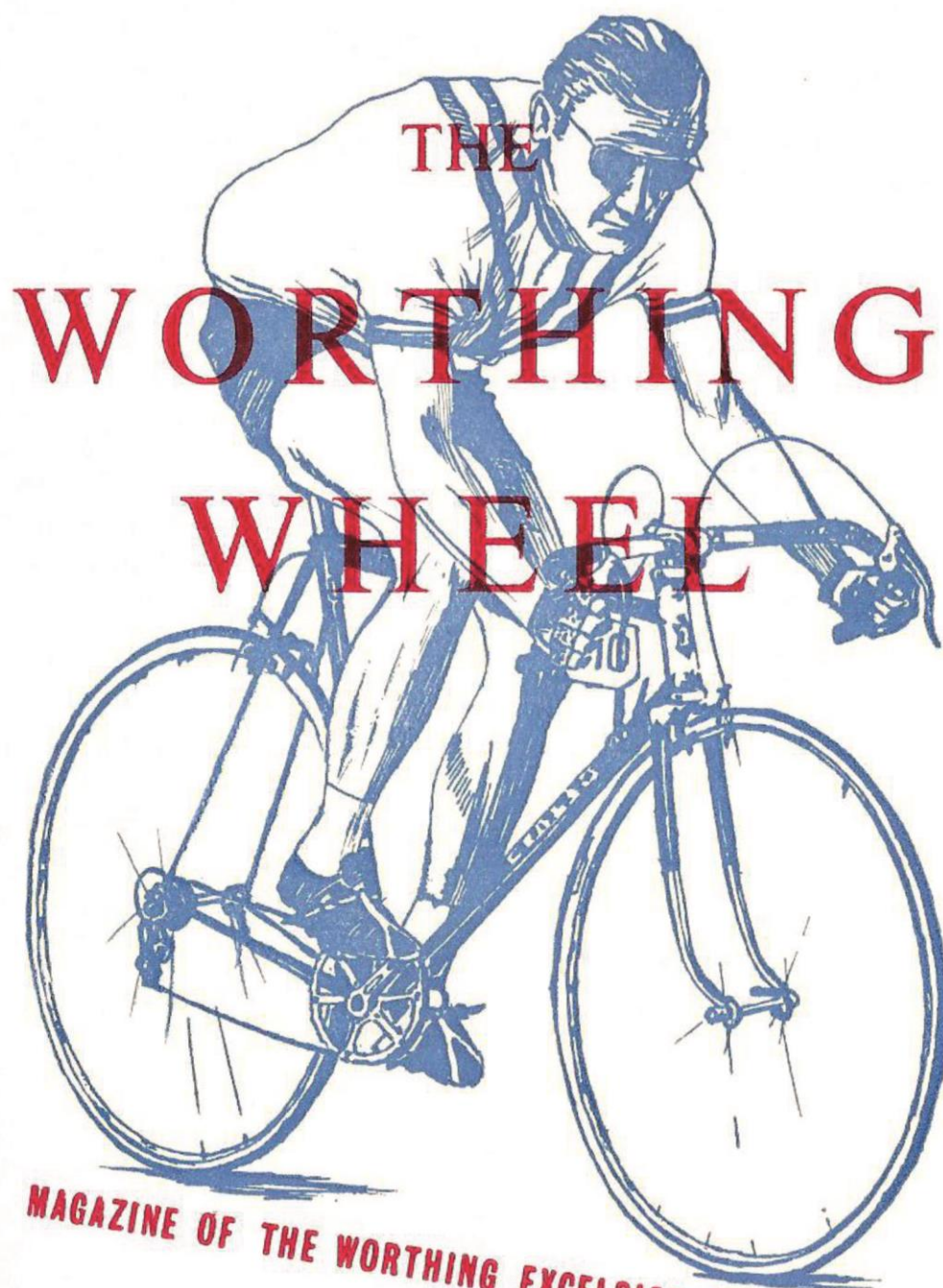


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MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SUMMER 1972

Vol 5 No 2

THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

Broadwater Parish Rooms, Broadwater, Worthing.
Every Tuesday Evening 8 p.m. until 10.30p.m.

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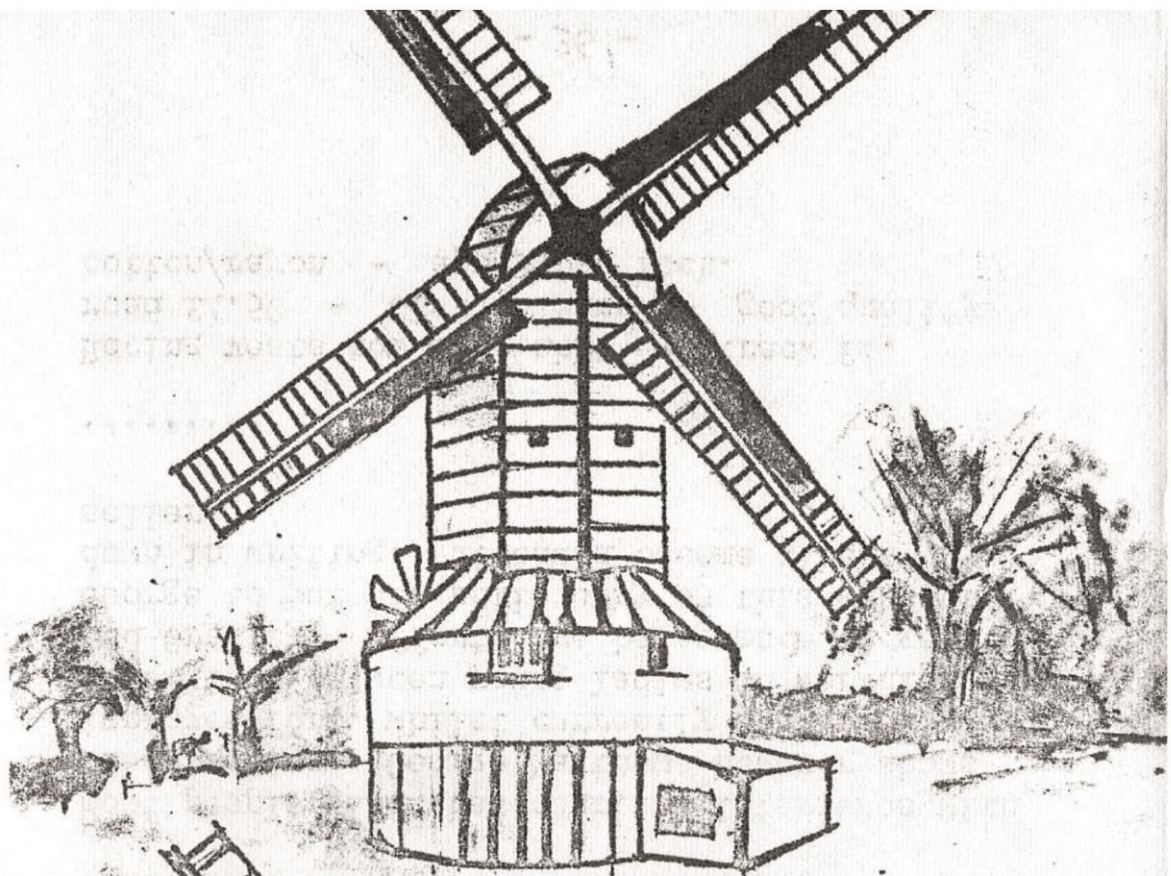
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.. ..

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POST MILL CROSS-IN-HAND SUSSEX.



FIVE SAILED MAUD
FOSTER MILL. BOSTON.
(TOWER MILL)

A.L.H.

WINDMILLS

Few things add as much charm to an English countryside scene as a windmill. Even those no longer working and perhaps in a state of decay still possess a tremendous dignity.

Post Mills, Smock Mills Tower Mills, Drainage Mills and Hybrids, fortunately there are still several examples still to be seen, some still working and others at least preserved.

The number still at work is of course a fraction of the hundreds that once ground the Country's grain. The decline came when steam was applied to flour milling in the middle of the last century. Steam could be generated at will; a vast improvement over the wayward wind.

The final blow came when steel roller mills began to dominate the trade. Many of the surviving mills were forced out of business in the 1914-1918 period.

An example of the Post Mill is found at Cross-in-Hand (drawing opposite). The wooden framed body was supported by a massive upright. This was held in place by quarter bars which rested upon horizontal cross trees. Most had two cross trees at right angles; and the ends of these were usually supported by short masonry pillars allowing the air to circulate and keep the timbers dry.

Also shown on page 2 an example of a Tower Mill, generally the largest of all mill types. With a mainly brick construction they have proved more durable than the post mill and more remain.

Sussex after Lincolnshire is probably the most endowed with fine old mill examples at this time and the most famous is doubtless the one at Shipley. In Worthing there is the well preserved post Mill at High Salvington.

CYCLISTS' TOURING CLUB

- Aims:** To promote cycling as an enjoyable and healthy recreation for persons of all ages.
- Maintains:** Constant vigilance in safeguarding cyclists' interests, their status on the roads, facilities for touring, and the beauty of the countryside.
- Urges:** official encouragement of the bicycle for town transport, with the provision of adequate cycle parking places and (where practicable) modern cycleway systems.
- Emphasizes:** That cyclists are the only class of road user showing consistent reduction of road accidents, and disputes the Ministry of Transport's statistical policy of grouping bicycles with powered vehicles which leads to misleading vehicle/mile comparisons.
- Suggests:** the designation of Slow Ways or Leisure Zones where quieter travellers would have priority, and deplores the widening and straightening of country lanes which encourages fast motor traffic through rural areas.
- Strives:** For improvement of road surfaces, drain covers, studs and other markings, and elimination of any road or traffic hazard dangerous to cyclists.

CORRESPONDENCE

R.W. Funnell,
30 Menkar Flats,
Jackson St.
Petone,
New Zealand.

Dear Don,

Hoping this letter finds you well. I thought I'd have a stab at writing an article for the Worthing Wheel. As you will find out when you read on, I'm no writer, however you as Editor can chop it, file it or reject it and I can assure you I won't feel offended. While I'm at it I would like to be remembered through you, to, Puncture Pete Andrews, Big Pete Sidford, Ron Bardoulean, mile eating Ray Douglass, who once told me when I was 15 that he was twice my age, Theo Puttick, The Lednor family, Dave Clark, John Antram, John Tapp and Mike Poland to name but a few.

I no longer take an active cycling roll but turn out as a spectator as much as possible.

With a population of just over two and a half million people in New Zealand and the national sport being Rugby in the winter and Softball in the Summer. Cycling Clubs are very small, but a hard core of enthusiasts keep the sport full of thrills and excitement for the small crowds that attend the meetings.

The track season starts in November and finishes in January. A four day carnival is held over Christmas in one of the larger cities where all the top riders compete with invitation teams from Australia and New Caledonia. Times are a bit below par with European standards, but the lack of top notch competition, because of the isolation of

New Zealand is generally to blame. However some riders have made the international grade, with Harry Kent winning a Gold in the Commonwealth Games, and a silver at the Worlds Championships the same year for the 1000 metres time trial. Although he failed last year at the Worlds I think he will be back with a bang in Munich. Bruce Biddle also got a gold in the Commonwealth Games Road Race, he is still in Europe so no doubt you will know more about his progress than I do.

The major road race is the Auckland to Wellington known as the Delux Six Day. Sixty competitors start but the finishing number is half that. Rewards are very small, sometimes nil, because business is not prepared to sponsor, and funds for tracks and clubhouses are not readily available in view of the small following.

Relatively mild winters (compared to England) make cycling possible all year round. Time trialling as we know it in England is non-existent over here. There are some time trials in the tours. As the Road Racing Season nears the end, two, three, and four day tours become regular, almost weekly and these are rounded off with the Delux Six. Last year they brought Van Den Hertog over just for one short tour he proceeded to win.

Many young boys (12-13 age group) have recently joined Clubs so in a few years the cycling scene in New Zealand should be something to keep an eye on, so watch out lads the next time you ride in an international race, you just might be rubbing wheels with a Kiwi.

I would just like to wish you all a fast and successful season.

My kindest regards.

Bob Funnell.

SUSSEX DIVISION BRITISH CYCLING

FEDERATION ROAD RACE SENIOR

CHAMPIONSHIP

Held on the Rushlake Green Circuit on Sunday 7th May 1972, this Championship saw a major individual success in the colours of the Worthing Excelsior Cycling Club, and the first major senior prize for George Matthews. George demonstrated that all his previous efforts in the senior school have not been in vain.

From the strong field there were several early attempts to break clear but nothing was to disturb the main bunch until the eighth of the thirteen laps. Each lap nearly six miles round with many ups and downs was a tremendous test and the less fit had fallen by the wayside well before those 75 miles had been covered. On that eighth lap P. Doocey of the Bognor Regis Club moved away in a solo effort and within a few miles it was George who moved smoothly away from the bunch to bridge the gap and join with the Bognor rider. George was to find however that Doocey was not strong enough so he continued his effort alone. On the eleventh lap George was joined by the very experienced and strong Central Sussex C.C. rider Don Awcock, and many were already placing George in second place or worse. George had recently been following new training ideas of Club Chairman Charlie Lednor and with particular reference to low gear training and trying to improve his sprinting. How these paid dividends in this Championship for

at the end of those 75 miles, on the final run in it was a devastating finish by George that took him two lengths clear. A tremendous performance, the total distance being covered in 3 hours 33 minutes. This should have given George a much needed boost to his confidence.

.....

ISLE OF WIGHT

ANGLO/FRENCH CYCLING RALLY

It was Dave Hudson who showed the Worthing Excelsior's flag at this weekend do at the end of April. Altogether some 350 English and French cyclists took part in the Rally and there was something for all interests with film shows, touring and racing. There was an official welcoming ceremony on the Sunday morning and all traffic came to a complete standstill as all 350 rode in one long, long column into Newport, the Islands Capital to be greeted by the Mayor at the County Hall. Tremendously successful, the Rally was a joint enterprise of the Cyclists' Touring Club and the Federation of French Cycle Tourists. Next year the Rally is to be held at Easter and in France, at St. Lo in Normandy.

Other Sussex Clubs represented this time were the Brighton Excelsior and Eastbourne Rovers.

SUSSEX CYCLISTS' ASSOCIATION

25 MILES TEAM CHAMPIONSHIP

SUNDAY 21st MAY, 1972

Result:	1st Brighton Mitre	4.23.07
	2nd Worthing Excelsior	4.27.25
	3rd Brighton Excelsior	4.29.11.

I hate to say it but, I told you so, complacency, indeed apathy has cost us the 1972 Team Championship. Brighton Mitre made it quite clear to us in the S.C.A. event in March that they were now a team to be reckoned with, having several riders up and coming, and having their established riders in fine early form. The warning was however quite ignored and the thrashing was accordingly handed out.

In 1971 we entered 26 riders and had 24 start and finish and two with good excuses. In 1972 we entered 22 and had only 14 of these check in to the timekeeper. Of the other eight we have had some acceptable reasons and some comments which frankly interpreted have meant "couldn't care less". A very low ebb has been reached in the Club's team spirit.

George Matthews gave the Club a great start with a fastest time of 1.2.18 but no other A team rider had the form to maintain this advantage. Alan Orman 1.7.18. Colin Miller 1.8.19 and Keith Dodman 1.9.30 were those who counted.

A little consolation was gained by the Club's second 'B' team selection. The first 'B' team had only one starter, Tony Hill who finished with 1.10.04. Richard Shipton, Chris Woodcock and John Lucas did well to record times of 1.11.41., 1.10.28 and 1.14.08 to win this secondary trophy.

Other times recorded were:-

John Mansell 1.14.47, Tony Palmer 1.15.01,
Alan Matthews 1.15.15, Steve Richards 1.15.25
and Ray Douglass 1.16.19.

As with 1971 weather conditions for the event were dirty and corners and roundabouts were treacherous. Some 9 were to crash at the squareabout at Offington and one, Keith Dodman, managed to come to grief on a straight stretch near the Downlands!

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SUSSEX CYCLISTS ASSOCIATION

50 MILE CHAMPIONSHIP

SUNDAY 18th JUNE, 1972

After the defeat in the 25 team championship it was nice once again to taste the success of both individual and team wins in this event.

Firstly, congratulations to Keith Dodman who finished first to retain the trophy that he won in 1971. In foul conditions he rode very well to record a time of 2.14.24 beating second man Adrian Morris by nearly a minute.

The wind, meant a slog out to Westhampnett relieved only by the leg from Fontwell to Yapton and back. At the Yapton turn it was possible to get an idea how things were turning out, and there was a very definite issue emerging. At the front of the field Adrian Morris was being drawn out by his minute man John Spooner of Brighton Excelsior and at that stage these two could well have been in the leading positions. At number 10 Don Lock was still in contention but did not seem to be going too well. Scratchman Robin Johnson off number 15 was obviously suffering from his race of the previous evening and was about level with Don. At the back of the field and slowly pegging back several slower riders Keith was riding strongly but being a way back from the other main contenders it was difficult to judge in what position he was lying.

By Westhampnett the position was much clearer, Morris was right up on Spooner and Keith with big gears really turning with that wind was right there with the leaders. Both Johnson and Lock were dropping back. The race continued to develop in this way and at the finish the leading times were:-

1st.	Keith Dodman	2.14.24
2nd.	Adrian Morris	2.15.17.
3rd.	John Spooner	2.16.19.
4th.	Robin Johnson	2.17.37
5th	Don Lock	2.18.43.
6th	Tony Hill	2.21.50.

The team event a good win for the three Worthing riders, their aggregate being 2 mins. 12 secs better than Brighton Mitre whose team was completed by Brian Morris with 2.24.15.

CORRESPONDENCE

In an envelope of the Queen Elizabeth Hotel, Montreal and on the notepaper of the Grand Hotel Llandudno comes this from Rex Coley. The post mark is Brancaster, Norfolk

.....

June 11th, 1972

Dear Don,

Spring issue of W.W. to hand, and again I sincerely congratulate you on its appearance. The cover is always particularly pleasing.

The Milk Race and other important events appear to have squeezed out the Mag-Net feature just lately. When I last looked at the clip on the wall at "Cycling" (Friday) there were 37 items awaiting publication! I've just done a mention of the newest W.W. (complimentary, of course!) and hope it "goes in" fairly soon.

Weather still wintry in Norfolk, and the gales at Kicking Horse Pass (the sleepy village of Brancaster) have to be felt to be believed. I never mind pushing into a breeze; as you will agree, it is a challenge and we take a fierce delight in gritting our teeth and muttering "I'll show you!" but these gales straight from a howling North Sea are no joke. The nine Rosslyn Ladies who dropped in a month ago (tough babies, all) were all in by the time they arrived at K.H. Pass. Yet, it all went from their minds when the gale did not turn direction next day and they fairly roared home. Remember Don, if any of the Excelsior should be touring near the Wash at any time, they will be very welcome to call (Dormy House, ask for the cyclist!!) and tea and buns will be available.

South Sussex to North Norfolk is quite a step,
but you never know! Best Regards to Mr. Argent
and all in the notable club.

Yours sincerely,

Rex Coley

(Your uncle Rex...a villain if ever
there was one).

With Acknowledgement to "PUNCH". The following
appeared in their issue of 14th June, 1972.

Professional Cyclist

Goes round France as fast as he can to please a
firm of fizzy mineral water makers.

Amateur Cyclist

Contacts 49 like minded spirits, dresses in yellow
canvas and sets off in convoy for the Lake District.

The Real Cyclist

Bikes to work.

Professional Cyclist

Wants to be the richest in the world.

Amateur Cyclist

Wants to be the fastest in the world.

The real Cyclist

Wants to do it again next week end.

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ROAD TIME TRIALS COUNCIL 1972

MEN'S FIFTY MILES NATIONAL

CHAMPIONSHIP 25th June.

The London South District Council in promoting this Championship had the opportunity to give a real boost to the image of cycling in this part of the Country. That they took this opportunity and made such a splendid job of the event is very much to their credit, and to the credit of their event Secretary and the enormous numbers of official and unofficial helpers.

For months previously the organising had been going on in the background and a lot of hard work had been done well before the riders came to the line. Our own Ray Douglass, an official course measurer for the R.T.T.C. had spent many hours checking and rechecking the distances, for there could be no margin for error when records are at stake.

The course was centered on the village of Washington and it is unlikely that this now quite and off the beaten track hamlet has ever seen so much activity on a Sunday morning. The start from the top of the hill south of the village gave riders a fast start down to Offington before they turned east to the first turn at the eastern end of the Shoreham-

By-Pass. The inclines and some stretches of head wind seemed to make little effect on the speed men who took the first ten miles in their stride and in times between 21 and 22 minutes! Competitors were then faced with the retrace route, up through Findon Valley and up to the start and then the continuation north along the A.24 to the Warnham Court Roundabout at the northern end of the Horsham-by-Pass. With a rising and fresh south westerly this part of the course was fast, and for some, very fast indeed. No less than 24 riders went through the 25 mile mark in less than 1 hour. The final $13\frac{1}{2}$ miles however, were to sort out not only the men from the mice but the men from the giants, for this last stretch into the head wind and with everyones hopes at stake was a real grovel.

Of the full field of 120 riders a good number looked capable of winning, although many thought, the "George Best" of Cycling, Alf Engers, already the National 25 Champion would make it a double. Such other names as Bob Porter, John Burnham, Ian White, Jeff Marshall, Martin Roach, Roger Queen, Graham Huck, and Tim Dobson were all to be reckoned with as potential winners. In addition local hopes such as Dave Eldridge, Dennis Brown and from Sussex Cliff Sharp would be there fighting for the chance of a medal.

Worthing's team consisted of George Matthews, Keith Dodman, Don Lock, Tony Hill and Colin Miller.

Of the 24 riders under the hour at 25 miles the placings were:-

Engers	..	..	..	55.11
Roach	..	..	..	55.58
White	..	..	..	56.06
Porter	..	..	..	56.23
Brown	..	..	..	56.35
Eldridge	..	..	..	57.05

In the second half the conditions, the course and the earlier efforts began to tell and second half times were in the region of 3 to 7 minutes slower. Of those 24 under 60 minutes at 25 miles only 7 could repeat the performance and these were the giants:-

Roach	..	..	..	58.23
Marshall	..	..	..	59.01
Porter	..	..	..	59.27
White	..	..	..	59.31
Eldridge	..	..	..	59.33
Engers	..	..	..	59.39
Burnham	..	..	..	59.59

The fact that Engers rode on a three gear ratio of 102 bottom 118 top is unbelievable but true; the fact that Roach could take 31 seconds out of a tiring but still very rapidly moving Engers in the last $1\frac{1}{2}$ miles is also unbelievable but true, but then its difficult for us mere mortals to comprehend such feats.

The top six then were:-

Martyn Roach.....	1.54.21
Alf Engers	1.54.50
Ian White	1.55.37
Bob Porter	1.55.50
Dave Eldridge.....	1.56.38
Weff Marshall	1.56.47

The winning team Hounslow with first, fourth and sixth and an aggregate of 5.47.18.

The best Sussex rider, Cliff Sharp in ninth place with a tremendous ride of 1.58.50.

Worthing riders times, George Matthews 2.10.18.
Keith Dodman 2.11.4. Don Lock 2.12.49. Colin Miller
2.17.0 and Tony Hill 2.17.46.

What an event to have on your doorstep!

OPEN TWENTY FIVE MILES EVENT

Saturday 10th June 1972

So for the 1972 running of our Open Twenty Five we moved from October to June and from early morning to early evening. We escaped from the mist which is frequently a problem on the Horsham Road in early Autumn mornings, and ran straight into the middle of one of the worst summers for many years. This awful weather of the past weeks in fact seemed to reach a climax when thunder and lightening and heavy rain greeted the riders making their way to the start at Washington. The event was only partly affected by the rain with competitors riding through heavy showers at the Worthing end but over dry roads nearer to the turn.

The first class prize list that the Club was able to put up, thanks to the generous donation from Ron Mills Cycles had attracted a very good field, and as the event becomes established at this date and time it will undoubtedly also increase in size.

Although roads were wet in places there are no dangerous roundabouts on this course and with the wind dropping conditions turned out to be ideal for some fast performances.

The pattern was set by number 5, E. Baker of the Hainault who passed Brian Weir's half way time check in 28.20. Then George Matthews was through in 28.45. These remained fastest at this stage until E. Boorman number 21, went by in 27.54. Then Cliff Sharp made them look quite ordinary with his 27.21. Even this however was to be improved on as the scratch men came along towards the end of the field; Bob Porter 27.25 Alan Stott Portsmouth 27.08 and Pete Humphrey of East Surrey in 27.14.

The return to the Washington finish, from the Broadbridge Heath turn was harder than the first half, and although not slow, was tough enough to sort out the field. Of the leading riders it was Stott and Sharp who were to pull slowly clear. Porter, Humphrey and Baker were left to sort out the minor placings and Matthews also was losing ground.

At the finish only 14 seconds separated the two leaders and the verdict went to Stott with a time of 57 mins. 43 secs., and Sharp 57.57 third P. Humphrey 58.39, Fourth Porter 58.47 fifth Baker 59.43. The highest placed Worthing rider was George Matthews who recorded his fastest time so far this season in finishing ninth in 1.0.57.

There were many personal best performances and several Excelsior riders showed very good form indeed. Colin Millers's 1.2.46. and Alan Orman 1.3.21 completed the Club's team. Other times were: Don Lock 1.3.43, Eddy Kneen 1.4.32 (personal best) Tony Hill 1.4.57, Pete Reeves 1.7.40. Harry Beasley 1.8.7 (personal best), Tony Palmer 1.10.39 Ray Douglass 1.10.44 and Alan Matthews 1.12.39.

The team event was won by Eastbourne Rovers, with the event's fastest Junior T. Leach 1.0.55 and the events fastest veteran K. Stevens 1.1.30, ably supporting Cliff Sharp.

The handicap team, quite an unusual prize in events this one, went to the Hampshire Road Club.

The organisation of the event was really first class. The course was well marshalled and everything that was required at start and finish was quietly and capably managed. The Club are indebted to Tony Hill, the event promoter and all his helpers particularly those outside of the Club and in fact outside of our sport.

Next year's event can be looked forward to with confidence.

CORRESPONDENCE

Nice to hear again from Ted Long our regular correspondent in British Columbia. Ted is coach with the Handsworth Cycle Team in North Vancouver and keeps very busy with the great cycling boom that is currently sweeping the whole of the American continent.

He is thinking of bringing several members of his Club over to France and England either in the summer of 1973 or, depending on finances in 1974. The general idea would be to do some touring, taking in a look at the Tour de France and some other major events and possibly participating in some events as well.

Ted has posed one or two questions on which we will do our best to assist. It does occur to us that it might be possible to arrange a kind of all-in omnium. Say an evening ten, a couple of events at Preston

Park and perhaps also get them included in one of the Lewes Criteriums. Obviously details would have to be worked out and the appropriate authorities over here would have to be approached but the idea of a Worthing Excelsior v Handsworth of British Columbia does rather appeal. Ted has kindly sent us a number of cycling magazines and programmes from their area and these will be available at the Club Room for anyone to have a look at.

.. .. .

ENGAGEMENT

Congratulations to Alan Matthews and Madeleine (known to many club members and a frequent visitor to the Club Room)

Alan says the date is two years away!!!

BLUEBELL RAILWAY

In other issues of our Mag we have written about the closed lines of Sussex railways. But many cyclists enthuse not only for those that are closed and provide new routes of discovery, but also for those that remain open keeping some travellers at least, from our overcrowded roads. When therefore British Rail closed the line from Horsted Keynes to East Grinstead at the end of the 1950's it was good to see it reopened, at least in part, with the idea of preserving the running of steam locomotives. On 7th August 1960 the first train, with an engine at each end set off on its first journey over $4\frac{1}{2}$ miles of track from Sheffield Park to a halt (Bluebell Halt) which had been constructed as a northern terminus as access could not then be gained to the B.R. Station at Horsted Keynes. In that 1960 season, only lasting for about two months 15000 passengers were carried. From then to the present day the line has gone from strength to strength; the rolling stock now comprises 11 engines and 14 carriages and in the 1969 season the passenger journeys totalled nearly a quarter of a million.

The cost of running the line has soared, like everything else, and dearer coal, wages and maintenance expenses have offset the greater revenue from the growing number of visitors. In consequence there has been little spare money available to spend on other projects. A fund was raised on the occasion of the 10th anniversary for the building of carriage and engine sheds, so urgently needed to assist the preservation and maintenance of the rolling stock.

Have you tried a trip on the Bluebell? I suggest it as a Club run one of these weekends.

THE DIET

The average person is faced with very differing views on this subject. The diet of an "athlete", this word, loosely defined, can also include the normal club cyclist!, varies from that of a normal individual only because of the increased demand through the greater amount of energy expended. Incidentally, by normal individual it is not meant to imply that the average club cyclist is not normal....

Every diet has four basic requirements apart from fuel or the energy producing fats and carbohydrates, these are, water, protein vitamins and minerals. Please note the word "water" and not "liquid" an important distinction. Thirst is usually a sufficient guide for your needs but 2 to 3 pints are required every day. Protein sources are mainly meat, fish and poultry also dairy products and vegetables. The young need protein for growth the not so young and the veterans need it for tissue repair. Vitamins come in fresh fruit and vegetables, whole grain cereals, whole wheat flour and again dairy products. Inorganic salts or minerals (not bottles of pop) are amply supplied by milk, eggs, meat, fresh fruit and vegetables.

An athlete, whatever his sport needs to be able to perform skilled and controlled movements with speed repetition ease and no undue fatigue. His joints must be flexible so that trunk and limbs can move freely and

smoothly. His muscles must be able to contract and relax to the necessary degree for the performance of precision and power. Above all mental and nervous control must be efficient so that reaction time is short, movements are accurate and the athlete has mental confidence and the will to win.

You cannot achieve this sort of athletic ability overnight. All the nutritional factors needed must be taken over a period, for both the development of the bodily structures concerned and for their proper functioning. This period would be the same period over which the normal physical side of the training is carried out.

The diet of an athlete can vary, in fact must vary on days when he is competing, and days when he is not. Care must be taken on competition days to be free from any physical disturbance which could occur because of over eating, or eating the wrong things.

The digestion of the food creates a demand on the heart and on the circulation. It is recommended that large meals should not be eaten less than 3 hours before an event, or indeed before any strenuous training period. Again, although one must have sufficient liquid, to drink immediately before an event, could prove troublesome, and not just in the need to leap over a hedge half way round.

The body must not be suffering from an overloaded bowel and the athlete must develop "regular" habits" of defaecation or as my youngster says "going properly". The consumption of the right

kind of food helps greatly in this respect and I do not mean special laxatives just a good normal diet containing these four basic ingredients.

The well balanced diet needs then to be supplemented as an event approaches by added carbohydrates. If the event is one demanding stamina and the training is prolonged then protein intake must also be increased and more vitamins B and E added.

This would provide a sound but purely basic diet per day:-

1 pint of milk

1 egg

8 oz. of other protein food such as
meat, fish, poultry, whole
wheat flakes, oatmeal porridge,
etc.

1 oz. butter or margarine

1 or 2 oranges

4 to 6 ounces of green vegetables.

Notice there is no mention of bread, cakes, sweets, tinned fruit, jam, biscuits or alcoholic beverages.

A DAY IN A TOUR OF WALES

I departed from Llandeusant Hostel at about 9 a.m. and made my way gently towards Brecon. It had to be gently for over the past two days my rear wheel had been suffering from breaking spokes and the slightest strain on the merest incline, and, ping went another one. As I was unable to make any satisfactory repair I was hoping to find a cycle shop in Brecon. Brecon did in fact sport one such shop and I was able to make the necessary purchase. It was the first cycle shop I had seen for some days. I changed my block over and with the old hub in my saddle bag (that's still worth a bit!) I then got on with my planned rough stuff schedule. After about 30 minutes the route I was on turned into a rough track and I was on the course of an old Roman Road across the Brecon Beacons. Soon I was walking, the track, getting steeper, and then as it levelled out back in the saddle and in my low gear, 31" for the technically minded. On reaching the top of this climb there was an excellent view towards Brecon. I was now at 1961 feet in the Brecon Beacons at Craig Cwm Cynwyn. After admiring the extensive views of Welsh landscape, dotted with the usual Welsh sheep, I started the gradual descent past the Neuadd Reservoirs and on to the picnic site at Taf Fechan. Here there was a handy stream and as it was lunch time out came my stove and billie-can for a leisurely brew up. And this was downed with some sticky cream buns and other items I had purchased whilst in Brecon.

After my meal and a rest it was uphill again past the site of the old Torpantau Railway Station now disused. Unfortunately the track was so overgrown that even I could not get through and my descent of Glyn Colwyn had to be by road. Back down to the lowlands I had a flat ride alongside the Brecon and Newport Canal to the Y.H.A. at Tyn-y-Cae.

Chris Beckingham

SUSSEX C.A. 100 CHAMPIONSHIP

Result:

- 1st. Robin Johnson
Brighton Mitre
- 2nd. John Spooner
Brighton Excelsior
- 3rd. Roger Hughes
Brighton Excelsior

Team: Brighton Mitre.

CLUB 100 CHAMPIONSHIP

- 1st. Keith Dodman
- 2nd. Colin Miller

Sunday 16th July was another disappointing day in the 1972 season for the Club. After having a Club entry in 1971 of no less than 10 riders this year it was a slump to just 4 starters and only 2 finishers. Last year we won the team and if anybody had bothered to work it out we would probably have had second team with our next three finishers, this year we could only muster two finishers. Keith, without any fight on his hands for the Club Trophy and well down on Robin Johnson for the Sussex Championship lost interest over the latter stages and finished in 4.49.36. This deficit on Robin will take some pulling back in the 12 hour, if Keith is to win that S.C.A.

Best All Rounder. Colin in his first 100 went well over the first 50 miles but lost a lot of ground in the latter stages and only just beat evens with 4.58.45. Don had started reasonably well but soon lost ground and retired at Fontwell. Chris Woodcock had a late start and managed only a few miles before calling it a day.

The awful weather of this summer had settled down to reasonable days prior to the event, and the winds had been moderate and rising from the south west. On the morning it was one hell of a gale and blowing straight from the north east. Those stretches of the course, back from Bognor and back from Selsey, and the final slog from the Chichester By-pass to Shoreham for the last 25 miles were really hard.

.. .. .

ENGAGEMENT

Our congratulations go to Mick Venner who became engaged to Jean during the month of July.

There is rumour of a Spring Wedding!!

WALES AGAIN

Four days of cycling in Wales, that was the pleasant expectation that lay ahead of six intrepid members of the Club at the Spring Bank Holiday week end. The Friday evening was taken up by driving up to the start of the tour at Upton-upon-Severn. A C.T.C. address that had been used on previous tours and can be thoroughly recommended. The plan was to leave the cars and to return to them on the Tuesday evening for the drive home. The car driven by Tony Hill eventually arrived at Upton after he had made a miscalculation, the detour took them to Ledbury, well past their destination. He was ably assisted in this by Keith Dodman. I was finally called in to sort out the directional errors. Meanwhile the other car driven by Harry Beasley with Don Lock and Pete Brooker from East Grinstead as passengers arrived at the digs first, even though it had left $1\frac{1}{2}$ hours later. The journey down had been somewhat reminiscent of driving through a very long car wash, such was the continuance and volume of the rain.

Saturday morning loomed wet and windy, indeed as every day proved to be. There was however some light relief, that is if you can look at the black humour of some people in that light. It occurred when I turned to leave the breakfast room, indicating that I was off to get the bike ready. There were two adjacent doors and I had opened behind me not the one to the hall but the one to the basement. The fact that my next step could have caused my plunging into the darkness behind me, obviously escaped my

companions who were rolling around in uncontrollable mirth at the prospect of Old Ray's imminent and unceremonious departure. I am grateful to the lady of the house who was most fortuitously to enter at that moment and save the situation for me.

The wind was particularly tough and right in to our faces. The first day's mileage was low only making Leominster for lunch, through pleasant Herefordshire countryside. We then went on to Knighton for the night's stop. After some difficulty we were fortunate in finding accommodation in a small private hotel run by a retired English Army Officer proud of his service in the Indian Campaign, and his Australian wife Selina. Here views over breakfast on a wide range of subjects from gypsy caravans to women of ill repute kept us all very attentive as we consumed a very good meal, keeping the Major busy with more rounds of toast.

On the Sunday, Keith, ever questing after knowledge wanted to see Offa's Dyke which is an earthwork construction made by King Offa (796 A.D.) between Mercia and Wales. After inspection, which involved a fair amount of foot slogging and being turned back by a 'you can't get through here' Gentleman, we started climbing and eventually reached the top of Kerry Hill (1732 feet) with magnificent views either side, the dark outline of Clun Forest to our right, then a long descent into Newtown for Dinner followed by an even steeper climb over mountain roads to Machynlleth via Staylittle and Dylife. This section of the route every one climbed in their own time, Keith as usual storming ahead followed by Harry who seems to revel in the hard touring country. Tony who was riding with a fixed wheel was handicapped but on the steep down hill runs his twiddling ability was amazing and the envy of us all.

Machynlleth, when we arrived seemed very busy for a Sunday but the reason for this was soon apparent. The pubs were open, one of the few places in Wales that is "wet" rather than "dry" on a Sunday. Many people were obviously attracted from these dry areas and there were a lot of rough types roaming the streets. We had to split our digs here but both were comfortable and reasonable, although those of us in the Skinners Arms had a somewhat noisy evening.

Monday proved to be another day of hard climbs over a complicated route which I chose and which involved map reading of the highest order. We started to the south west with a few miles of main road and with the most excellent views of the Estuary of the River Dovey and then struck south and east, on a cross country and rough stuff route that Dave Hudson and Chris Beckingham would have been proud of, to join the five mile climb of the Cwm Ceulan. On then to the Nant-y-moch Reservoir. We had actually had some warm sunshine over this stretch but the weather now deteriorated until we raced in to Devils Bridge through very cold and hard rain, thankful to find a place, although not a good one, for lunch. After fortifying ourselves we took the old coach road to Rhayader. This road has now changed beyond recognition since I last rode it, being now newly laid with tarmac and widened, bringing processions of cars and coaches with the stench of fumes that go with them. Progress is it???

We made Llandrindod Wells that evening and obtained excellent accommodation at a guest house run by a club cyclist, ex Liverpool Phoenix C.C. The evening being wet was spent in a comfortable

lounge with television for some and scrabble for the others. This seems to be a learned word game, where the greater part of my vocabulary was ruled out, and other, very suspect words were allowed.

The last day was still very windy, but it was now behind us and it was certainly needed, especially on the long drawn out hill at Glaschw. This was the last Welsh hill that we were to walk. That is, all of us, with, of course, the exception of Keith. Hereford was made for lunch and then with our now very friendly wind on our backs, we sailed east to Malvern and Upton-upon-Severn. Main incident on this stretch was the ins and outs of Don's bottom bracket, due he said to there being no thread left in the frame! It did not however prevent him taking part in the final high speed dash for the Upton sign; an incident, which I'm afraid I started by sprinting past with half a mile or so to go. Back at the cars then by 4 o'clock for the long drive home.

Despite the absence of the sun for most of the time, the constant strong winds and the occasional cold rain showers, Wales, as always, is wonderful touring country and cycling with companions of a like mind, a long weekend such as this is an occasion to remember.

Ray Douglass

THE WAY THEY DO THINGS IN CANADA

An event in Vancouver British Columbia was permitted on roads in a mainly built up area. The promoters circulated every householder on the circuit with full details of the event and sought co-operation in the restraint of pets and children. The hope was expressed that warm weather would bless the event and that all would take the opportunity of watching the racing from their gardens.

A map of the route, details of the riders and their classifications, the distances and laps to be covered, were all included, a fine piece of publicity and no wonder that the promoters could obtain sponsorship and give \$1000 in prizes.

It would be great to be able to visualise an event of this kind in the Borough of Worthing and to hope that enthusiasm might be drawn from our local populace.

THE SOUTHDOWNS WAY

The Southdowns way is the country's first long distance bridleway. It runs for about 80 miles between the Hampshire boundary and Beachy Head, mostly along the ridge of the downs.

Hilaire Belloc wrote:

The Great Hills of the South Country
They stand along the sea
And it's there walking in the High woods
that I could wish to be.....

Walking, yes, and cycling too, because under the countryside act of 1968, cyclists have the right to use bridleways.

The official opening of the South Downs Way was on Saturday 15th July at Beachy Head.

A large number of cyclists were present Worthing Excelsior being represented by Dave Hudson.

Horse riders and hikers were also there.

The opening ceremony was performed by Lord Shawcross who is President of the Society of Sussex Downsmen.

C. Beckingham.

OUR NEWEST VICE PRESIDENT

Brian Weir, known to most of us, as that, go anywhere, do anything organiser of Tourist trials, trips to the continent, and racing excursions to courses hundreds of miles away, really deserves the honour bestowed on him at the Annual General Meeting when after a proposal by Ray Douglass he was unanimously elected as a V.P. For his time and effort to the Club and his tremendous willingness to help at all times the election was very warmly received by all present.

Brian has been a member since 10th July, 1956, and has been the Club's General Secretary and a member of the Committee.

Both Brian and Ann, his wife, have raced in the colours of the Excelsior and taken part in National Championships, differing, from Cyclo Cross to 24 hour events.

Fastest times during his racing years were:-

10	29.47	(Ann was faster) !
25	1. 6.00	
50	2.21.20	
100	4.46.37	
12hrs.	226 ³ / ₄ ms.	
24hrs.	393 ms.	

The photograph opposite is, Brian regrets, not too recent. The once obligatory audible means of approach rather gives the game away in anycase.

BRIAN WEIR



MISCELLANY

Tony Palmers son Jeremy was born on 2nd March, 1972.
Sorry about the blank in the Spring Issue.

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Pete Reeves 25 time in Guernsey at Easter was
1.6.44 not 1.8.44. In this instance we blame
our contributor's handwriting.

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A recent edition of the East Grinstead Observer,
has given coverage to the 21st Anniversary of
the East Grinstead C.C. and a large picture is
reproduced of the start of their first ever run.
We only mention this because your Editor's very
juvenile features appear in the front row.

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Most people find that courting interferes with
their racing. George Matthews however shows
improved form, whilst currently sharing his
affections between young ladies in Worthing
and Crawley. Efforts are being made to get
George to put his philosophy on this subject
down in writing. It could become a best
seller.

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Racing vests now available - track £4,
road £4.50 - Club colours - good quality
cotton/rayon - apply Don Lock.

