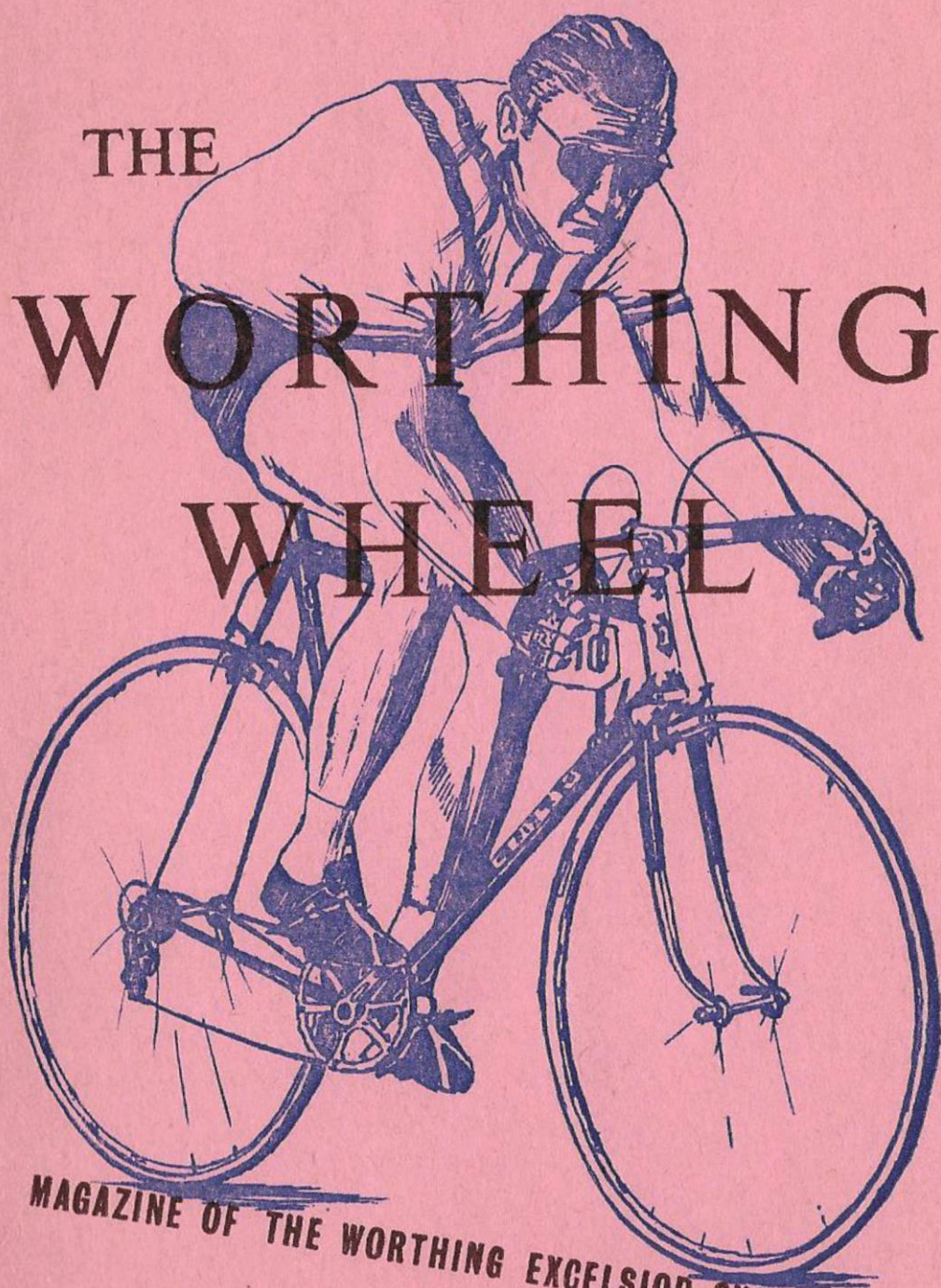


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MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

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THE WORTHING WHEEL

The journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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Broadwater Parish Rooms, Broadwater Green
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7.30. p.m. to 10.30. p.m.

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GYPSY VARDOS OR CARAVANS

True Romanies are these days becoming fewer and fewer and they are gradually relinquishing their, so beautifully made, vardos or caravans, intricately and delightfully painted. A few still are seen mainly in the northern counties of England and some will be found in museums. They are well worth while studying.

A small number of gypsies would build their own but the majority would be purchased from a very few who specialised in their construction. They were craftsman made and the time taken in building would be up to about six months. Under the finishing varnish there would sometimes be as many as ten coats of paint. Many different kinds of wood were used but generally it would be oak for the framework, mahogany for the interior and deal for the top and the cage.

Wainwrights used the best wych-elm for the wheels which had oak spokes and a nave of ash. In the 1920's such a vardo would have cost about £180. In 1973, one richly painted with ornate gold leaf and fancy glass would cost nearer £2,500.

Styles also differed, some gypsies liking a barrel-topped home, others preferring straight sides. Some had windows at the sides whilst others would have no windows at all. All however, would have the entrance at the front.

Great care and pride was lavished on the vardo and the interiors would be kept neat and tidy. Although the space was very restricted there were double bunks, heating and cooking facilities and, of course, places for storing goods. Mostly the cooking would be done outside in the open, but in bad weather some was done inside, a chimney protruding through the roof from the stove so that there was no smoke in the interior.

A lot of gear is stored on the outside for example hens, saucepans and food can all be accommodated underneath or at the back. Most of the doors open outwards and all have detachable steps leading up to them.

Shafts are normally for just one horse. If there are two the other will be outside the shafts. You will find that piebald (black and white) or skewbald (brown and white) horses usually pull the vardos; the gypsies seem to prefer these.

One reason for the disappearance of the vardo is because of the gypsy custom of burning the vardo when the owner dies. To see them nowadays you may have to visit Worcester County Museum where six are kept at Hartlebury Castle, or at Kenwood near Hampstead. If you do see them there or on the road note the intricate decoration often having doves or horses worked into the design.

In these days it is good to see the result of care and pride in the building of these mobile homes. No wonder the life of a vardo could be as long as 150 years or more - if it survives burning.

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SUSSEX TEAM CHAMPIONSHIP 25

13th May 1973

This is always the big one of the Sussex time trial season and no less so this year when 81 riders were entered by their Club's. As far as we are concerned we have won this Championship a good number of times and whilst we do not currently have that team strength it is even more so up to us to put on a good show. We entered an "A" team of six riders and three "B" teams of four riders. Of these seven failed to start and I felt sorry for our Chairman Charlie Lednor, who was officiating at the start, when time after time a Worthing name failed to appear.

If they have excuses, or reasons, and will let me know what they are I will be pleased to insert them in the next issue. The names of these who I feel let the Club down on this day were:-

Morris Rosenberg, Derek Chandler, Michael Howard, Keith Dodman, Pete Reeves, Dudley Chandler, and Derek Pearce. The Time Trials Secretary, Dave Funnell had asked if any required transport so there would have been no difficulty in getting to the Cowfold start.

The event held on the old course between Shoreham and Cowfold but with the start at the northern was a hard one as is evidenced by the fact that only 12 could get inside the 1 hour 10 minutes.

The "A" team without Keith or Pete consisted of Alan Orman, Colin Miller, Eddy Kneen and myself and our efforts were just not good enough. If we could have matched Alan's 1.7.10 or if Keith could have improved on Eddy's 1.16.2 things might have been different but one can go on for ever saying if this, and if that, and you will get nowhere and prove nothing. Colin's time was 1.10.10 and mine was 1.10.33 and that left us floundering in fourth place, lower than we have been for some years.

In the "B" event we came nowhere for in B.1. only Mike Poland 1.11.33. and Richard Shipton 1.17.40 started. Our B.2. team are to be congratulated on at least a 100% finishing record. Tony Palmer 1.15.00, Tony Rotheram 1.18.00 Steve Richards. 1.18.19 and Michael Murphy 1.18.34, being the riders. As has happened to Tony Hill previously he was the sole member of his B.3. team to start; his time was 1.15.55.

An interesting point arose in talking to a member of another Club after the event. He was explaining how they had put some of their fastest available riders in their "B" team. Unlike us they were able to rely on everyone turning out. It paid handsome dividends for they secured both awards. Now, I may be wrong but I have always thought that the six fastest must be entered in team "A". If that is not right perhaps the S.C.A. would say so for certainly in the last 13 years the teams entered from this Club have been selected on that strict basis.

OPEN CAMPAGNOLO TWENTY FIVE

After the umpteenth try to obtain the "Campag" attachment to our event, we were almost surprised to learn that at last we had received a favourable reply. The committee decided, that as with the running of our events over the previous years, every effort would be made to set a first class standard, and a good prize list without gimmick. Tony Hill the promotor made efforts to ensure the success of the event and so far as the competition and the presentation was concerned achieved 100%. The fact that there was an entry of only 63 riders was severely disappointing but no blame can attach to Tony. Many feel that the original attraction of the Campag event has waned considerably and certainly other events have fared no better. It has to be faced that this area is not central and does

not have the concentration of cyclists that is found in the midlands and in the north. One suggestion that we might in future try to avoid clashing with the East Sussex 50 which takes place on the following morning is worth considering and perhaps we lose some entries to the 4-up 100 kilometer event held on the morning of the same day.

The event was anyway to produce a fantastic ride by the holder of the Campagnolo Trophy Dave Holliday of the Gordano Valley Cycling Club, which smashed the existing course record. Dave covered this tough course between Washington and Broadbridge Heath on an evening which was pleasantly mild but with quite fresh cross wind conditions in the almost unbelievable time of 54 minutes 53 seconds. A time which Martyn Roach, the current National 50 mile Champion, described as quite remarkable.

17 year old P.J. Adkin of the Velo Sports Havant Club who is fast making a name for himself added to his reputation in finishing second with a personal best time of 57.47, ahead of Martyn Roach 58.02 and Cliff Sharpe of Eastbourne 58.33. As always Cliff was the best that Sussex could provide although there were some other very good local performers on an evening where some seemed to be above their normal form and others were disappointed.

Paul Lipscombe of Central Sussex shot past our Editor and finished in 1.0.45, and Keith Dodman came right back to form

with a time of 1.1.44. This was easily the best Club performance and must have been one of Keith's best rides in the County. He has usually produced his faster rides on the arterial road courses of the Midlands and the North but this should answer some of those who may have doubted his ability on the local course.

Not overshadowed however was the ride of Derek Pearce who improved his 25 mile time to an extremely good 1.4.23. A very good ride this, for Derek is still a junior and must have a lot more improvement to find.

Another fine performance in Excelsior colours came from John Gilbert. John has not raced for a couple of seasons although keeps reasonably fit by cycling to work, a journey which apparently takes him up to the top of Race Hill in Brighton. He produced a time of 1.4.40 and with more competition would be a tremendous asset to the Club.

Other Club times were Colin Miller, not satisfied with his 1.5.55; Don Lock, disgusted with 1.6.18; Richard Shipton, he had hoped for better than 1.7.51; Ray Douglass, non-committal about his 1.8.46, Mike Poland 1.9.20, happy to have beaten 1.10.; Tony Palmer 1.11.37. and Tony Rotheram 1.15.21.

The team event was won by the Central Sussex Club with Paul Lipscombe being supported by M. Hawes, 1.2.22, and Rodney Laker who was highly delighted to record 1.3.33. Their team aggregate was 3.6.40 compared with the Worthing Excelsior

aggregate of 3.10.47.

We take the opportunity here to repeat our very grateful thanks to those many people from outside of the Club who gave us such generous and valuable assistance. There were many of Tony's fellow teachers in attendance at the start, one of them is becoming an expert at pushing off, and there were their wives assisting with the canteen. Ron Mills Cycles again gave us their financial support and this year we received a kind donation to the prize list from the Hastings and Thanet Building Society. Don't forget to support those who have supported us. You could perhaps save at one for a new bike from the other.

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24 HOUR RIDING IN THE STATES

Those of us with any interest in 24 hour time trials will be interested to learn that in the United States the record stands at 377.46 miles a distance which has been beaten by members of our own Club and by considerable margins. Reading in a copy of "Competitive Cycling" March 1973, the National Cycling Magazine of the United States, we see that the record was set on 2nd September 1972 by Dean Patterson a College geography instructor aged 28.

The record was established under quite different conditions from those to

which we are accustomed. A photograph of Patterson during "a 24 hour Time Trial effort shows the bike to be without pump, spare tub, bottle cages and would you believe it, brakes. The ride was completed on a two mile course in Rice Lake, Wisconsin and presumably therefore he must have encircled that circuit nearly 194 times; how terribly boring.

In the short article Patterson says that his pace was satisfactory for the first 15 hours in which he covered 264 miles, but during the last nine hours the strain made it necessary to rest for a total of almost two hours, so only 113 miles were covered in the last nine hours.

The States Mag. and another circulating in British Columbia were kindly sent over by Ted Long our "Vancouver correspondent". They indicate clearly the boom that is running in the Sport throughout the American continent, and show in a number of different ways how their attitude is, perhaps expectedly so highly geared compared with ours. I will leave these papers in the Club room for general perusal.

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50 MILES HANDICAP ROAD RACE

Saturday 14th April 1973

A new promoter, Tony Palmer, devoted an enormous amount of time and energy to putting this event on for the Club and achieved a most successful event both on the road and on paper. So much is involved in a promotion of this kind that in a later edition of our Magazine Tony will explain some of the rules and regulations which have to be observed and something of the organisation and the problems that arise.

An entry of 69 for the maximum allowed field of 40 meant that a good field could be selected with strong handicap groups of juniors and first, second and third category riders.

Among the juniors was Alaric Gayfer who in 1972 was the National final winner of the G.H.S. ten mile championship. With the third category riders was R. Bate of V.C. St. Raphael Santon who had been placed in a previous running of the event. Ron Rogers of Central Sussex and Pat Doocey of Bognor figured among the second cats. The fast men were headed by experienced Harry Jackson of V.C. St. Festival R.C., in form Paul Lipscombe of Central Sussex and our own George Matthews who last year finished well up.

Tony had among his other arrangements for the event not forgotten the weather and laid on very reasonable conditions. It was mild with only a light south westerly wind. All then seemed set for a fast and exciting race.

The first group were away promptly at 14.30. with other groups following at $1\frac{1}{2}$, 2, 3, and $4\frac{1}{2}$ minutes. The pace was immediately a good one although perhaps some of those long marker groups did not make as much of their allowance as they may have done. The smallish third group with group two in sight only 30 seconds up the road quickly made contact. The fourth group quickly broke up and its members dropped back to the first cats, or indeed to become the first stragglers of the race.

Lap 1 was covered in 11 mins 30 secs just fractionally slower than the average for last year's race. This was however the time for the leading riders and the chasing groups were all going faster. By the finish of the second circuit the race consisted of three groups, namely, group 1, and the amalgamations of 2 and 3, and 4 and 5. Already the deficit of the last group had been reduced from 4 to $2\frac{1}{2}$ minutes, indicating that they had covered the first two laps in approximately $21\frac{1}{2}$ minutes, an average of well over 25 m.p.h.

Laps 3, 4 and 5, saw these same three groups and the gaps gradually closing. It was during the fourth lap that the middle group were caught and a large bunch was

now chasing after the depleting group of juniors and third cats., and their advantage had dropped to less than a minute.

There was drama in lap 5 when three riders punctured in the same place. Among these, one of the favourites Paul Lipscombe and Colin Miller of Worthing. Colin not in the best of form had nevertheless settled in well with the bunch and looked comfortable. Paul was to continue to a merited last finisher award. Assistant Commissaire Ray Betts investigated the suggestion that drawing pins had caused the punctures, but could find no evidence to substantiate the suspicion.

The leading group were eventually swallowed up on the sixth circuit having been away for about 28 miles. The group at this stage was about twenty strong. Although the pace now settled to lap times of about $11\frac{1}{2}$ minutes in preparation for the final onslaught, the distance itself was beginning to take its toll and a number were to lose contact and retire during the next couple of laps.

Lap 8 must have been a hectic one for it was the fastest of the event covered in just over $10\frac{1}{2}$ minutes. No doubt some of the strong ones were injecting some additional pace, in an effort to sort things out a bit and try and avoid the difficulties and bad luck that can occur if the finishing bunch is too large. There were however many strong and determined souls remaining and the bunch was down to about 15. Among these,

young Gayfer still looked full of life; George Matthews looked strong, but somehow not dangerous. Dave Matthews looked untroubled and Harry Jackson seemed to have matters well in control.

Laps 9 and 10 were also taken at a pace quite as fast as the first two and two or three more were to be shaken off. The judges fear that they were going to have to deal with a fairly large bunch. sprint became a real one as the 12 strong group started on the final $4\frac{1}{2}$ miles.

At the finish a good number watched the trees surrounding Yapton village to see if anyone had broken clear. They were in fact to see a colourful and seething mass of machines and bikes being hurtled towards the finish line, and to witness the best finish that the event has so far produced. There may have been a reluctance by some to lead out that finishing effort but over the last 200 yards or so it was just a case of 12 individuals pushing tired limbs to a screaming maximum of effort. Perhaps experience as much as strength saw that Harry Jackson's front wheel remained a yard in front; it certainly couldn't have been much more. R. Boulter of Bournemouth Arrow was the one who fought him every inch to the line and had to be content with second place. Third cat. K.R. Savell of the Croydon Premier should be highly delighted with his ride for he was next home and still only a length behind. George was best placed Sussex rider being placed equal seventh. George was

not more than three lengths behind.

We have mentioned Tony Palmers efforts in promoting the event, but no report would be acceptable without our expressing the Club's thanks to all those who helped in so many ways. Particularly we thank all those from our neighbour Clubs. Charlie Janman, George Rickards, Ken Wells, Roy Humphrey, Brian Cox and Stan Curtis. We would also draw attention to those without whose financial support the event could have been a non-starter. Warnes Hotel, Worthing, Bunch & Co. Chapel Road; Derek & Ursula Powell, West Worthing; Worthing Health Studios; Messrs. Davies & Mill of Brighton; The Book Exchange, Coombe Terrace, Brighton; J.B. Lloyd Taylor Ltd.; A. & B. Car Hire, and Dennis Dean.

Hope to see you all again next year.

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SUSSEX CYCLISTS' ASSOCIATION

50 MILES CHAMPIONSHIP

24th June 1973

A really top of the world kind of morning for the Club; no we did not sweep all before us, but then we haven't been having that kind of success lately. What we did have were three really first class rides, a second place and a team win.

Held over the same course used for the National in 1972 the event attracted a good class field of 29. The morning was warm with a little wind drifting down the course from the north.

Robin (Knox) Johnson of the B'Mitre had been put on scratch and John Dutson of Central Sussex and our own Keith Dodman were according to the handicapper his main rivals placed at 1½ minutes. George Matthews on holiday from his Manchester residence was a welcome addition to the Club team, he was on 2 mins. Alan Orman, Don Lock, Ray Douglass and Mike Poland completed the Club's entry.

By the first turn at the eastern end of the Shoreham by-pass the top half dozen were already detaching themselves from the rest, and clearly out on his own was John Dutson, a rider with, perhaps the finest style in the County. He was already a clear minute ahead of Johnson and Keith with veteran Maurice Wyatt of the Mitre and Alan Orman up close. George seemed to be pacing himself and was back further in sixth place. These were to be the top finishers and the order was not to alter very much. On the long stretch up the Horsham road where the slight head wind was taking its toll, Don Lock, always struggling, dropped back through the field and eventually retired.

By halfway the team battle was close between Central Sussex, the Mitre and Worthing. The chances of Central Sussex disappeared when B.Hone retired at the Warnham turn. Supporting Johnson and Wyatt for the Mitre was another veteran

Alan Limbrey but the Excelsior were emerging as clear favourites for the team.

Keith Dodman defending his 1972 title was going tremendously well but his efforts and those of the scratchman were being overshadowed by the relentless progress of John Dutson. Starting at number 12 he was now stretching away ahead of the field and looking as though he could keep it up for hours.

The last homeward trek to the finish at Washington was a fast one and Keith probably rode it as fast as anyone for from a neck and neck position with Johnson he had forged nearly $\frac{3}{4}$ minute ahead by the finish.

Dutson then a clear and immaculate winner setting a new Sussex C.A. record in a time of 2 hours 1 minute 27 seconds. Keith, a valiant effort, second in 2.6.2. and Johnson third in 2.6.44. The fight for the fourth spot was never resolved, Maurice Wyatt and Alan Orman clocking a tie in 2.9.48. George who must surely have ridden too slowly to start with was fourth in 2.10.10 was nevertheless easily ahead of Alan Limbrey the third man for the Mitre and so we recorded our first team win for some time.

Ray Douglas who at 47 is having a good season so far, had battled throughout the event with Mike Poland, and whilst losing out in the personal duel 2.22.59 to 2.22.46, had been pulled out to a good ride.

SUSSEX CYCLISTS' ASSOCIATION

JUNIOR TEN

24th JUNE 1973

This event held on our local course at Washington whilst the senior riders were belting their way round the 50 course to senior honours, was to bring the Club more honours. Derek Pearce notched up his second ten mile win in County Competition returning a time of 24 minutes 41 seconds. He was able at the same time to score a revenge over R.A. Smith of the Brighton Mitre who had recently qualified for the final of the G.H.S. National Schoolboys ten mile championship.

Somewhat disappointing was the fact that for that first event in March we had fielded 10 juniors and all had ridden with great promise and indeed ability. In this event we had only four and two of these failed to make the start. The event in March had been promoted on behalf of the S.C.A. by Ray Douglass and there had been a good amount of "whipping up" of entries. Could not the same have been done again? Where was the time trials secretary?

Dave Elson was the other of our starters and finished in 29.18 a time which he did not find very satisfactory.

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REVOLUTIONS

Every cyclist has his optimum pedalling rate and in the young cyclist it will be determined by the limits of his physical strength and dexterity. The ultimate aim, of course, to pedal large gears at an average rate of 100 or 110 revolutions per minute. For example, to beat the hour for 25 miles an 84 inch gear must be turned at an average of 100 revolutions per minute and to beat competition record a 96 inch gear must be turned a little faster. To achieve such performances the star riders will be turning their gears at 120 to 130 revolutions per minute on the fast stretches. From this it is clear that speed is attained by fast pedalling, not by turning large gears like slow moving windmills.

A hundred revolutions per minute is not an unattainable pedalling rate for a young rider as 100 revolutions on a 72 inch gear produces a mediocre time of 1 hour 10 minutes for 25 miles. In fact many riders not in the star class, return times inside sixty minutes on a 72 inch gear pedalling at 106 revolutions per minute.

To determine your racing gear you must consider the time you honestly think that you can achieve. We will express your time in minutes, say 66 and divide it into a constant of 5040. This will give you a gear of 76.4 (whatever time you anticipate the constant remains the same). If you achieve this time and

conditions are favourable, on your next outing raise the gear a little and observe the result. If you select a larger gear it will take more strength to turn the pedals at the same rate as before. If you lack the necessary strength your endeavour to maintain speed will quickly induce fatigue and you will fail to finish or stagger home in a much slower time.

It is an accepted fact that after climbing hills the recovery rate is slower on a larger gear than on a smaller one, and that the faster, lighter, action of a lower gear is a more economical type of riding. By using lower gears you conserve your strength by exploiting pedalling skill and technique. In other words never push when you can pedal because the use of muscle power induces fatigue in direct ratio to the amount of strength employed. For this reason the young cyclist's first consideration should be to learn to pedal rapidly and it is comforting to note that this can be achieved in less time than it takes to develop the strength to push large gears. A compelling reason for learning to pedal fast is that if you ride in events confined to schoolboys (under B.C.F. rules) and limited to a maximum gear of 76.2, or for juniors 86.4, the rider who can pedal fastest will most likely win. To acquire a fast pedalling rate your winter training should be on a gear in the lower sixties and during the season train on a gear 10 inches below your racing gear.

When using multi-speed gears select ratios that will allow you to pedal at your optimum rate under the prevailing conditions. When climbing hills assess your requirements in advance and change down before your pedal revolutions drop too low; to be forced to change down on the hard section will result in a loss of speed and if you are in a bunch you will find yourself left many yards behind. On the approach to corners, or turns, change down so that you can accelerate smoothly away and regain your original speed with the least possible effort.

In conclusion, the message is that your cyclist's must learn to pedal properly and to pedal at a rate in the region of 100 revolutions per minute. These should be your first considerations. At the outset high pedalling rates can be achieved on low gears but if ultimate success is to be achieved strength must be developed so that the same pedalling rates can be sustained on higher gears. To neglect this drill and reverse the process will, at best, doom the rider to a career of mediocrity. Having acquired a fluent and economical style this will remain with you throughout your career and in times of stress, when fatigue has driven the strength from your legs, your style will serve you well.

OFF THE BEATEN TRACK

The second in this series continues on where you were left last time, having trekked from Arundel to Lyminster.

No.2. Lyminster to Angmering

Continuing from Lyminster Church, ride straight on to the main road, the A.284, which leads from Littlehampton to Arundel. Ride along this in an easterly direction for about 300 yards. At a sharp bend in the road take the green path by a house which you will find in front of you. This leads you in practically a straight line across fields into Poling. Almost at the end of the hamlet take the footpath sign-posted 'to the church' and follow it through the churchyard and over the stile at the other end into a field. Now go through three gates; one in front of you, then one to the left, and finally one to the right. This leads you by a farm track with hedges either side into a field where you should cross over the wooden bridge on the right, and then over a stile. In the distance you will see a row of houses. Make for the one by a tall tree on the left of the row, keeping a barn 150 yards to your right. You will pick up a path that will take you to these houses and to another stile. You can then proceed down the road that will be found in front of you. It will lead out into the village of Angmering at the side of the Church.

About three miles have been covered over mainly level ground, some walking, some riding, some lifting of bikes.

3.
CYCLISTS TO-DAY

Statement of Policy by the C.T.C.

We reproduce here another extract from the recently published statement of the Cyclists' Touring Club.

Leisure Zones

The C.T.C. suggests that certain areas in National Parks should be designated as Leisure Zones or Slow Ways, in which there would be a low speed limit on all roads other than through traffic routes (the latter could be indicated by the standard de-limitation sign.)

With such a speed limit there would normally be no overtaking by motor vehicles, and on bends other than very gradual curves there should be an advance warning notice, "No overtaking except cyclist by cyclist". (precedent for this exists on the Menai Bridge).

The justification for this restriction is that the roads where these provisions would apply would usually be fairly narrow, and it would be most undesirable to permit the overtaking of even a cyclist by a motor vehicle at bends on

a road less than 20 feet wide (the present recommended minimum standard for double white line markings).

As such roads would be intended primarily for walkers, cyclists, private motorists, and small delivery vans, vehicles over a prescribed width and length would normally be prohibited from using them. Larger vehicles would be allowed only for specific delivery to premises within the area - perhaps with special permission given by the local police - and would still be subject to the speed limit and special overtaking restrictions already suggested.

In view of the diverse nature of the terrain in National Parks, no hard and fast rules can be adduced for the selection of areas to be reserved as Leisure Zones'.

Each National Park would need to be considered individually. In some the area might be fairly extensive, in others quite small; in some the zone might consist of several miles of continuous road, in others a network of lanes in a defined area.

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FUND RAISING SCHEME

Since our last issue of the Worthing Who four more lucky winners have been paid. In April it was the ticket of Theo Putt's daughter Susan. In May to loud hoots of 'fiddle' and 'put it back' it was the name of our Treasurer, Ray Douglass that was quite fairly drawn. In June it was the turn of the one who thought of the idea, Dave Funnell, who was lucky. Each of these lucky persons has received the sum of Four pounds.

These monthly draws do of course continue until October and then in November, at the Dinner, the big one for £50 which will end the 1973 series of draws. A letter will be circulated in the autumn requesting existing participants and other members to join for 1974, and we hope to increase the numbers, which will make for new increased prizes and more funds for the Club. If we can obtain just 10 more we should be able to have ten draws at £5 each from January to October and increase the return to the Club funds from £35. to £50 per annum, less expenses.

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THE CLUB THIRTY - 6th MAY 1973

For the record the result of this
Championship event was:-

1st Keith Dodman 1.24.5

2nd Mike Poland 1.26.45.

The only other starter was our Editor
who found his stamina lacking after
covering about 24 miles of the course.
Four failed to start in the deluge
conditions which persisted at the
start and for much of the event.

The Club's showing was perhaps not
helped by the ease with which Tony
Hill's brother Steve rode round the
course in a private trial in 1 hour
17 minutes.

THE VET'S NATIONAL 25

The news that my lubmate and fellow vet Ray Douglass had his entry accepted for the V.T.T.A. National 25 on the Bath Road, was received by me with some enthusiasm, for I had agreed to provide transport to and from the scene of conflict and this meant a day out in good company. So that us old 'uns did not become too immersed in the past, we gladly found room for the youthful Dave Hudson, who had expressed a wish to come along.

With the bike frame (and Dave) comfortably (?) settled in the back of the car, we left Worthing soon after midday (this was a Saturday afternoon event) and headed up the A.24, striking off north of Ashington to follow the cross country route to Guildford. Over the Hog's Back to the new road complex at Farnham, where Dave's knowledge got us out on to the Fleet road with no trouble. My previous journey on this route led me to one and a half circuits of the one-way system in Farnham before finally clearing the town, and then, on the wrong road!

Beyond Hartley Wintney a stop for refreshment, then on towards Reading where a brief encounter with the M.4. enabled us to by-pass the town. Once again, Dave's instructions took us unerringly to the roundabout which has now replaced the old T junction of Pangbourne Lane with the A.4. We parked in a disused railway goods yard, while nearby a number of elderly gentlemen in brightly coloured club vests and

mounted on high class racing bikes were awaiting their turn to be sent on their way by an official with a large stop watch. Sussex was well represented on the start sheet. In addition to Ray, there were riders from Central Sussex, Bognor and Brighton Clubs, and a pretty fast lot they were too.

Eventually Ray was sent off, pushing into a strong wind all the way to the turn, whilst Dave and I made our way down (up - Ed.!) "The Lane" to the finish, where we found a large collection of vehicles, riders and helpers.

About an hour and six minutes after he had been pushed off, we looked hopefully up the road for our man to appear, but we must have misread our watches, for Ray had already passed the time-keeper! He was a bit disappointed that he hadn't improved his season's best, but his "seven" was a good effort on a very windy afternoon. His only complaint was that his "94" top was too slow coming back from Newbury.

The result board showed an incredible "fifty six" as the actual fastest, but even this ride was well below the "fastest on standard" by which method all V.T.T.A. events are decided.

Before we left, a few words with one or two 'celebrities' - Aubrey Wenman; Bec.C.C. who was winning standard medals at 77 years of age;

Charlie Burrell, Upton Manor C.C. a notable rider of the Southall era of the late 1920s, and H.H. Hill Middleton C.C. a fine performer on road and track in the 1930s, but faster today - (he did an "0") - than he was 36 years ago!

At Dave's suggestion we returned home via Basingstoke, Alton, Petworth and Arundel. How this lad knows his way around! His navigation (without a map) was faultless, even through a maze of narrow lanes west of Midhurst.

We got back to Worthing just before dark, after a good day out. I look forward to the next one.

Roger Smallman.

THE EVENING TENS

A Report

The first event was washed out by rain but the remainder were run, every Thursday evening on the Washington course, from May 10th through to 19th July, interrupted only on 21st June for the evening 25.

An average of nine club riders per evening has been a little disappointing especially, since the first couple of weeks, the weather has been so good. What at first looked like being a very open competition eventually narrowed to just one name, who proved a very easy winner.

The first race was won by Michael Howard who subsequently scored a second and two third places, but did not ride regularly in the later events.

The next one was taken by Colin Miller who won again two weeks later. After this however, he could do no better than second which place he managed on three occasions. Derek Pearce won number three and then, with convincing personal improvements, took the events of 7th and 14th June. Times have in general not been so fast as in previous years, but Derek has been the exception. With 24 minute rides most weeks he was the only rider from the Club to get inside the 25 m.p.h. mark when recording 23.41 on 28th June. This was his fourth success

and before the series came to an end he rode and won two more on 5th and 12th July to give him six wins in all, and of course the trophy.

George Matthews returned from the north where he has been living and racing and took the final race. It was a pity that Derek could not have had George's competition during the earlier events for it must have produced even faster performances.

Many new members, some of only 11 to 13 years of age have ridden in these events, with tremendous determination and spirit and they must be greatly encouraged by the times that they produced. Neil Windeatt who beat 20 m.p.h. while still only 11 got down to 29.41. Tony Miller, nephew of our Colin, after fighting for some weeks in the 30's eventually broke through to record 28.42. Paul West in his first ever race clocked an excellent 28.24. Roy MacMillan, younger brother of Joyce and fan of our George, managed 32.13. and in the same event, John Sellars returned 32.50. Steve Stent 31.45 and Stephen Wood 31.53 also deserve mention.

Private rides have added to the interest, and the competition, and have helped to make the events well worth while. Entries from Club and private riders have this year been accepted on the line. There have been, and there remain, problems with regard to timekeeping. The committee are currently discussing the

need to acquire a new stop watch, and also the desperate need for more timekeepers to be recruited. Many of these on the Club's list have been completely unavailable putting undue pressure on the two or three remaining. Assistant timekeepers have had to be used on two occasions.

There is regret expressed each year as the series ends. Why can't we have at least another three. If necessary the start could be brought forward 15 minutes?

THE SUSSEX HUNDRED

A dismal entry that must have been the smallest ever in the history of the Association, just eight entered and only six rode and finished. Our Editor who promoted on behalf of the Association was not looking for this kind of record and wonders what can be done (if anything) to restore the event to something like its former glory.

The weather matched the entry, when thunder and lightning rolled around, and rain fell out of the sky without having taken the trouble to divide itself up into droplets. Admittedly the rain eased up after a couple of hours and it was only

the floods that riders had to contend with. In the end however, the weather took pity on the competitors, and perhaps in recognition of the spirit with which they were riding, managed a rising south westerly to blow them back from that distant Havant turn. Keith Dodman placed on level scratch with Robin Johnson and perhaps the favourite because of his placing in the field only two minutes behind Robin, had a schedule for a ride of 4.20.0. and started in a most determined manner. If you set your sights that high you can not take a few miles to get warmed up! It would appear unfortunately, that Keith had over-estimated his stamina, for having caught Robin in less than 30 miles, he was never able to get more than about 20 seconds ahead, and he had no answer when the counterattack came on the Havant By-pass around the 80 mile mark. Robin surged away to finish at Sompting no less than 8 minutes ahead on the road and a clear winner by 6 minutes 11 seconds.

Robin's excellent time was 4.28.21, a time to lend the event an air of respectability. Keith was second in 4.34.32, his second 2nd place in S.C.A. Championships this year. Third place went to Frank Godwin of Brighton Excelsior in 4.44.57. The Brighton Excelsior were the only Club to field a team and great credit must go to them for the way they all rode and finished.

Keith's effort will earn for him the Club 100 mile trophy unless his time is beaten before the end of the season, but with less than three riders the event did not count as the Club Championship.

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T R A C K

STRUDWICK TROPHY MEETING

PRESTON PARK

20th JUNE 1973

Unfortunately there seems to be no one either willing or able to report to us regularly on the activities of our trackies and therefore their efforts are liable to go unnoticed and unrecorded. We are pleased to say, however, that we did get to hear of the results at this meeting.

One, George Matthews riding most beligerently took the meeting, and most of his opponents by storm, and proceeded to win the four events he rode. We wonder why he didn't ride the others? Did he need a rest or something?

The events he obviously found to his liking were the Devil-take-the-hindmost, most appropriate! The one lap scratch in

which Bruce Gilmer supported him to finish third, the 500 metres handicap, where off 5 metres he beat scratchmark rider Bruce Gilmer into second place, and finally the 12 laps point to point. As well as the support of Bruce our team received further points from Alan Orman who had a fine second place in the 6 laps Australian Pursuit.

Colin Miller was the other member of the team and did well to make the final in the handicap.

So the large trophy which we won last year is retained. Well done the trackies. Let us know if you win anything else!

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LOOKING BACK

The cover to our second issue in June of 1968 was perhaps the smartest we have ever had being on a glossy finished card. That issue also contained congratulations message from the Editor of "Cycling" Alan Gayfer.

It was in June 1968 that we reported the arrival of new member Tony Hill and referred to a girl friend. They are now married with family. We referred to John Mansell and a girl friend in Wakefield, and to

Barbara Steven and boy friend Martin Ford-Dunn two more couples that have long since taken the matrimony trail, with Barbara and Martin two laps ahead, with their two daughters.

It was at this period that Nick Lelliot was beginning to set the time trial scene alight with some tremendous rides. Reference was made briefly to the great battles that he was having with the subsequently controversial, John Cornelli of the Polytechnic C.C. in London.

We are reminded by looking through issue number two, that we did at that time have the support of several advertisers. If you or any of your parents or friends are in business do you think they would layout 50p for just half a page?

John Mansell also had his trike going well setting up new figures for the Worthing to Chichester and back record of 2 hours 7 minutes 33 seconds. There are three or four in the Club who have propelled these three wheeled monsters at racing speeds. It would be fun to have a reunion trike event say one ten per year when every available barrow should be dragged from its hiding place.

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