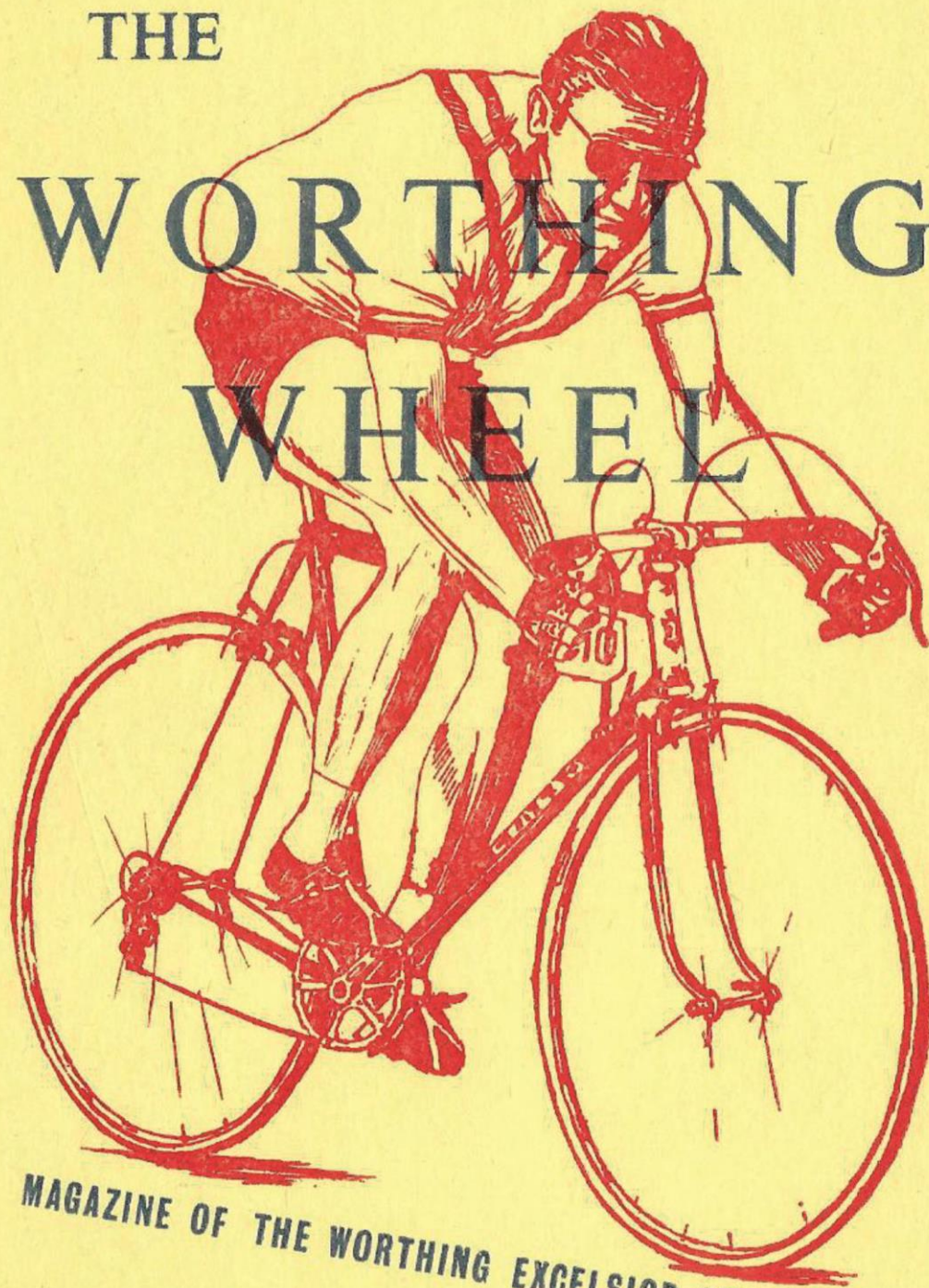


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1974

Vol 7 No 1

THE WORTHING WHEEL

The Journal of:

THE WORTHING EXCELSIOR CYCLING CLUB

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Broadwater Green, Worthing.
(Meetings: every Tuesday
8 p.m. to 10.30 p.m. approx.)
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FINANCIAL SUPPORT FOR THE ROAD RACE PROMOTION

The Club acknowledges with very grateful thanks the donations and financial support from:-

HASTINGS AND THANET BUILDING SOCIETY
10 Chapel Road, Worthing. Tel. 33066

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2 Twitten Way, Worthing Tel. 36517

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16 Station Parade, West Worthing
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Chapel Road, Worthing. Tel. 35321.

and very importantly those other members and friends who wish to remain anonymous.

The Club asks all readers to patronise those businesses that have so willingly supported us.

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Alan Matthews the Club's Road Event Organiser expresses his thanks to all those many members and friends who turned out to assist in the running of the event. Without you it would not have been possible.

BICYCLE POLO

Polo on a mechanical horse - that is, an open-frame bicycle without shields, guards, brakes, wing-nuts, toestraps, mudguards or projections, with a compulsory fixed wheel, and disc wheels forbidden - was invented in 1891 by an Irishman. In 1897 the Bicycle Polo Association was formed but the game died out. In 1929 it was revived and so was the Association a year later.

The game is played five-a-side by players each wielding a light mallet with a small cylindrical head while manipulating a skeleton bicycle at racing speed. The ball used is bamboo, the field measures 80-110 yds by 60-90 yds., and is divided into four equal sections by lines marked parallel to the goal-lines. The penalty area is enclosed by a line drawn at 15 yds, radius from the centre of each goal-line. The goal-posts stand four yards apart with a cross bar at nine feet.

The game is played fast and furiously in 6 chukkas of 15 minutes each, one minute rest between chukkas, ends exchanged at half-time.

Goals are scored as in hockey by hitting the ball under the crossbar and between the uprights. At the start players adopt any significant strategic positions, and the lonely ball is placed in the centre of the field. A sprinter from each team sits astride his cycle behind his goal-line. On the whistle he pedals hard for the ball.

If the ball goes over the sidelines, a free hit is taken from that point by a member of the innocent team, everyone else standing ten yards back as if from a case of mumps. Corners are taken

from the point where the quarter line meets the sideline, no defender within ten yards. A player is considered offside when there is no opponent between him and the goal-line and he is neither in possession of the ball nor behind a member of his own team who is in possession.

Players can strike or intercept the ball with any part of the body or cycle, but must not catch hold or throw the ball, nor must they dismount and pretend they are playing hockey. Hooking mallets and playing over an opponent's cycle are in order, but playing under an opponent's cycle holding or hooking him or his machine are forbidden. So is charging the goalkeeper in the penalty area.

If there is a deadlock in play the referee rolls the ball towards the centre, no player within ten yards.

For any infringement outside the penalty area a free hit is taken from the spot where it occurred, with the usual quarantine rule; for any infringement by defenders within the penalty area, a hit is taken by an attacker from the penalty spot marked 15 yards infield from the centre of goal, only one defender allowed between goal and menace.

Passing and positional play, swift changes of direction, and most of the tactical moves of polo, hockey and association football can be tried, provided you can learn to stay on your cycle, move fast, control the mallet and hit the ball.

The controlling body is the Bicycle Polo Association of Great Britain. National clubs for England, Scotland, Ireland and Wales came into being in 1946, and as recently as 1961 there were

sixteen leagues, one in Northern Ireland, one in Dublin, five in London, two in the south of England, one in the Midlands, one in East Anglia, one in Scotland and four in the north of England. Internationals have been played regularly between England, Scotland, Ireland, Wales and France.

50 MILE OPEN HANDICAP ROAD RACE

Firstly a "well done" to Alan Matthews for his well organised promotion on behalf of the Club and thanks for all the hard work that he put into it. Secondly those comments apply to the juniors and lower category riders who competed with such spirit and made for a very good race. I suppose a caption for this report might well be "Where did all the First Cats Go". Some did not start and most of the others did not finish so we must assume that the handicapping was too hard for them.

It's a bit difficult to report on an event from a stationary viewpoint when you see the riders only once every twelve miles, but it is understood from the Official Car that led them round, that there were no serious break attempts once the main groups had merged, although Terry Leach of Eastbourne Rovers C.C. certainly tried a solo effort which for some miles had him a hundred yards out front.

Juniors Alan Goodson of Brighton Mitre and J. Orlede of Redhill stretched their initial handicap allowance out for over two laps before being caught, and young Alan was still strong

enough to take sixth place in the bunch of twenty which eventually contested the finish.

Worthing riders, Alan Orman, Colin Miller and Richard Shipton were by the commencement of lap three all together in the main group and all looked to be reasonably comfortable. This must, however, have been a false impression so far as Alan was concerned for shortly after the end of that lap he pulled out with a remark about having no speed. George Matthews who has been affected by a leg injury over some weeks was not happy in the small field of riders at the rear of the field, and when R. Woodley of the Kingston Phoenix began to inject some speed into the chase, he was soon off the back and an early retirement into the headquarters.

A northerly wind had made conditions quite hard on the A.24 but this circuit had more shelter than the Yapton area and the large group formed early on had ensured a speedy event, the finishing time being just outside 2 hours and ten minutes.

The final few miles were very hectic but the group stayed intact and from that group came Gavin Hall of the Redmon C.C. Gavin, a junior, no less, already held a licence full of endorsements, indicating that he knew what it was all about. Hidden away in the group and completely unnoticed he timed his effort beautifully. He beat Polhill R.C. rider, second category, H. Rainbird into second place and third category rider E. Collins of the Chequers R.C. into third spot. Fourth was Frank Godwin of the Brighton Excelsior just making the first Sussex rider home, ahead of J. Blackman of Eastbourne Rovers, fifth, and Alan Goodson of Brighton Mitre, sixth. Twenty four riders finished the event.

CLUB TIME TRIALS

REMAINDER OF:

EVENING PROGRAMME 1974

9th May	10 miles	(trophy series event)
16th May	10 "	(team champ. type event)
23rd May	10 "	(trophy series event)
30th May	10 "	" " "
6th June	10 "	" " "
13th June	10 "	" " "
20th June	10 "	" " "
27th June	15 miles	(Junior Championship)
4th July	25 miles	(Two-up Event)
11th July	15 miles	(Ordinary Club event)
18th July	10 miles	(Trophy series event)
25th July	10 "	" " "
1st. Aug.	10 "	" " "
8th Aug.	10 "	" " "
15th Aug.	10 "	" " "
22nd Aug.	10 "	(Team Champ. type event)
29th Aug.	10 "	(Trophy series event)

.....

Team Championship Type Tens

The two events referred to above will need teams of three, but the teams will be worked out by one of the Club's handicappers who will also set the field to keep riders of the same team apart. Entry forms will be required one week before hand so that teams of approximately equal ability can be worked out. Each rider will pay the usual evening ten entry fee and the winning team will be awarded Club medals. These two events do not count for the Evening Ten series trophy.

A VOICE IN THE FOREST

Linwood Common
New Forest

Number Three

Colts, Fillies and Stallions

I had a comfortable winter, at home on my own pasture and looking after my 1973 colt. The silly fellow was sent off for the last sale of 1973 but halfway there he decided "I want Mum", broke loose in the truck and scrambled over the tail gate. As he fell the halter rope hooked up on the gate and he was dragged along behind the truck. A motorist at the rear managed to stop the vehicle. When he was raised to his feet, Nipper, in his panic, broke free and bolted into the Forest, I had to be taken out to the area, where he soon joined me and followed me quietly into the horse box. He was taken home to have his wounds dressed, one cut requiring 18 stitches, He is quite recovered now and only shows a slight thickening of one fetlock. I expect he will now go to the first yearling sale.

For 1974 I have a filly; usually I produce black and white offspring, but this time Konkers colouring has shown. This filly is about 80% white, with chestnut hindquarters and blinker pattern over both eyes.

My mother, "The real Maggie", is home on the farm just now, she is 19 and has got a bit out of condition; she had a colt for 1973. Enough about me and mine.

In the last issue of your magazine I mentioned the coming of the Stallions; I think I should now tell you more about them; first their names. A few of my boy friends are: Fritham Konkors, Fritham Bimbo, Broomy Slipon, Blackheath Dandy, Telegraph Streak, Deeracres Summertime. You will notice that they all have double names; this is important, as the first one is known as the Prefix and tells where he was born. This knowledge is required by the pony breeding people and they know just which stallion is referred to - for example, there may be more than one Dandy on the Forest, but only one Blackheath Dandy.

In the past the Stallion Show took place near the 1st April, then the Stallions had to be released within two weeks. This has now been changed, the release is the same, but they are now observed on the forest by the Agistors and Verderers; points are awarded for conduct, how many mares in his band and is he looking after them well?

A story now about my friend Sunselve, Some time ago Sunselve disappeared from the forest, he was gone for some time, but when he returned it did not seem possible that the dangerous, vicious animal could really be Sunselve.

I found out that he had been sent to the private stud of a very illustrious person. There, his job was that of "Teazer", or, as humans put it, "Chatting up the Burds". He was put alone in a field with a strong high fence. In the next field were the Brood Mares. Of course, Sunselve made a fuss, prancing about and calling to them. The trouble was, when the ladies began to get interested the Pampered

Stud Stallion was led out and had all the fun, leaving poor Sunselve screaming with rage and frustration. It all proved too much for the poor boy, he broke down the fence and got to the mares - it was obvious that his was not the temperament to be used like that; he was caught and sent back to the forest in disgrace. Then he was sent to my master to be brought back under control, this was successful and together they won the New Forest Point to Point Race.

See you in the Summer

Maggie.

.....

THE ANNUAL GENERAL MEETING

26th FEBRUARY 1974

The meeting, set to start at 7.30 p.m. sharp, started promptly at 20.00 hours under the chairmanship of Mr. Charles Lednor. Appearing on his immediate right, President Mr. Duggie Argent and Treasurer Mr. Raymond Douglass, on his left the 1973 secretariat comprising Mr. John Mansell and his able assistant Mr. Roger Smallman. Across a small area of nomansland these were faced by the main body of the opposition - sorry - members present. After the preliminaries of apologies and the reading of the minutes of the last meeting (how anyone can remember these I do

not know) the assembled company gave due consideration to the Secretary's Annual Report, which, must, this year, be placed alongside the Queens speech at the opening of the new Parliament, as carefully avoiding any controversy, indeed it hardly raised an eyebrow, very unlike John. The condensed account of the year's finances, making the job look a piece of cake, was presented by Ray who ably dealt with the numerous questions raised.

There had been rumours of a major reshuffle of the cabinet but this did not materialise and a vote of confidence in the retiring ministers meant, in most cases, their unanimous re-election. A couple of new faces were introduced to the back benches by the election of both the Macmillans (what a fine old parliamentary name) Roy, as junior representative, and Dad, Norman as general Committee member. Also elevated to the position of junior minister was Eddy Kneen, who in filling in as assistant at the Time Trials Office, must be looked to for further promotion in this sphere. The committee will also have the benefit of the wisdom and experience of senior member Joe Simpson for the ensuing year.

Principal officers elected were:-

President:

W.D. Argent

Vice Presidents:

Mrs. M. Argent

D. Dean

W. Blackwell

M. Reeve-Black

B. Weir

J. Hughes

C. Hughes

Vice Presidents:	T. Puttick
	R. Douglass
	C. Coleman
	C. Hazleden
	D. Clarke
	A. Thomson
	J. Rennie
Life Vice Presidents	H. O'Toole
	C.G. Lednor
Chairman	C.G. Lednor
Secretary	J. Mansell
Assistant Secretary	R. Smallman
Treasurer	R. Douglass
Social Secretary	T. Puttick
Time Trial Secretary	D. Funnell
Assistant Time Trial Sec.	E. Kneen
Touring & Runs Secretary.	D. Hudson
Road & Track Secretary	C. Miller
Timekeepers	A. Dawes
	C. Lednor
	R. Douglass
	B. Weir
	A. Palmer
	M. Ford-Dunn
	D. Lock
Handicappers	B. Weir
	T. Puttick
	T. Lednor
	A. Dawes
	D. Lock
	R. Douglass
Magazine Editor & Press Secretary	D. Lock

Amendments to rules to provide for handicapping of the evening ten mile events and confirmation of the promotion in 1975 of an open 25 mile time trial and an Open 50 mile road race dealt with the few racing matters. With surprisingly little in the way of any other business the sitting of the house ended at around 22.00 hrs.

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DINNERS

Bognor Regis Cycling Club

On the 17th of November Charlie Lednor and Keith Dodman represented the Club and enjoyed themselves at the Bognor Regis C.C. Annual Dinner, Dance and Prize Presentation, held at the Grosvenor Restaurant in Bognor.

Although there were only about 60 in attendance it made for a very lively and sociable evening. After a marvellous turkey meal and amusing and interesting speeches, from Charlie who proposed the toast to the Club, and Brian Cox who responded, the awards were presented. Nice to note here the complete acceptance of Women's Lib with the presentation of the award of "Clubman" of the Year to Betty Cox.

Let us hope that the Bognor Club with which we have great ties and friendships, succeeds in attracting many more members this year, and so reward their hard working officials.

Hants Road Club

The Hants Road Club dinner is not attended very frequently by our members, but as Don was invited to speak a party of five travelled to Waterloooville on December 8th.

This Dinner is to be thoroughly recommended. About 200 were present from Clubs throughout Sussex, Surrey and Hampshire and from the look of the foyer most had come by bike. The meal was a good one and after the speeches there was the usual prize presentation; what an excellent group of racing men this club can currently call on.

Dancing and games followed and among the latter a competition as to the number of persons who could squeeze inside an inner tube. Would you believe 40! A tremendous Club this with a very hard working and progressive committee, full of ideas.

Eastbourne Rovers Cycling Club

Three members went over to The Pier Hotel at Eastbourne on February 2nd and were treated to an exceptionally good meal and a hilarious evening, something one must expect if you find yourself seated at the same table as Pete Swetman. Pete, seen at other dinners in the south seems to be trying to publicise his latest record and dance craze, the Wibbley, Wobbley Woo' the spelling is uncertain, but not important. There was a scientific interlude during the meal when Maureen Lock and Ginger Makepeace, of the Hants

Road Club, (yes they get everywhere), demonstrated how a tomato on a cherry stick would not float in a pint of best bitter. Highlight of the evening was the presentation to Cliff Sharp, for his astonishing record of 100 sub-sixty minute 25 mile rides, of a specially engraved medal.

Sussex C.A.

The S.C.A. lunch on Sunday 20th January returned to an old haunt when some 80 members of the affiliated clubs, and friends sat down to a most excellent meal at The Franklands Arms at Washington. Twelve members of the Worthing Excelsior were present.

A good attendance and a good meal along with the opportunity to recall some of the record breaking championships of 1973 were perhaps the best things of the occasion. The speeches were not very good. It was a shame also in a get together of those who enjoy and encourage healthy outdoor activity to see younger members partaking of alcohol or spirits to an extent where they remain slumped across the table for most of the afternoon.

Brighton Excelsior Cycling Club

Dave Hudson and Roger Smallman attended the Brighton Excelsior Dinner on Saturday 26th January. A pre-dinner drink in the Bar gave everyone a good appetite for the excellent meal served upstairs, where 30 members and

friends sat down under the Chairmanship of Club President Bert Absolom. In a brief speech of welcome, Dinner Organiser Dick Jones thanked all those who had helped the Club over the past year. The meal over everyone adjourned to a room adjoining the bar where music, dancing, drinking and talking occupied the time until midnight. Despite the hour Brighton Excel. members who had cycled to the dinner decided that it was as good a time as any for the Sunday Club run! Over Ditchling Beacon! In the raffle, Dave Hudson had a lucky ticket, for which he was rewarded with a bottle of wine.

VETERANS' TIME TRIALS ASSOCIATION

SUSSEX SURREY GROUP

Sunday 10th February was the date of the 18th Annual Luncheon and Prize Presentation and is a luncheon where one expects a good meal and this one was no exception. Held at the Surrey Hills Hotel Beare Green and attracting approximately 130 diners including Vets and friends. The 3 Vets from our Club were Alf Dawes, Roger Smallman and Ray Douglass and at the other end of the age scale Roy Macmillan. Young Roy was fortunate in having a free ticket given to him by Dave Hudson whose back wheel had developed gremlins at Ashington and had been forced to return home by car, after an S.O.S. to Ann Weir. However to return to the luncheon this always seems to be a loquacious affair with six speakers including Mrs. Eileen Gray of 'Cycling' and Alan Gayfer

former Editor of 'Cycling' who both spoke briefly and succinctly on cycling affairs. The other speakers however although very good were inclined to ramble on and at one table it was observed that the Norwood Paragon members were making bets on the length of time a certain speaker would take over his speech. The luncheon was a very good humoured and amiable affair with the prize presentation a benefit for Sid Armstrong of the Addiscombe C.C. The prizes were given away by the first Sussex and Surrey women veteran prize winner a very attractive Mrs. Jean Walsh of the Redmon C.C. whose age certainly belied her. The ride home by Ray and Roy in torrential rain and into a gale force wind was ended at Horsham by an offer of a lift by Alf who had overtaken them in his van, this was gratefully accepted.

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YORK RALLY

SAT. 6th and SUN. 7th JULY

Anybody interested in going names to me
please. Dave Hudson.

.....

PEAK DISTRICT TOUR

For a pre-Easter break Dave Hudson and Derek Smith decided on a week in the Peak District, Derbyshire. On Saturday 30th March with Dave at the wheel and me secured firmly to my seat we hit the road North on four wheels. Holidays for resting!, certainly not when cycling in the Peak District. It is situated between Sheffield, Manchester and Derby, the heart of British Industry, yet we saw little of the industrial scene in the 542sq. miles of the National Park. The Park is made up of Gritstone and 'rounded'? Limestone hills, rapid clear streams, famous houses and ancient monuments.

The weather started very favourably and we wondered how long it was going to stay that way. After visiting Jodrell Bank Radio Telescope, Manchester, the Saturday bike ride was an easy 10 miles from Buxton (1000ft.) to Ravenstor Youth Hostel (750ft.) but the road still climbed in many places and it sorted out gear cable trouble on the 'Holdsworth'!

Sunday started and stayed bright and we visited the Speedwell Cavern, Castleton, to cool down, at 10 a.m. This is half mine and half natural cave, with an artificial waterway made by the miners seeking lead, which they didn't find, over 100ft. underground. The waterway is explored by a boat, propelled by the guide pushing his feet along the low roof. The famous steep Winnats Pass with a gradient of 1:5 and stories of highway-men and murderers, led away from the Cavern entrance. This was

successfully ridden up by both. A glance at the 'new' brake blocks on my bike revealed that the rear set needed replacing, this after only 20 miles. A pub lunch in Edale and afternoon around the Derwent reservoirs, which combined very pleasant 'roughstuff' with byways brought us 50 miles fitter to the second night at Castleton Y.H.

Monday started misty, but it soon cleared, although not before we had climbed up on foot to investigate the dominating 11th C. Peveril Castle, a reminder of William the Conqueror. Then on to Hathersage for the first 11's of the tour and a visit to the churchyard to see the grave of Little John of Robin Hood fame. A pub and cafe for dinner and another quick change of brake blocks ended in a chat with a local miner who was keen on cycling and hopes to resume his interest soon. The grounds of Chatsworth House, home of the Duke of Devonshire, were explored with 'No Admittance' signs not deterring the determined roughstuff cyclists who found back ways in. We discovered later that we were 3 days early for the official opening season. An abrupt word by the river keeper of the estate about our intrusion, led on to a half-hour chat about the House; grounds and owners. Haddon Hall, also closed on Sundays and Mondays (pity), was photographed, and then it was back to Bakewell Y.H. after a low days mileage (40).

On Tuesday we woke to thick mist which wasn't to clear until after dinner. We set out in these damp conditions to 'do' the Derbyshire Trails namely the High Peak Railway

and the better known Tissington Trail, both originally old Railways. Between the two we suffered 'bonk' having had no ll's, so straight into the Dog & Partridge Inn at Thorpe, for the first of 4 super 3-course meals that we were going to have during the tour. Internally satisfied and with clearer weather conditions, we rode the Tissington Trail to join the High Peak again, and rode to the end of that, a very dusty works yard. A quick exit over the weighbridge and we were on our way to Buxton Y.H. That evening saw the duo ride to the Cat & Fiddle Inn 1690ft. to drink in the 2nd highest pub in England, and find the days mileage stood at slightly over 60.

Wednesday morning was spent in Buxton, where we sampled a glass of water from one of the thermal Springs producing 2,000,000 litres of water per day, at a steady 82F. This was followed by another ride up to the Cat & Fiddle for dinner, our 2nd 3-courser. The first part of the afternoon was spent in the Goyt Valley. The valley consists of two reservoirs, which supply Manchester with water, and it also has traffic controls to retain its remaining charm. One-way traffic presides all the year, with total and partial car bans in some parts at certain times of the year, mainly during the summer months. To get Ham Hall Y.H. we made our way to the River Manifold via Longnor where we took 5's at the village shop. Then down the dale arriving, after 50 miles that afternoon, at 1845 for superior hostels' supper at 19.00. The evening was spent at Dog & Partridge nearby, working on the next days route.

Thursday had us heading back to Manifold Valley in bright sunshine. The path we were using was the tarmacadamed course of a disused railway that followed the centre of the valley. The great attraction to water saw us cycling down the River Dove in Beresford Dale where I learned that not all the ground was firm and sunk 4" into black slimy mud, what a mess! A quick wash down completed and then back to cycling. Our 3rd large dinner was taken for the second time in the Dog & Partridge. Dovedale the target for the afternoon was pleasant but not easy, with a lot of pushing up the steep banks. Another change of brake blocks, this time turning the old ones to get maximum use of what spares I had with me. A direct route to Matlock completed the 60 miles that day.

Friday, with a new set of blocks purchased at Matlocks Garage/Cycle shop and a change of rivers, we cycled to ll's at Bakewell. Here we enjoyed coffee with the famous Bakewell Puddings, made of pastry, jam, an egg custard type filling and almond flavouring. Then out on the bikes again and through the villages of Ashford in the Water, Monsal Dale, Cressbrook, Millers Dale, Chee Dale, Wormhill and Peak Forest - Derbyshires 'Gretna-Green' - and finally into the town of Buxton. Now at the end of our tour, we thought of the ground that hadn't been covered. The Snake pass was our main interest, so that was traversed in the van. Chelmorton was the next stop, the highest village in Derbyshire, standing at over 1200ft. One unusual point of interest in this village was the stone Telephone box, the only one in the country. With 40 cycling miles behind us that day we made our way to Hartington Y.H.

for the last night.

Itching to get the miles in this time in the van, we made an early start from the hostel at 09.05 Saturday morning and headed for Bakewell to pick up a large consignment of Bakewell Puddings. We looked round Sheffield and drove past Barnsley (Tony's new residence) and on to Harrogate. After buying up Ron Kitching's cycle shop and loading it into the van we headed for Manchester via M62 Pennine Motorway, then Birmingham, Gloucester and Oxford for our 4th and final 3-courser, and home 450 miles, 14hrs. later at 22.50.

The cycling tour lasted for 6 dry sunny days and we covered over 300 miles including about 70 roughstuff miles and never strayed from the O.S. Peak District map. The people were very friendly, the scenery tremendous (I took over 50 slides), the water and air so clear and fresh and the food was good. Tracks and Bridleways along with the Roman Roads were plentiful and pleasant - no need to use the Main Roads. Breakfast, Supper and Beds were booked at all hostels, a wise move as there were plenty of school parties - good for washing-up. There were no complaints about the Y.H.'s except Buxtons stingy meals - a slice of swiss roll for pudding. The buildings were mostly old manor houses and Halls. With the exception of rapidly worn brake blocks, possibly due to dimpled rims, there was no mechanical trouble and we remained puncture free. Gears ranged from Daves 25" and my 28" through to 90" high, the lower ones particularly more useful. Looking forward to the "Cotswold levels" for Easter with the 'Roughstuff Fellowship'.

1974 RELIABILITY TRIAL

An entry which surprised even the promoter, your's truly, made this a very successful promotion and a great start to the 1974 season. I had only one idea that was original in any way and that was to fix the date and the course at a very early date. This, together with the acceptance of entries on the morning, a wonderful springlike one, was all I think that could have brought such a terrific response from members of other local clubs as well as from the Excelsior.

I had anticipated something between 20 and 30 and timekeeper Dennis Dean had something of a problem in sorting out the 50 riders who had congregated at the top of Washington Bostal hill. The course was in fact $51\frac{1}{2}$ miles and in the excellent conditions that prevailed the majority of the riders had little difficulty in getting round in their selected standards. Twenty decided on the four hour standard and twenty eight and a tandem went for three and a half hours. It is true that Central Sussex did ask if there was a three hour standard, and had there been, seven, including two of their's would have been inside. This may indicate that the course was too easy, but I prefer to remember how ideal the conditions were, and count on the success of the entry, and if the Committee wish me to organise it again in 1975, I should adopt a similar policy.

From the start riders descended the old Washington hill to the Franklands Arms and then headed east through Steyning and Bramber

to the Rising Sun at Upper Beeding. Here they had to sign in with check marshalls Martin and Barbara Ford-Dunn, before turning left and making the climb over the Downs past Golding Barn, and on via Small Dole to Henfield. The route, then continued along the A.281 through Shermanbury to Cowfold, Roger Smallman doing his own early morning trial, had cycled up to the Red Lion at Cowfold and provided check number two. The easiest part of the course now took the riders west to Buck Barn cross roads on the main London Worthing road, and straight on to Coolham. West again from here, but for only a couple of miles to Coneyhurst Common found check number three in the person of Joe Simpson, but more importantly from the point of view of the riders was the sight at this point of the well known view of Theo Puttick's waggon and Jim and Connie Hughes car. From these came steaming mugs of soup and tea and there were choc bars for those concerned, at this stage, about 27 miles with their stamina holding out. After being suitably refreshed those taking part began on the harder parts of the course, first winding their way through Broadford Bridge, Adversane and Wisborough Green and then tackling the hill which many found was more easily walked than ridden, the notorious Bedham Hill. This, narrow lane stretch, from Wisborough Green south to Fittleworth although finishing with a nice downhill swoop, came at just the point when any suspect staminas were beginning to show and quite a lot changed their minds about here, as to whether the course was too easy or not. An up and down stretch brought riders out on to the main A.29 road just south of Watersfield and right there in front of them was the lonely view of the Downs! The climb just a couple of

miles away, does however look less forbidding now that it is wider and the bends sweep round more gradually, and even if it is still the same height above sea level at the bottom, and still the same height above sea level at the top, as it used to be, it does me some psychological good to kid myself it's not as hard. At the summit, roused from the continuation of his night's sleep, Dave Funnell provided the final check by Whiteways roundabout. Club riders were now on their Hardriders course and followed the B.2139 through Houghton, Amberley and Storrington, on finally to the roundabout at the northern end of the Washington Bypass and then up the bypass to finish at the start.

Successful riders at 3½ hours were:-

Clive Oxborrow	Brighton Mitre
Alan Limbrey	" "
Colin Taylor	" "
Richard Smith	" "
Dave Barnard	" "
Martin Butcher	" "
Adrian Morris	" "
John Oakes	" "
Colin Wood	" "
Ron Rogers	Central Sussex
Martin Hawes	" "
Ron Ewart	" "/
Geoff Boore	
Shaun Bateman	
Steve Myatt	Tewes Wanderers
Richard Shipton	Worthing Excelsior
Ray Douglass	" "
Derek Pearce	" "
Michel Howard	" "
Mike Murphy	" "
Keith Dodman	" "
Don Lock	" "

Successful riders at 4 hours were:-

Dick Jones	Brighton Excelsior
Roger Sturt	" "
Val. Stringer	" "
Rick Stringer	" "
Frank Godwin	" "
Colin Hudson	" "
Chris Laker	Central Sussex
Dave Challis	" "
Rod Laker	" "
Ian Reader	Worthing Excelsior
Roy Macmillan	" "
Alan Orman	" "
John Mansell	" "
Derek Smith	" "
Colin Miller	" "
John Lucas	" "
Mike Humphrey	" "
Bernie Bethell	" "

Two unattached riders, who should not stay unattached very long, also rode and completed the course inside three and a half hours. They were Ian Landless from Seaford and John Hare from Hassocks. Alan Goodson with Tony York also had no difficulty in taking their tandem round inside the three and a half hour standard.

My many thanks to all who turned out to help and to all the riders including those who did not qualify. I hope we shall see you all again in 1975.

THE 1974 CIRCUIT OPENER

All that business of getting up early, (although not so early as it used to be); those butterflies in the stomach, all that superficial chat at the start, trying to explore the mind of the other to see how he is feeling, and trying to show your own complete ease and confidence. That early to bed, and laying out of racing clobber, the rubbing of legs with evil smelling oils and spirits. It's all back again and those funny fellas known as time triallists are back in "season" once more.

The thought of the first Club event for 1974 the Circuit Event reminded everyone of how much harder it is to race up the Findon Valley on 84" than it is to tour up there in a Club run on 64" Riders recalled, not only, how steep the climb to Long Furlong is but just what a drag there is from the Findon roundabout up to the Cricket ground, and drags like that from the Coach and Horses to the top of Crockhurst Hill on the Arundel Road, that drop into insignificance in winter riding, suddenly reappear, as major obstacles to one's progress when viewed from a racing aspect.

Despite all this, on Sunday 3rd March 1974 the Club's Circuit event got under way at the respectable hour of 9 a.m. and with cold but sunny conditions and only a breeze from the north east.

Brian Weir had set the field and 'fixed' the handicap. Our Ed. found himself on an unaccustomed scratch mark - must have been something he said - and next to him was Alan Orman on 0-30.

The choice of clothing was as usual in this opening event, at considerable variance, some were stripped down as though it was a sweltering day in August whilst others looked like they had just descended from Everest.

There was a good deal of scrapping around the course with the fastest riders catching slower ones and the riders caught finding that they had not been trying hard enough and, proving in several instances very difficult to shake off. Two riders who were not in action very much in 1973, Tony Rotheram and Eddy Kneen, seemed to be enjoying the outing while Alan Orman, Derek Pearce and Don Lock were riding hard and clearly in the leading positions. At Offington John Mansell took a note of the times as the competitors passed him on each of the three occasions:-

	<u>1st Time</u>	<u>2nd Time</u>	<u>3rd Time</u>
Alan Orman	5.10	29.10	53.30
Derek Pearce	5.10	30.10	55.10
Don Lock	5.00	29.20	54.55
Eddy Kneen	5.25	31.15	57.05
Colin Miller	5.30	32.05	57.20
Tony Rotheram	5.35	31.50	57.50
Ray Douglass	5.50	32.45	1.00.10
Mike Humphrey	5.50	33.30	1.02.45
Paul Taylor	5.50	34.10	1.03.20
Alan Matthews	6.10	36.35	1.07.40

The fastest lap was Alan's first, covered in 24 minutes.

The handicap prize went to Derek Pearce.

Full Result:

1st.	Alan Orman	59.00
2nd.	Don Lock	59.38
3rd.	Derek Pearce	1.00.58
4th	Eddy Kneen	1.03.03
5th.	Tony Rotheram	1.03.54
6th.	Ray Douglass	1.06.37
7th.	Mike Humphrey	1.09.28
8th.	Paul Taylor	1.
9th.	Alan Matthews	1.14.45

Colin Miller's ride was a private time trial as he had not entered for the event.

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Octagenarian calls upon Roger Smallman.

"Saw your name in the V.T.T.A. handbook thought I would look you up for a chat". Roger nearly missed his Club night that evening, so long did it continue, but we can guess the pleasure that it gave to recount old cycling memories.

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We record with regret the death on 20th May of Vice President Charles Hazelden. We extend the Club's sympathy to his wife and family.

MISCELLANY

R.T.T.C. Regulations prohibit the entering of events that clash, i.e. two in one day without the possibility of being able to ride both. These regulations however do not deal with the entering of the same event twice! But who would do such a thing you might ask, it appears that Alan Orman would; ask the promoting secretary of the Crawley Wheelers Good Friday 25. Alan's case will be discussed at the next full meeting of the National Council of Confounded Liberties.

Still with that Crawley Wheelers event, how good it was to see a younger member with the sense to ride a fixed gear and a moderate one at that. Paul West with his 76 returned a time of 1.8.58 in only his second 25 and this, an eleven minute improvement on his ride last year should give him a tremendous chance of being the most improved rider of 1974 and taking the trophy which goes with that title.

Noticed in 'Cycling' in a report on the Annual Dinner of the Kingston Phoenix Road Club. Their best all rounder was Doug Greenfield. To those who do not remember him, Doug was a member of Worthing Excelsior for some years and worked as a cycle mechanic for Ernie Meredith in a shop almost next door to the Club room, now a toy shop. Doug has gone from moderate to meteoric since joining the Phoenix and to beat riders of the calibre that his Club possesses is a tremendous performance.

CYCLING AND THE CAMERA

As long as the bicycle has existed, the camera has recorded for posterity the varying activities of our sport and pastime. The results of the efforts of these cycling photographers, or photographic cyclists - have it which way you will - are well known. Museums, books, old photo albums, film libraries etc., all provide ample evidence of the bike game, right from the time when the early machines made a few hesitant runs along the dusty lanes of mid-Victorian England.

There is no doubt that the hobby of photography "goes" with cycling; in the early days no less than now. I was reminded of this recently whilst browsing through an ancient volume of cycling. A quote from this book will show you what I mean; "There is one reflection that can hardly fail to suggest itself to a recent arrival in Cyclonia, and that is the strange but undeniable fact that every third cyclist is a photographer. Perhaps photographer is too harsh a term to apply to these well meaning persons. The justice of the case would be met in most instances by describing them as dabblers in photography. They are for the most part harmless, and operate chiefly on their friends and relations."

Those words were penned over 90 years ago, but the writer obviously didn't think too highly of the skill of the early cameramen! Well, I suppose there are similar types around today, but the results of the cycling photographers I have seen in recent years have been of a high standard. However, the pioneers didn't have things quite all their own way. They couldn't pop a film in the camera, sling it over their shoulder and ride

away. It wasn't as easy as that. There were no films anyway, and they had to carry around a large camera, not to mention sensitive plates, plus a tripod. Some travelling photographers would carry around a portable darkroom, including a tent, chemicals and dishes. All this was required to produce the "wetplates" which were often used. The complete cameraman was really loaded up. I can imagine problems arising when the 'camera nut' of the clubrun decided to stop for a couple of snaps!

The 'Pennyfarthing' was obviously unsuitable for carrying all that gear, so the tricycle was invariably the mount of the cameraman. One make, the Coventry Rotary, was recommended as being specially suitable for carrying photographic equipment. This trike, patented in 1876 by James Starley (a famous name in cycling history) was rather an unusual type in that it was a two-track machine, having a large driving wheel on one side and two small steering wheels on the other. The machine had a lateral bar on which the rider would strap the tripod legs. To quote the old book again, "a gun, an easel, a landing net or an umbrella will ride most comfortably when strapped along it".

All the foregoing tends to suggest that combining photography with our chosen pastime was, in the 1880's no mean feat. To overcome the difficulties inherent in using pioneer equipment and conveyances, a great deal of enthusiasm and determination was required. This is a far cry from the clubman of the 1970's with his super efficient 35mm camera producing colour transparencies with which to entertain his family and friends.

Finally, what does the future hold? Cameras are now so good that the best of them virtually think for themselves when it comes to the vexed question of what exposure to make at what aperture, not to mention the film speed and the amount of light available. It is difficult to see in what way they can be improved, although finality is something which never seems to be reached. One type of camera I have not actually seen in use is the Polaroid camera producing "instant" prints. Perhaps in years to come this could be a popular camera for the touring cyclist. He could return from a fortnight's holiday and the very next day be able to show a complete colour photo record of his wanderings. This, at least, would be a decided improvement on some of my own efforts at developing and printing. Following a week in North Wales some years ago, nearly two years elapsed before I finally got all the prints made! That Polaroid certainly seems the one for me.

Roger Smallman

CLUB 25

March 10th 1974

This was the first try out of the new course worked out by the Club's R.T.T.C. Official course measurer, Ray Douglass, and known in the Club as course R.H.D.I., but now officially approved and designated G.937. The morning was not kind, for although the very heavy rain of the night and early morning had stopped before the start, the roads remained very wet and the temperature was

barely above freezing. A number of entries decided that it was too early in the season to risk such conditions and did not report to timekeeper Martin Ford-Dunn. Of the six that did venture out Eddy Kneen came to his senses after about a dozen miles and D.N.F'd.

Of the remainder Colin Miller, Richard Shipton and Don Lock appeared to have the race between them and the chance of setting up the course record. Paul Taylor and Bernie Bethell were both having their first outing for some time and were farther back. Over the first ten miles in which Don caught Eddy it looked as though he was going on to a comfortable win but he did not widen the margin in the second half and eventually ran out the winner from Colin by a little over a minute.

Result:	1st. Don Lock	1.9.26
	2nd. Colin Miller	1.10.43.
	3rd. Richard Shipton	1.11.08
	4th. Bernie Bethell	1.15.38.
	5th. Paul Taylor	1.22.41.

1st Handicap Don.

The event was not a good test for the course which is probably a hard one but certainly much faster than this even for riders of this same category.. It has an ideal starting and finishing point near The Coach and Horses on the Arundel Road, and the first half is reasonably flat, going out through Angmering to the Littlehampton to Worthing road and then coming east and south to a turn at the Durrington Station roundabout. The return to Patching Pond is good but then comes the leg out to the far end of the new Arundel bypass and the return to the finish and this is very bumpy and the two climbs, firstly out of Arundel and then up Hammerpot in the final five miles are bound to slow even the fastest.

FIVE YEARS AGO

On February 9th, 1969 Ray Douglass introduced to the Worthing Excelsior Cycling Club, the 'Observation Ride'. It attracted 18 entries including no less than three tandems and was an unqualified success although some of Ray's humour in his compiling of cryptic clues to some place names, caused considerable comment, how about "cold meat" for Coolham and "contrary lady" for Adversane, for example.

The route was from Broadwater through Findon, Washington, Sullington and Storrington and on to Pulborough for the first half. After this it wound it's way back through Adversane, Billingshurst, Coolham and West Chiltington before meeting Theo and the usual "meal spectacular" on Wiggonholt Common.

The names of the patron saint of half the churches in West Sussex occupied riders for quite a part of the time. It seems that Mary reigns supreme in these parts.

The event included finding certain items on a treasure hunt basis, and there was also a photograph competition organised by Jim Hughes, all of which added to the day long outing.

Some names competing that day included Nigel Barlow, still with us but not so often on a bike as he was then, and Pete Gallienne a good racing prospect who unfortunately moved away to the west country. Among the three tandems was one with the pairing of Geoff Allibone and Alan Matthews. This is an event which was subsequently repeated on a later occasion with equal success and the idea of another in the autumn is something which may appeal to the runs committee.

EDDY TORR

Arising out of a very valid question raised at the Annual General Meeting all future copies of this Magazine will contain the following note:-

"The opinions and comments expressed in this Magazine are the opinions and comments of the individual contributors and are not necessarily the views of the Worthing Excelsior Cycling Club or it's General Committee!"

To have a general note of this nature is, I think to be preferred to having each article signed. In many cases the author does not wish to write in the first person or may wish to remain anonymous for quite acceptable reasons. If views or opinions are expressed the identity must be known to the Editor and such articles will in future only be used if that condition is complied with.

This all sounds rather formal, but it is a point which is accepted as being of importance. While it is a healthy magazine which voices the opinions, controversial or otherwise, of it's members, those members must be identifiable. There has been much favourable comment and there has been some criticism of our journal but only a fraction of this has been addressed to the magazine. Please, whatever your comment may be, address it, in writing to the Mag. and, provided it is printable!..., it will be in the next issue.

