the fittest. In recent years it has always been cold, sometimes arctic, and frequently there have been those biting north easterlies, but not for many years has there been such a wicked combination of cold and pouring rain. The wind, a moderate north east was the least of the worries.

It was the usual course starting and finishing by the crossroads near to Sompting Church, with two circuits of the Long Furlong triangle. The drag up Findon Valley was into the moderate wind and the climb to the top of the Furlong and the descent to Clapham was wind assisted. On the highest point of the course on the second time round it was snow more than rain that the competitors were fighting through.

The event record stands to Nick Lelliot who set a time of 54 minutes 43 seconds in the 1969 event, but any ride within the hour has always been a good one and has usually ensured a place in the first three. 1972 was no exception to this and it was once again George Matthews who led the way.

George's ride was only a few seconds slower than in 1971 and his time, 56 minutes 48 seconds was a strong effort. Tony Hill and Don Lock renewed their previous close scraps and Tony proved the fittest by the closest possible margin beating Don by just one second. This after Don had had Tony in his sights on the road for most of the event. Tony's time, his best ever on the course, was 59 minutes 27 seconds. His plans for a really good season have been given a tremendous boost by this early performance.

Eddy Kneen with a handicap allowance of 6 minutes 35 seconds rode into fourth place with a very promising time of 1 hour 2 minutes 7 seconds and deservedly won first handicap award.

Final finisher was Colin Miller, using the event as a training run and clocking 1 hour 7 minutes 15 seconds. Steve Richards and Kevin Bishop retired after one lap and Graham Barnes called it a day with only a couple of miles to go. Such were the conditions of the morning.

The event generally was not so well supported as in other years.

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R.T.T.C. NATIONAL 50 MILE

CHAMPIONSHIP

It is certainly a very long while since a National Championship event, other than the 24 hour has been held so close to Worthing. It is probably the first time that such a Championship has entered the Borough boundaries. June 25th is the date and on that Sunday morning the London South District Council of the Road Time Trials Council promote the 50 mile championship with start and finish at Washington.

Considerable planning has already gone on to try and ensure a first class promotion to do credit to the sport in this area. There is no doubt that competition of the very highest class will produce rides in the region of 1 hour 50 to 1 hour 54; and this despite local riders doubts about the course.

The start at Washington is from the southern end (the top) of the By-pass, and the route is firstly south to Offington then east to the roundabout at the far end of the Adur Bridge/Shoreham By-pass. The course then retraces through the start, and north to the Warnham roundabout at the northern end of the Horsham By-pass, before returning south to finish at a point near Rock cross roads, north of the roundabout at the north end of the Washington By-pass. All right so it's a man's course! but isn't that what championships are all about? There is in any event a free hill for at no point do you have to climb the Washington By-pass.

The area of Washington Village is where result board, refreshments parking and general congregation is planned. Let us hope that conditions are good, there could be a turn out at the finish to rival the championships held in the Midlands and the north.

The Club is to sponsor a team entry in the Championship and it is to be hoped that there will not only be a readiness to ride if selected, but, indeed, that there will be competition for such selection. We should be able to field three or more riders whose form and previous performances would ensure their acceptance even in the event of a full field.

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TOURING THIS SUMMER?

If you are, please don't forget to jot down a few notes and let us have the story for Autumn or Winter Editions.

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CONGRATULATIONS

We are pleased to be able to announce the birth of a boy, JEREMY, to ANN and TONY PALMER. Obviously taking after his mother and not Tony's 14 stone, Jeremy weighed in at a mere 4 lbs 1 oz. Date of birth was 1972. At the time of going to press both Mother and baby are doing fine.

GUERNSEY COCKTAIL

All the following ingredients appear necessary. At least sixty different liquers and preferably at least two of each. Most beers or ciders or other long drink intoxicants. As many cyclists as possible; the opportunity of some road racing, time trials, and a hill climb and of course some attractive "birds".

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The main party met at Shoreham; Geoff Allibone, Pete Reeves, Chris Woodcock, Kevin Bishop and George Mathews (riders), Chris's Dad (Manager) and myself (Masseur). A beer before the flight, or for Geoff who was facing his first flight, a couple of scotches, and then up and away in the Tiger Moth, (Pioneer actually).

Allan Reynard the enthusiastic event organiser was at the airport to welcome us on arrival, and did everything to see us off safely to our digs. A very nice touch which was extended to all riders. Paul Davis and Pete Langridge were already there having flown over earlier from Portsmouth.

We were welcomed at the digs by Mrs. Duquemen with coffee and sandwiches. The accommodation overlooked the bay and St. Peter Port. On the first pub crawl we obviously picked the wrong establishments ending up at the De La Rue Bar, known locally as the Irish Embassy, for reasons that were immediately apparent. Geoff left his cigarette case on the bar, and when we came to leave it had gone. Geoff having downed a few turned to look straight at six Irish navvies and said "Someone nicked me fag case", exit rapidly the rest of the party (nine of us) leaving Geoff and the six bristling navvies. The navvies were

friendly enough and treated Geoff with the disdain that only six against one can. After this Pete gave Geoff his case which he had kindly removed for safety! More trouble in the queue for chicken and chips where Geoff was challenged to a punch up. Geoff promptly said "I take you on mate, I'm a black belt karate expert," and produced his B.C.F. Licence to prove it. In case further proof was needed he proceeded to put his cigarette out on his tongue.

Thursday saw the lads out training while the managers did a spot of sightseeing. We picked Steve Richards up from the Airport in the afternoon and our party was complete. We split up after dinner, five going to find the Guernsey C.C. Club Room, unsuccessfully and the others going after crumpet successfully. Not having found the club room we found a friendly pub, a jeberg, called L'Auberge Divette which overlooked the bay and surrounding islands. The Landlord had a stock of some 60 different liquers and was quite an authority. Some mug suggested a game of jacks for liquers (I think the Landlord not such a mug). At 11 o'clock Kevin was very merry, Geoff and Chris lighter in pocket and myself as sober as a judge.

The 25 started in a moderate force four at 9a.m. on the Friday morning. The early enthusiasm of the lads was quickly disappearing as we watched from our vantage point halfway to the turn. Kev was first through and gave us a wave, he seemed to be making steady progress. George arrived in a grim determined effort and Geoff followed with corporation neatly folded around his top tube. He was chasing the handicap award with a generous allowance of 19 minutes and was very keen to catch Hilary Nickless (a Central Sussex girl that kept the lads buzzing all weekend). Paul was through rolling a big gear and quickly folkwed by Chris his usual ebullient self with a cheery good morning. That left Steve and

the two Pete's at the back of the field of 63 with scratchman Dave Whitehouse in between. Steve looked unhappy (too many cornflakes) Pete L passed, out to prove the rumour of a 1.3.0. in south Wales. Last of all Pete R. (The Buccaneer) on the tail of his minute man. The expressions were different on the way back into a real leg bender. Apart from this the slower speeds and the fact that Chris for once did not speak, things seemed about the same. Oh! and Geoff, deciding he was carrying too much weight, threw his pump off. At the finish George had recorded an excellent 1.3.21 for 5th place. Pete R. 1.8.44 (not happy) but just pipped Pete L. 1.8.56. Paul won a double scotch with 1.10.13 to beat Steve 1.13.29., but was not so pleased to learn of Kev's 1.10.12. Geoff held the rest up with his 1.27.6. Whitehouse made history winning in 58.26, being the first man under the hour on this hilly and twisty course.

On the way back there was a frantic struggle for Hilary's company and in the excitement wheels touched and George's looked so bad he threw it over his shoulder and over the sea wall. When it was suggested that the hub was worth something, George scrambled the 30 feet down to collect.

We were out in the afternoon to the Hill Climb on the notorious Val-de-terres. 860 yards 1 in 6 average with some sharp 1 in 4's and hairpins. George did well, 6th this time in 2.20 2/5. Kev took 2nd Junior prize with 2.33 4/5. Other times, Pete R. 2.35 2/5 Chris 2.37 1/5 Steve 2.47 2/5 and Pete L. 2.56.

After this we cleaned up for Geoff's 22nd Birthday party. The party got off to a good start with a game of jacks, yours truly won, having drunk most and paid the least. Meanwhile George and the two Pete's spent the evening in the race for Hilary

which George led at the end. Steve and Paul managed to drag in a couple of local colleens. Chris, broke a record by joining the party at 8.30 and was carried out at 9.25, that's probably the only 55 he'll ever do. It broke up about 12 and George and I taxied Hilary back to her digs. After this we did a rather hair raising car trip round the Island, to turn in eventually, very late indeed.

Saturday dawned wet and windy for the 9 a.m. start of the 10 mile event. Chris was still inebriated and his singing was changed to a scream as he lost control of his bike and crashed. Not much damage fortunately. On the advice of Paul Bennett (a drunken Wessex man), as a hangover cure, Chris then walked fully clothed into the sea; up to his knees anyway. Apparently it didn't work for he was still wandering about in a daze two hours later. He was marked up on the result board, along with Geoff, as D.N.D. (drunk and disorderly). To the serious side of the event, George could only manage 26.11 and Pete R. 27.14. Steve collapsed with knee trouble after two miles, while Paul's bike collapsed. after 100 yards. It was here that Paul set up a record for bike throwing, he achieved a summit of 12 ft. and a projectory of 9 ft. 6 ins. Pete R. also enhanced the Club's reputation on the Island by doing a complete somersault over the handlebars at 3 m.p.h. He seemed unaffected though and continued twittering away whilst laying on his nose.

Another clean up and then we took over a chinese restaurant (14 of us) for lunch. From lunch on to the bowling alley, Hilary's charms were obviously causing George some problems and he quite lost control of his bowling! We split up during the evening and arrived back at varying times between 11 and 1 a.m.

The Sunday morning Road Races were scheduled for 7 a.m. In the junior / 3rds event Kevin rode very well and unleashed a tremendous sprint to gain a fine 2nd place, Pete Reeves was sixth. Hilary's brother ran out of gutter and caused a spectacular pile up, but fortunately no one seriously hurt.

The senior race was run at a very fast pace. George had the bad luck to puncture with 6 miles to go. He'd been in a strong position and eventually finished 11 th. Of the other riders Pete L. was drunk and Chris was lapped.

On the way back to the digs George consolidated his lead in the Hilary stakes. In the afternoon the managers visited the small chapel, built entirely of broken china and also the famous underground hospital both very interesting.

The afternoon events consisted of two events on the 400 yard Go-Cart track complete with 90 degree bends and adverse cambers. Our interest was solely in the Senior event. and after Pete L. had come a cropper, the interest was in that George man again. Hoping to repeat last year's performance of lapping the field he attacked from the gun, but was quickly joined by Dave Bishop and Tony Culver who, in gratitude, dropped him. Meanwhile the bunch was strung out in a long single file. George was struggling to keep in contact for after being dropped by 20 yards made tremendous efforts to get up, only to be shaken off again. If only he could follow a wheel! With 25 laps to go George was lying third but only 20 yards in front of the leaders, the rest having been lapped. At this point the commentator announced a box of cigars if he could stay away. This was quickly followed by several other offers and within a few laps the total had reached £3.25. George was still holding them off, his eyes going round like a cash register. The lads were spread round the

track screaming at him and with the crowd right behind him George was doing the ride of his life, lap by lap, the gap yo-yoed but, a yard at a time, it widened until in the last three laps it had reached 8 seconds. Dave Bishop (based on the continent) won the sprint from Tony Culver of Tour of Britain fame. George however received the tremendous applause of the crowd and was quickly surrounded by his enthusiastic teammates. His booty from the event £4.75, against the winners £3.

That evening the main event of the weekend, the presentation dinner. The cross toasting was of the highest order with a needle match between Alan Stronge of the Redmond and Cycling's Mike Gambling. Stronge won 16-15. Worthing Excelsior took the team event. After a film show of last year's events and a sing song it was back to digs for a nightcap, we managed to squeeze 8 into the car, an Austin 1300. A few of the local lads came along and our hosts were pleased to keep the bar open until 4 a.m. George finally won the Hilary stakes and walked her the four miles back to her digs. He returned at 3.30 a.m. with his suit plastered in mud. He maintains he had climbed The Val-de-Terres on his hands and knees.....

The next morning we were all D.N.D. from the 2 up 25, but we drove out to let everyone know that peace had not yet returned to their Island. In the skylarking that followed the event it cost the club £1 on a bet that Paul Bennett wouldn't go swimming and also Kevin somehow came to be locked in the boot of the car.

Another visit to the Bowling alley passed a pleasant hour or two in the afternoon. That evening believe it or not, we played scrabble until the early hours.

Tuesday was spent shopping and taxi-ing Steve, Paul and Pete L. to their departure points. After another evening with our host we made our farewells. The couple had opened up for us specially and virtually gave us the run of the place. We caught the plane which dropped us down at Pompey and we were back (by Minibus) at Shoreham by 3 p.m.

All in all it was a very successful trip. Next year we have promised Maurice and Rita Duquenon (our hosts) that we will try and fill them up (20 beds). and Breakfast and evening meal £1.65 is cheap so make a note for next Easter, we might even do some racing!

Spider Funnell.

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RESULT OF THE WINTER EDITION PRIZE PUZZLE

Although this provoked a considerable amount of discussion only four efforts were finally produced to the Editor.

It had been indicated that there were 40 cycle parts hidden in the story, but many claimed to find more than this.

The winner Theo Puttick submitted a list of 100 although many of these I don't think even he hoped to get away with, the adjudicators allowed 43.

Our thanks again to the Gentleman who worked it out and donated the prize.

THAT MYSTERY CORRESPONDENT

Received this time in a plain envelope and on the notepaper of Rex Coley "Ragged Staff" of "Cycling" Journalist and Lecturer.

This revelation is to me quite flattering, for to find that our Mag is read and enjoyed by such a personality is most gratifying. At the same time I cringe at the thought of some of the grammar and spelling that he must have struggled through.

A copy of our quarterly is always sent to Cycling and the remarks under their "Magnet" column have always been kind. Perhaps we should thank Mr. Coley for that as well.

We find your interest Rex, I'm sure I can call you that, very encouraging to our journalistic efforts and we shall press on with renewed vigour.

Mind you we shall miss the anonymous mail, but club members and friends will be relieved that I shall pester them no longer as to their recent travels.

Don.

25 MILE CHAMPIONSHIP

&

SHERWIN JUNIOR TROPHY

9th APRIL, 1972

The first of this season's championships held on the Horsham Road course (G.935), (I put the R.T.T.C. Code just to remind myself), was blessed with the first calm morning for several Sundays. The temperature however was lower and the frequent visitor to this course, mist was again present in the Buck Barn area.

There was a small and disappointing entry for the Championship and a pathetic entry from the juniors for their own handicap trophy. The whole idea of this junior event is to encourage them; they have the handsome Sherwin Trophy to ride for and being decided on a handicap basis all have a good chance. There was some complaint that for a championship it was too early in the year, but the date was fixed well ahead and there is really no excuse on this account, it is after all the same for everyone.

I was down to defend the senior trophy won in 1971 when neither Mick Venner or George Matthews rode and on learning that this was the situation once again I will admit that I thought I had a chance. On later learning that George would be riding I felt that the odds were lengthening considerably. George was however taking part in the Club's Open Road Race promotion the previous after-

noon which should tire even George to some extent. I was out on the Road Race circuit and gave George every encouragement to really have a go. You can guess that my vocal efforts were not entirely for his benefit.

Eddy Kneen was first away from Tony Palmer (Timekeeper) and soon into his strong (90" is his favourite gear) style was pushing up through Ashington.

Ray Douglass, having his first outing of the racing season was next, moving off in that, "so comfortable" looking, long distance style.

I was away at number 3 and had my mind set on Eddy those two minutes up the road.

At the Broadbridge Heath turn I saw Colin and Graham Barnes, young Graham having obviously started very fast to have caught Colin. Kevin Bishop was ahead of these two but down on his junior rival Graham. I estimated that I had gained about $1\frac{1}{4}$ minutes on Eddy and also seemed to be up on Pete Reeves who had been last man off. George was heading north at a fast pace and there seemed little between us.

Although there was only the slightest of breezes now it was rising from the south west and I at least found the second $1\frac{3}{4}$ miles harder than the first.

Like a lunatic I shoved it into "101" over the final half mile and tried to finish like George does. It may have just paid off though, for my time was a mere 4 seconds faster than George who had had what turned out to be a fatal chain off losing him about 15 seconds.

Poor Graham had started well but Colin whom he had caught was getting stronger and began to pull away again. Added to this he punctured at Ashington on the return and lost his lead over Kevin for the Junior event.

Consolation for Ray's slowest ever 25 in 21 years racing; he rode with his wheel pulled hard over against the frame for the last 5 miles. He didn't look down, he thought it was his legs getting tired.

Full result:

1st	Don Lock	1. 4. 3.
2nd	George Matthews	1. 4. 7.
3rd	Eddy Kneen	1. 6.31
4th	Pete Reeves	1. 6.42.
5th	Colin Miller	1. 7.26.
6th	Kevin Bishop	1. 7.29.
7th	Ray Douglass	1.17.37.
8th	Graham Barnes	1.31.44.

Sherwin Trophy

1st. Kevin Bishop

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OPEN 50 MILE ROAD RACE

APRIL 8th, 1972

Third category rider A. Millard of the Charlotteville made a great success out of his visit to the Yapton circuit for the second promotion of this event by the Excelsior. He won in fine style and with this kind of performance must soon be re-classified.

The exposed and flat $4\frac{1}{2}$ mile circuit was blessed with warm sunshine, but as for last year's event, the wind was at gale force.

There was early excitement when from the six minute group of juniors B. Burgess of V.C. St. Raphael broke clear and over three laps built up a lead of something in the region of two minutes. This was ahead of a merging group of juniors and third category riders of whom Adrian Morris, Brighton Mitre and eventual winner A. Millard were prominent. At this stage also George Matthews and J. Kitching of the Redmon C.C. had bridged the gap from the third group off at three minutes.

For the next three circuits young Burgess gradually came back from his lone effort and was joined by A. Morris and A. Millard who had pulled clear of the first main group. These three worked well for a couple of laps but Millard realising he was strongest decided his effort must be made and with 20 miles to go he split the trio and Morris and Burgess were soon back with the chasers.

From the rear of the field the first category riders were beginning to show their strength and John Lyons of Morden was doing more than his fair share of work at the front.

By the 40 mile mark it was Lyons leading the main group, who noticeably were struggling to stay with him, and Millard still on his own and 2 minutes clear.

On the last two laps Lyons went after Millard pulling J. Kitching and A. Culver of the San Fairy Ann with him.

The Charlotteville rider was not however to be denied his piece of glory and finishing in fine style he was home a comfortable 1 minute 31 secs. clear. Lyons in the last two laps took 1 minute 40 secs, out of Kitching and Culver and these two had a great scrap for the third spot, which just went to Kitching by a wheel.

Young Burgess who struggled manfully over the latter stages finished in 11th place but was rewarded for his great effort with the best placed junior award.

George Matthews finished 8th and was the only one of the three Club starters to complete the course. Kevin Bishop rode extremely well with spirit and aggression and only lost final contact after 9 laps. With more stamina he must soon have more success. Pete Langride gave best to the conditions after about 30 miles.

The Club is indebted to Colin Miller and all others including members of other clubs who put in so much hard work in making the event an undoubted success.

RESULT

1st	A. Millard	Charlottesville
2nd	J. Lyons	Morden C.R.C.
3rd	J. Kitching	Redmon C.C.
4th	A. Culver	San Fairy Ann
5th	P. Lipscombe	Central Sussex
6th	R. Edmonds	Redmon C.C.
7th	P. Doocey	Bognor Regis
8th	George Matthews	
9th	J. Davidson,	Portsmouth
10th	L. Fry	Rufus Whs.
11th	B. Burgess	V.C. St. Raphael
12th	A. Needham	Rufus Whs.

Best Junior

B. Burgess

A NIGHT RIDE LEICESTER TO BOURNEMOUTH

It was in the August school holidays when yours truly at the advanced age of 13 undertook to cycle to Bournemouth from Leicester with an elderly friend of 14.

We set out after a feast prepared by Mum who somewhat reluctantly bade us farewell at 11.30 p.m. Like all night rides it rained but we made good time to Rugby where I was convinced I saw a Vicar complete with racing cycle and all the "gen" gear. Onwards we went to Banbury but somewhere along the way Mothers cooking began to play havoc with ones inner workings. To add to our fading morale I recall there was a radio mast with its proud red

light in our view for what seemed like hours. First it was on our left, then on the right, behind and blow me if it did not appear in front again. Little did I realise at the time that this was a preview of a Brian Weir tourist trial. Just before Banbury we saw one of those rare sights that can only be seen in the dark, as we sped down hill a railway train suddenly appeared coming straight for us. The mechanical monster was puffing and snorting and hurling blazing objects into the sky as if it were annoyed that we should witness its nocturnal travels. The thing and its glittering tail were soon passed us leaving us rather dazed and surprised to find ourselves still on the road and in darkness again.

Dawn broke as we descended into Banbury where we retired to the shelter of a Butchers shop doorway. None of those famous Banbury cakes for us but the remainder of our sandwiches which had deteriorated into a soggy mess.

In day light with drying conditions we laboured on to Oxford. From then on we were in a dream world suffering with all the ailments which long distance cyclists suffer from. Little is remembered of our trek across the Berkshire Downs except that we passed by Harwell Atomic Research Establishment. We only had one thing in mind and that was to get there.

The Berkshire Downs slipped by eventually and the interval between this area and the New Forest remains a blank in my mind at least to this day.

The New Forest seemed endless to our young legs. I saw several mirages all of which look

the form of boats. In my mind I was convinced that we were near the sea. Coming from the land-locked Midlands the sight of the sea means perhaps more to me than it does to those of you who reside by the sea. Those miles of endless trees and open heathland were eaten up extremely slowly but still the sight of the coast eluded us.

Boscombe loomed up, and so convinced was I that we had at last arrived that as though mesmerised by the very seaside appearance of the place, that I suddenly came to, having fallen off my bike and found myself, complete with gashed knee and elbow sitting in the middle of the road,

Digs were, after a couple of abortive attempts found for the night where limbs were repaired and the inner man fed and rested. After 21 hours of cycling we still had not seen that elusive sea.

The following day was spent, for the most part on the beach, and then after a further night at the digs we were headed home again. We left at 10.30 a.m. and believe it or not the journey took only 11 hours. This also included a bent gear mechanism and two gashed knees for my partner, presumably jealous of mine. This mishap occurred in Newbury and right outside a Vicarage where we were looked after by the kindly reverend gent and his good lady. On reflection the Good Lord was looking after us. Despite this setback our progress to Leicester was rapid and we arrived home gratefully to be greeted by even more grateful mothers.

Pete Sidford.

THE PRESS OF YESTERYEAR

From Worthing Local 1st. August, 1906

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THE WHEELING WORLD

A weekly survey

Dick Turpin's Cycling Gossip

"On the Grid.

"Gridiron - A grated utensil for broiling flesh", says my dictionary. A mystery is solved! I can now plainly perceive the aptness of the work "gridiron" as used by precocious small boys when describing a bicycle. For of a truth the flesh which is found on bicycles during this tropical heat stands a great chance of being very nicely broiled.

But still the wheelman goes a wheeling I suppose the novel sensation of being, as it were, both the joint and the cook appeals to him as he frizzles merrily along the sun scorched road.

At any rate, eight Worthing men rode over seven hundred miles between them during the day last weekend, just for all the world as though the thermometer was not about two hundred - or thereabouts! in the shade.

Ernest Sawkins' cyclometer showed him to have covered a hundred and twenty miles, whilst Victor Cowan's mileage recorder was only three short of this total, after the pair had been chasing up and down Sussex with sundry speed merchants.

Another Excelsiorite, Standing, visited Aldershot; whilst F.G. Bleach and H. Banbury cycled to Hindhead. The remaining three of the eight broiled bicyclists were Medhurst, Ashford and Bert Hales, who betook themselves to Dorking and back and thus contributed about a couple of hundred miles to the seven hundred.

The Hindhead couple took a shorter route than I have yet ridden - I will try it when we get some cool weather. At Ashington they cut across westward to Adversane, and by Wisborough Green to Godalming; then over Hindhead and on as far as Liphook, where they made through Hazelmere to Midhurst, coming home by Petworth and Pulborough.

It measured eighty four miles, the roads were reasonably good, and of course the country affords some of the finest scenery to be found in a day's ride from here."

Editor's note.

Vic Cowan is that same Vic Cowan still a Vice President of the Club and until recently our Auditor. I suppose the reference to "the day last weekend" was when Saturday was a full working day for one and all.

SLIDE SHOW

TUESDAY 29th FEBRUARY

This Dave Hudson promotion, threatened by the power cuts eventually got under way at 9p.m. an hour later than scheduled. It did however allow time for a few more to turn up and total attendance was probably about twenty. Lots of members did not bother to come and the number was disappointing. The loss however was their's for assisted by Chris Beckingham, and then by Val and Dick Stringer of the Brighton Excelsior Club a first class selection of slides was shown. The range was wide, from racing in Sussex to the World Championships at Leicester, and road events with all the top names on the continent. From touring scenes on the Sussex Downs, the Wye Valley, Yorkshire and Isle of Man to Holland and Austria.

Some Club members who were present may have learnt something of the pleasures and adventure of touring, even allowing for some of the apparent drunkenness and debouchery portrayed by a few shots of the Brighton Excel. on tour!

Slide of the evening was undoubtedly that of three Brighton Excel. boys and just one Val Stringer all, it appeared, in one large bed. How about a few hundred prints to start off a recruitment campaign,? We could be inundated with applications before a week was out.

ANNUAL GENERAL MEETING

22nd February, 1972

Some thirty or so members turned up for the Annual General meeting at the Clubroom and with the aid of Theo's Tilley lamps the efforts of industrial sabotage were again thwarted. Last year I recall it was the Postmen who seemed determined to muck us about, I have no doubt that it was specifically us they were after.

John Mansell's usual excellent report on the 1971 year and Ray Douglass's Annual Balance sheet were duly accepted and approved, and the election of officers proceeded apace.

Thoughts that the raising of the annual subscription from 50 p to £1.50 for seniors and, from 25p to £1 for juniors, would cause long and strong discussion, were proved wrong. Members accepted the inclusion of the 'Mag' free and no more weekly subs., as a better arrangement and the motion was carried, I think, unanimously.

Principal Officers elected are:-

President:	W.D. Argent.
Chairman:	C.G. Lednor
Secretary:	J. Mansell.
Ast. Sec:	R. Smallman
Treasurer:	R. Douglass.
Ast. Treas.	D. Funnell
Social Sec.	T. Puttick
Time Trials:	A. Palmer
Ast. Time Trials:	A. Hill
Road/Track:	C. Woodcock.

SUSSEX CYCLISTS' ASSOCIATION

"25"
19th MARCH, 1972

Complacency is dangerous, and it is this that is going to cost our Club the Sussex 25 mile team Championship for 1972. That at least is my thought at this time, after the Club fiasco in the S.C.A. 25 on March 19th. I hope that my report on that event will prove me wrong, but right now I feel very pessimistic.

Brighton Mitre filled the first and second spots in this event, with rides of 1.4.6 by Adrian Morris and 1.4.29 by Robin Johnson and their first year veteran, Maurice Wyatt, finished fourth overall with an excellent 1.6.24.

It is also to be hoped that in future events the effort of getting out of bed will not prove such a handicap to us, for in this 25 four are known to have overslept and only one of these made the start line.

With Sussex C.A. events now residing, so to speak, on the Horsham Road, the course from Washington up to Broadbridge Heath and back is going to be familiar by the end of the season. Frequently riders will find they have 12 miles, with or against, the wind instead of shorter sections, as experienced on the old Littlehampton Road course which was basically 'T' shaped and was routed in four directions. For an event in March this one was held in very good conditions a slight chill in the sunny morning air and only the merest of breezes which seemed to make it just a little harder on the return leg.

For the record I finished sixth with a time of 1.6.40 although I did lose about a minute picking up chains and tubs that fell off, that's not an excuse but a reason. Pete Reeves taking a long while to get fit managed 1.7.28 and just pipped Eddy Kneen who finished in 1.8.10. Goerge Matthews also rode round the course and his time of 1.11.54 must be one of his slowest ever.

The S.C.A. Ten Mile event for juniors run the same morning, did give us one cheering thought, in that Graham Barnes finished first of the small field in 25 minutes 32 seconds.

PULBOROUGH INCIDENT

Why did the horse suddenly rear up and throw its rider to the ground? Why did it somersault backwards and lay on the road kicking its legs in the air? Was it the sight of Ray's hairy legs or just coincidence that Ray Douglass and Dave Hudson should come along at that moment. It happened recently near Pulborough. The R.S.P.C.A. are investigating.

CLUB 2 UP 25

March 12th, 1972

First: Pete Reeves 1.10. 7.
Don Lock

Second: Colin Miller 1.17.59.
John Lucas

Third Graham Barnes 1.24.18.
Kevin Bishop

Consideration will have to be given to the discontinuance of this event for there was a complete lack of interest and consequently a very poor entry. The only other answer is the possibility of running it on a Saturday afternoon or of an evening. If it was also later in the year, more riders would have tested their form and be able and more willing to pair up for the event.

The morning was very cold and the howling north wind made getting to the start an endurance test on its own. The times speak for themselves.

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JUNIOR 15

30th APRIL, 1972

The same old problem of lack of interest from junior members made this another depressingly small entry. Youngsters might try a little harder to support these events; there were more seniors out officiating than there were competitors.

The rides of the three, just qualifying the event as "an event" under the rules were however quite good and all rode well to form as the handicap times illustrate.

First:	Graham Barnes	40.16	Sc.	40.16
Second:	Kevin Bishop	42.20.	$1\frac{1}{2}$	40.50
Third:	Derek Pearce	44.06.	$3\frac{3}{4}$	40.21

Graham Barnes as can be seen won the handicap by just 5 seconds. He might have won by a much larger margin, the handicapper nearly gave him a very much bigger allowance. You see Graham put his date of birth on the entry form as January 1972.

EDDY TORR

So George Matthews stays with us after all. Well I for one am very pleased. His resignation tendered to the Committee in April was withdrawn by George after a "heart to heart talk" with Club Chairman Charlie Lednor. George professes earnestly that he did not want to leave, but seriously thought that joining V.C. Noviomagus would have advanced his road racing ambitions. Whether this would have been so I do not know, but feel that this is not the question which should be examined; rather I feel we should consider:- What is there that needs improving in my Club and what can I do to help? Every Club is only as good as its members and only in exceptional cases, perhaps where you have international potential might it be accepted that an individual would look in higher spheres for that special class of training or coaching. At the level of the average clubman more can be gained from hard work than will simply be gained by joining another Club.

If you feel that a particular aspect of the Club's activities is lacking, then see what you can do about it. You, when all is said and done, are the Club, as much as anyone else, so any blame for failure must rest as much on your shoulders as those of other members.

As a footnote; On 7th May George won the Sussex Division B.C.F. Road Race in Worthing Excelsior colours. (full report in next issue).

Don.

SUSSEX CYCLISTS' ASSOCIATION

PROGRAMME OF EVENTS 1972

						Entry fee	
March 19	10 MILES JUNIOR	...	...	...	...	25p	G913
March 19	25 MILES	...	...	...	...	32p	G935
April 16	OPEN 25 MILES TEAM TIME TRIAL	...	...	...	...	70p	G935
May 21	25 MILES TEAM CHAMPIONSHIP ("A" team)	...	...	...	...	£1.90	G936
May 21	25 MILES TEAM CHAMPIONSHIP ("B" team)	...	...	...	...	£1.30	G936
June 18	10 MILES JUNIOR	...	...	...	...	25p	G913
June 18	50 MILES CHAMPIONSHIP	...	...	...	...	40p	G951
July 16	100 MILES CHAMPIONSHIP	...	...	...	...	50p	G961
Sept. 3	12 HOURS CHAMPIONSHIP (with SCCU)	...	...	...	...		G171
Sept. 17	25 MILES CHAMPIONSHIP	...	...	...	...	32p	G935

