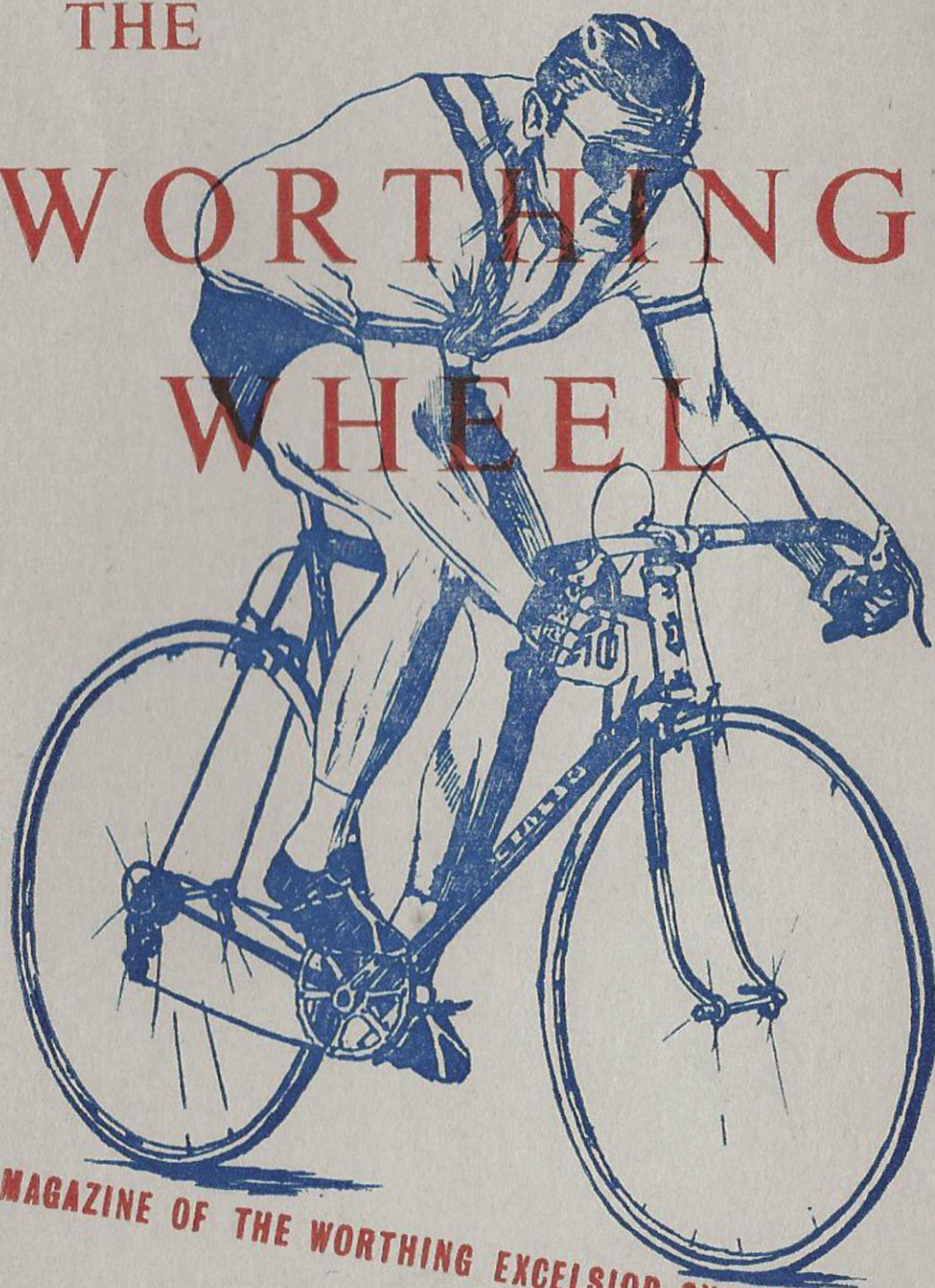


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 1974

Vol 7 No 3

THE WORTHING WHEEL

The Journal of:

THE WORTHING EXCELSIOR CYCLING CLUB

- Headquarters: Broadwater Parish Rooms,
Broadwater Green, Worthing.
(Meetings every Tuesday
3 p.m. to 10 p.m. approx.)
- President: W.D. Argent, 67 St. Lawrence
Avenue, Worthing.
- Chairman: C.G. Lednor, 5 Uplands Avenue,
Worthing (Tel. Wor. 62038)
- Secretary: John Mansell, 3 Walesbeech,
Furnace Green, Crawley.
(Tel. Crawley 35757)
- Treasurer: Ray Douglass, 25 Guildford Road,
Worthing. (Tel. Wor. 38686)
- Runs Leader: Dave Hudson, 18 Middle Road,
Shoreham.
- Time Trials
Secretary: Dave Funnell, 21 Adur Valley Court,
Towers Road, Upper Beeding.

Editor "WORTHING WHEEL" and Press Secretary,

Don Lock, 70 Lincoln Road,
Worthing. (Tel. Wor. 62724)

30 MILE CHAMPIONSHIP10TH AUGUST 1974

By choice the event was moved to a Saturday afternoon but the move to a new course was not so voluntary, being forced on us by the Buck Barn traffic lights. The course worked out and measured by Ray Douglass was from the western end of Hole Street at Ashington, through to Wiston then up the old ten course and continuing on from Partridge Green to West Grinstead to join the A.24 near Knepp Castle. It was south then to the start and then round again but with the finish extended south on the A.24 past Hole Street. Yes, a bumpy course and one that will not lend itself easily to fast times.

Ten entered including the 1973 winner Keith Dodman and his main opposition looked like coming from Alan Orman with Pete Reeves and Colin Miller also capable of providing a stiff challenge. Brian Weir in charge of the watch was able to take halfway times and these showed the following positions:-

Keith Dodman	39.08
Alan Orman	39.34
Pete Reeves	40.09
Colin Miller	40.48
Martin Morris	44.05
Paul Taylor	44.08
Martin Coree	47.31

Bernie Bethell and, disappointingly, junior 15 mile champion Paul West had failed to start and Tony Miller had retired before this point. Keith had caught Pete Reeves being nicely placed just one

minute behind him and Pete retired at 15 miles. This was a shame really for he was comfortably in third place. Colin was the only rider to take the circuit faster on the second time around but his effort was not sufficient to lift his position. Keith alone was to complete both circuits in under 40 minutes and ran out a deserving winner.

Full result:-

1st	Keith Dodman	1.18.47
2nd	Alan Orman	1.20.12
3rd	Colin Miller	1.21.13
4th	Martin Morris	1.29.16
5th	Paul Taylor	1.29.45

Handicap:-

1st	Colin Miller	1.18.43
2nd	Martin Morris	1.18.46
3rd	Keith Dodman	1.18.47

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MISCELLANY

Do you regularly cycle to work? Then would you like to help in the preparation of some statistics for presentation to a forthcoming conference of the Royal Institute of British Architects, whose discussions will include planning for bicycles. A.E. Crocker of 113 Fairmead Avenue, Westcliff-on-Sea, Essex would like details of daily mileage, time taken, frequency of journey, types of road used and other relevant information as well as age and sex.

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We are sorry to have lost the first claim membership of Tony Hill who has now moved to Wakefield. In his short number of years with us he did not shrink from responsibilities of office and served us well, He now continues his teaching career from Barnsley, and we wish him and his family every good wish. Incidentally the new address is quite handily placed for those fast Yorkshire courses!

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TRACK

The Sussex Cycle Racing League had a well supported season for 1974, with more riders, particularly youngsters, and particularly from Brighton Mitre, and also a few more spectators to watch what has generally been spirited and exciting racing. Worthing's main participants have been George Matthews and Colin Miller in the senior ranks and Roy Macmillan, Paul West and over the latter part of the season Martin Morris in the juniors.

The biggest disappointment for us was the loss of the Strudwick Trophy but we just did not have enough senior riders getting those vital points and a brave effort by George and Colin was in vain. We also have to be content with being runners up in the Season-long points competition behind the Mitre who with their strong numbers were able to amass a total of 104 to our 68 with the West Kent Road Club in the solo guise of Joe Mummery third with 34.

On the brighter side, George, despite being troubled all season by a leg injury

sustained in a crash at the very beginning of the year, has been very successful individually. He is a triple Sussex Division Champion winning the 1000 metres sprint, the 10 kilometre and the 15 kilometre. He reached the final of the pursuit, losing to Cliff Sharp and scored the highest individual total points (46) in the League.

Obviously more support is needed and it should come from the juniors. Paul West in his first year did remarkably well to win the schoolboy 500 metres championship and has the build to make a powerful trackie.

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THE WEY AND ARUN CANAL

The canal was built to link the rivers Wey and Arun, as part of an inland waterway route from London to the south coast.

The river Arun was made navigable between 1545 and 1575 thus enabling barges to reach Pullingham Quay above Pulborough. The River Wey navigation was opened as far as Guildford in 1653 and extended to Godalming in 1763. What we know of today as the Wey and Arun Canal, consists, in reality of two canals - firstly the Arun Navigation, opened in 1787 which brought commercial trade as far as Newbridge, near Billingshurst and finally the Wey and Arun Junction Canal, from Newbridge to the River Wey at Stonebridge, near Shalford, which was opened in 1816.

The canal reached its peak as a commercial

waterway in 1839, but with the advent of the first railway in Sussex, it's fortunes rapidly declined, and with the opening of the Guildford - Horsham line in 1865, the canal was forced to close in 1868 and finally abandoned in 1871.

However, most of the line of the canal remains intact to this day. It leaves the Wey at Stonebridge and climbs through Bramley and Cranleigh to the five mile summit level near Dunsfold, where it crosses the Surrey/Sussex watershed 163 feet above sea level. It then winds through Sidney Wood and descends through Alfold to Loxwood and Newbridge, from where it follows the Arun Valley to connect with the river at Pallingham Lock.

Twenty three miles in length, the canal is, on average, above 25 feet wide and 4 feet deep. The lock's are 12 feet wide and approximately 70 feet long with an average fall of about 6 feet. There were originally 26 locks, (of which only 10 survive today in various stages of decay), some 35 bridges, (many of these may still be found serving farms), together with wharves, lock houses and aqueducts.

Along it's course, the canal passes through extremely pleasant countryside where rural peace and tranquility are easily found. It is not difficult to foresee that the canal, if restored, could provide a haven for the Rambler, angler and the naturalist as well as the boat user. This restoration is the aim of the "Wey and Arun Canal Trust Ltd", who, with the consent of local landowners

have concentrated their efforts on two pilot sections; one at Run Common, near Cranleigh, and the other northwards from Newbridge. Since work started in March 1971, a large amount of clearance work has been done on both sites and restoration work is in hand on Rowner Lock.

The canal is best seen at Newbridge (A.272, west of Billingshurst), Loxwood (B.2133), Run Common (close to the A.281 near Cranleigh) or Birtley Depot (A.281 near Bramley). For more detailed map reference see the Ordnance Survey 2½" sheets TQ02, TQ03 and TQ04.

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NEW PORT YOU CANNOT BOTTLE

Newport was selected for breakfast. This was Newport Isle of Wight, the commercial capital of the Island. It was a bright clear early Saturday morning which soon proved to be a very warm day. The River Medina was followed to Cowes where it was crossed on the floating bridge. Cowes is a very busy sailing centre with the Southampton ferries, hovercraft and hydrofoils operating regularly together with many colourful private yachts and motor launches.

The coast road was followed to Egypt Point with views to the New Forest, Fawley Oil Refinery and of large Channel shipping. On then, moving inland to Newtown, the most ancient borough in the Island. Formerly seat of a considerable salt industry and of Oyster cultivation. Until the Reform Act of 1832 Newtown returned two

representatives to Parliament. The Town Hall dating from 1699 still suggests the former importance of the village. Until 1934 it was a tumbledown building but was repaired and has even been used as a Youth Hostel. Now the visitor can look over the building during the National Trust open hours.

Lunch was sandwiches and a beer at Freshwater, which was followed by a visit to Alum Bay. This bay has background cliffs with 12 different bands of coloured sand. Technology has just arrived at this beauty spot, where a chairlift has been installed to transport visitors the 150 ft. down to the waters edge at a cost of 10p. We enjoyed soaking up the sun, but long hours of sun-bathing are not for active cyclists, we retraced our route to Freshwater Bay and followed the coast road to Brook and then inland to Calbourne. The main attraction here is Winkle Street a setting unique in the Island. Low stone cottages some tiled, some thatched, all neat and very quaint, line a narrow lane. None has a garden but all have masses of flowers clinging to the walls, and the beauty of the setting is completed by the brook which flows in front of the cottages.

Lanes were followed through Brighstone, and Shorewell to Godshill, the prettiest and most visited village on the Island. There are plenty of tea gardens to cater for the thirsty cyclist. Twisty lanes around Winford and Newchurch were followed to Arreton Down with a long descent into Newport. We had a first class 4 course meal at the Bugle Hotel in the town and then cycled to

Fishbourne to catch the 21.00 ferry after 12 hours on the Island with a very pleasant ride approaching something like 80 miles.

Derek Smith

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CORRESPONDENCE

CYCLISTS' TOURING CLUB,
Cotterell House, 69 Meadrow, Godalming, Surrey.

Our Ref: LW/GH/GFL

July 15th, 1974.

Mr. D.W. Lock,
70 Lincoln Road,
Worthing,
Sussex.

Dear Mr. Lock,

This is just a brief note to acknowledge, with thanks, receipt of your letter of July 8th, referring to our correspondence earlier this year about the unpleasant and dangerous incident in which you and a group of other members of the Worthing Excelsior were involved with the driver of a motor vehicle while cycling in New Church Road, Hove.

Needless to say, I am pleased to learn that the Police did prosecute the motorist concerned, who was found guilty of driving without due care and attention and fined £25 as well as having his licence endorsed. At least some measure of justice has been done, and it is hoped that the

motorist will not be quite so belligerent in his attitude to cyclists in the future.

Yours sincerely,

L. Warner

Secretary.

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SUSSEX AND CLUB CHAMPIONSHIP 100

Sunday 14th July saw four Worthing riders starting off on the 100 with, for them, two trophies at stake. The Sussex C.A. event incorporating our own Championship as it has done for some years now. Fifteen riders for an event of this nature is still pitifully small but some consolation can be found in the fact that in 1973 there were only half this number. Maybe 1975 will see 30 riders which would make something of an event.

With the entry of Cliff Sharp it looked like being a one horse race with nobody, according to the handicapper, being expected to get within $9\frac{1}{2}$ minutes of him. Martin Hawes of Central Sussex despite a fine win in the East Sussex race a couple of weeks previously was marked down to this limit and Ron Rogers was at 10.30. Past winner Robin Johnson had an allowance of 15 minutes and next was Keith Dodman on 19.30.

I was off at 'unlucky' number 13, and

although I made early contact with Roger Hughes of Brighton Excelsior - number 11, Martin Hawes was soon well away at number 12, and fast men Ron Rogers and Cliff Sharp were past me before the Goring roundabout turn. From my new position at the tail of the field I could watch things very well; I noticed that Worthing's Tony Flumm on his first 100 was going quite steadily and was surprised that he packed up in the Barnham area; Colin Miller was pressing on and did not seem to be very much down on Robin Johnson; Hawes had gone by Keith and was chasing Rick Stringer; Keith did not seem to be very happy.

So far as being happy was concerned, my own feelings were more of frustration and disappointment for after a reasonable ride in the E.S.C.A. event I was struggling and Roger (always on fixed) Hughes pedalled steadily past again. The sight of Ron Rogers, packed, did not help a great deal and I pressed on in a very weary manner.

Alf Dawes hidden in a hedge at fifty mile mark was reached after what seemed about 80 miles and by then I had already tried to retire but John Lucas (wait until he gets his bike out again) had persuaded me to keep going. At this stage Cliff had caught all but Martin, Alan Limbrey, still going very well, and Colin but these were all within his sights and he went through half distance in 2.10.19. Martin was at 3.13, Alan Limbrey at 5.30 and Keith down by 7.20, Robin was at 8.00 and Rick Stringer at 8.35. These were the only ones with the chance of a place.

The final miles, that very long west to east stretch from Havant back to Lancing was not too hard weatherwise but stamina dictates just how much advantage can be made of a tail wind and there was still some sorting out to be done before all were home. The fact that only two riders could complete the second half faster than the first fifty miles and that these two were to finish first and second, speaks for itself. Cliff returned 2.8.54 to smash a 16 year old S.C.A. record with a time of 4.19.13. Alan Limbrey ignoring or perhaps enjoying his veteran status, a full minute faster over the second half, 2.14.44 pulled himself ahead of Martin Hawes and was home in 4.30.33. Martin had slumped over the final miles but hung on for third spot in 4.31.35.

Rick had ridden a very nicely paced race following his 2.18.54 first 50 with a second half only 12 seconds slower and this left him fourth in 4.38.00. Keith could find no speed but gamely finished in 4.41.13, and Colin in only his second 100 did well to get back in 4.44.13, a time rewarded by the handicapper.

Full Result:

1st:	Cliff Sharp	4.19.13
2nd:	Alan Limbrey	4.30.33
3rd:	Martin Hawes	4.31.35
4th:	Rick Stringer	4.38.00
5th:	Robin Johnson	4.40.00
6th:	Keith Dodman	4.41.13
7th:	Colin Miller	4.44.13
8th:	Geoff Boore	4.49.26
9th:	Roger Hughes	5.00.15
10th:	Mike Kilby	5.16.00

1st Handicap: Colin Miller (35.30) 4.08.43.

I eventually chickened out at about 60 miles where I knew John Lucas was not about!

Don.

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MISCELLANY

Veteran member Roger Smallman is, we believe the first member of our Club to make the front page of a national magazine. "Cycletouring" the Magazine of the C.T.C. shows Roger with other veterans on the C.T.C. Triennial Ride near Itchen Abbas in Hampshire. Roger reported on his ride in our last issue.

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George Matthews finished ninth in a road race according to "Cycling". According to George he never left home that day! We wonder if he would have done as well if he had gone!

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General 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.

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All members are requested to save their newspapers for the Club. Dave Hudson is organising their collection in due course and we hope in this way to add to the Club funds. Only newspapers, please do not mix them with magazines or other paper and please bind them up in parcels either the size of your local Worthing paper or if for example you have the Daily Telegraph, then folded just once. Please contact Dave if he has not contacted you.

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"RORK YALLY"

A cycling rally has become a regular feature of the Knavesmire site in York. To herald its 30th anniversary, a quartet from the club, namely Dave Hudson, Keith Dodman, David Mills and Derek Smith, made it a 3 in 1 weekend, and went to sample the delights and excitement that make the rally so popular; allow Keith to take his bike on which he rode a 50 mile event in Yorkshire, and finally go auto' touring in Yorkshire.

The rally has retained its popularity throughout its 30 years and many cyclists attend year after year to see the field events or the slide show, enjoy the camping facilities or the cycle exhibition, or perhaps just renew old friendships.

All seated in the car together with a wheel and camping equipment, we made haste Friday evening, and two stops and a meal later, we were preparing to camp in the early

hours of Saturday morning, in the countryside surrounding York. We woke bright and early to a pleasant outlook, with sun and blue skies, and decided on a tour of York, at 06.00. We saw the famous York Minster, one of England's greatest churches, the four main gateways (or "bars") of old York, old picturesque medieval streets like The Shambles, many fine buildings and nearly all of the three miles of city walls.

From the city centre we headed towards the Knavesmire site, a racecourse about a mile away, on which the rally is held. Each camper is charged 10p per night, or caravaners 50p per night. Only three members of our quartet were camping, the fourth Keith, was staying in B & B digs in Knaresborough, ready for an early start on the Borough 50. Our square of turf found, we speedily erected the tents and sniffed out the hot dog stand. Looking through a guide to the weekends events at the rally that there wasn't much on for those without bikes, so we decided to spend the day away from the site. First we went back to York to look around the now busy shops and the thriving city centre. On then to Harrogate, and Ron Kitchings cycle shop where Keith made a small purchase.

The highlight of the day was a trip over the North York Moors. We had heard of but never seen the splendor of the National Park. We headed first for Rosedale almost centre of the Park and known for its steep roads with 1 in 3 gradients. Along the road from Rosedale to Whitby we caught glimpses of the three white domes of the Fylingdales Ballistic Missile Early Warning Station, situated alone on the moors. Whitby was soon reached and we stopped for refreshment. It is a pleasant

little town with narrow bustling streets and a fishing fleet. The circular tour was completed via Scarborough and back to York for a meal. Keith and his bike were dropped at Knaresborough and we headed back to the camp site.

On Sunday morning, revived after a long sleep, the 'support crew' motored to the event to cheer on Keith during the finishing miles. Not surprisingly he was the furthest travelled entry to the race.

The rest of the day was spent at the rally ground and we headed first to the cycle exhibition held in a large marquee. It is here that leading manufacturers and distributors of cycles had displays of equipment and accessories. Browsing around the stands we saw such names as Holdsworth, Bikit, Bob Jackson, Falcon and Ron Kitching (it was not just a cycletourists rally), Dawes, Karrimore, Y.H.A., and the Roughstuff fellowship, and of course the C.T.C. All were there to support the rally and advise cyclists on the most suitable equipment for their chosen sport.

During the afternoon the field events got under way in the Knavesmire arena, with grass track racing, novelty events using bikes, roller racing, penny farthing races, tricycle races, and a parade of bygone bikes.

This was a most enjoyable weekend and it was worthwhile spending 51 hours away from the South.

For those thinking of attending next year why not ride to York and try for one of the following awards:-

1. Club from the greatest distance.
2. Miles times members (for clubs).
3. Male cyclist from the greatest distance.
4. Lady cyclist from the greatest distance.
5. Youngest boy cyclist (min 20 miles).
6. Youngest girl cyclist (min 20 miles).
7. Oldest cyclist (min 20 miles).

Derek Smith

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THE OPEN 25 JUNE 8TH 1974

The Worthing Excelsior Open 25, now settled into a midsummer and Saturday afternoon event and run with the generous support of Ron Mills Cycles took place on June 8th and the promoter to whom we owe our thanks this year was Tony Palmer. The efficiency which he showed in the earlier promotions of our Road Race was just as apparent and the event went off very smoothly, and this notwithstanding all the difficulties, as to the course to be used, which he had to deal with.

Sixty two riders entered with local star Cliff Sharp of Eastbourne Rovers being on the scratch mark, set by handicapper Ray Douglass. There were fourteen non-starters and it was something of an embarrassment to the Club that no less than four of these were from Worthing. We also managed one of just three who failed to finish.

The course from Buck Barn to Findon roundabout on the A.24 but with a leg, just after the start, down the B.2135 to Partridge Green, is certainly an undulating one but on a reasonably good afternoon most riders found it not too bad and went close to their current form.

At the halfway mark only one crept under the thirty minute mark and this was Cliff Sharp in 29.37. Others doing well were; E.J. Boorman, Croydon 30.58; D. Silk, Bognor 30.42; K.J. Warren, Morden 31.10; and A.N. Baker, Hampshire R.C. 31.49. The fastest from the Worthing Club was George Matthews in 32.20.

The second half times seemed almost identical to the outward journey and there was but little alteration to the 12½ mile positions.

Result:

1st	C.V. Sharp	Eastbourne	58.15
2nd	E.J. Boorman	Croydon	1.00.24
3rd	D. Silk	Bognor Regis	1.00.59
4th	K.J. Warren	Morden	1.02.24

Handicap:

1st	R.E. Jones	Crawley	54.24 (13.40)
2nd	K.J. Warren	Morden	55.34 (6.50)
3rd	E.J. Boorman	Croydon	56.24 (4.00)
4th	D.R. Hayday	Hampshire	57.01 (8.20)

Fastest Team:

Morden C.R.C.

K.E. Phillips	1.4.12)	
K.J. Warren	1.2.24)	3.11.01
I.L. Barnett	1.4.25)	

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I M P O R T A N T N O T I C E

TOURIST TRIAL 13TH OCTOBER 1974

Please confirm to Dave Hudson your entry for this event as soon as possible for we have to plan ahead for both catering and to assist our organiser. Brian Cox of the Bognor Regis C.C. has agreed to run it for us this year. Brian was a finalist last year in the National C.T.C. final so we should be in for an interesting day. All members who do not wish to ride but will be available to marshall would they also please give their names to Dave Hudson. Nearer to the date there will be details in the Clubroom of times of start and place of start and finish along with any other relevant details.

From Brian Cox

Earlier in the year your Committee approached me with the proposition that I organise your annual Tourist Trial and run my own club's event in with yours, thereby providing more riders and some inter-club

activity. Ever the optimist, I agreed and after reading these notes I hope that we have your entry very shortly!

Briefly, the day, October 13th, will be divided into two sessions of about two hours each. Lunch will be at a suitable hostelry so bring your sandwiches, tea will be provided by Theo's mobile restuarant at the finish.

The object of the day is to test your general cycling ability and knowledge - it is not a race - so those with flat handlebars and 'Hush Puppy' cycling shoes can enter without fear. The distance will probably be in the region of 30 to 35 miles and no great physical effort will be involved.

Regarding your bicycle - any club riding machine is fine, and you should be carrying lights, wet weather clothing and a repair outfit. Mudguards are advised and you may lose marks if they are left off. Wheels and tyres should be suitable for riding on bridlepaths and secondary roads - if you always use your best silks for this purpose, then they will be acceptable.

You must provide yourself with an Ordnance Survey Map and a pen or pencil. O.S. sheet 182 in the one inch series and you should brush up on your grid referencing and your understanding of the little symbols at the bottom of the map.

When riding round, you should also observe the passing scene as someone may ask you a question about your journey.

Above all, I can promise you an interesting day on the bike, and one in which you can have a good deal of 'fun' cycling. Please get your entry in early so that we can cater for everyone.

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THE RIDGEWAY PATH

"From Overton Hill across the Marlborough and Berkshire Downs to Streatly, the Ridgeway Path provides a continuous right of way to cyclists, walkers and horse riders. The area contains a truly remarkable legacy of early occupation, particularly of Bronze and early Iron Ages, comprising religious monuments, fortifications, habitations and burial places and formed part of a prehistoric route from the Devon coast to East Anglia. Like the chalk uplands of the South Downs, the crest of the Berkshire and Marlborough Downs offered a dry and convenient passageway to early man."

Dry it certainly was and warm too. A group of early morning travellers made their way to Hungerford with the aid of four wheels. Breakfast was taken in the cafe at Hungerford. Then, at a fast pace, we headed for Marlborough with the start of the Path just beyond there. The start is on the A.4 at the Ridgeway Transport Cafe. Two miles along this ancient track a modern bike floundered. On inspection the thread on the rearwheel hub of Tony Flumm's machine was stripped. We advised Tony to make his way back to Marlborough to see if repair was possible. We continued eastwards

over Hackpen Hill to the huge Barbury Castle earthwork.

There are no gates on the trackway so if any are encountered turn away to remain on course. With an easy sweep down on sun baked chalk and turf and a gentle rise using the tarmacadamed stretch of the Path, we came to the foot of Liddington Castle. Across the A.419 and the M.4 we arrived at the Shepherds Rest. This is the only public house on the Path and sandwiches, liquid refreshment and rest were all needed. After lunch we aimed for a gap in the hedge nearby to reach the open Downs once more. A narrowing track makes its way towards a burial chamber. This is known as Waylands Smithy (or Wayland Smith Cave). It is slightly off the track in a field, enclosed in a spinney and is signposted from the path. Legend has it that if a horse needed shoeing and it was left tethered there, with a silver coin placed on a nearby stone by morning the horse would have been shod and the coin removed. Not much further along the Ridgeway lies the important Castle of Uffington, built during the Iron Age (300 B.C. - A.D. 43). This together with the attraction of White Horse Hill and the mysteries and legends that surround the area, makes it one of the more frequented parts of the Way.

Blowing Stone Hill is crossed next. This could have been the original site of a huge boulder shaped peculiarly like some sort of 'weird' horn and is said to have

been used by King Alfred, with a small mouthpiece, to call his men from the plains below. Letchcombe Castle also known as Segsbury Camp - slightly to the north of the track - is passed next and further on, the main Wantage road is crossed and the Barons monument seen. The track continues over the A.34 and then slopes down to meet the Thames at Streatly through a maze of tracks. The Youth Hostel was used by Peter Shaw and David Mills while Dave and Derek returned to the van at Hungerford, to be greeted by the sight of Tony's machine. The owner soon arrived however and we heard of his unsuccessful attempt to repair his bike as we made our way back to Worthing, after a very full and interesting day.

Derek Smith

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1974 EVENING TENS

The evening ten series of 1974 has probably been the most successful so far, for entries have been good; private entries particularly have been considerably up on previous years, and standards, especially with younger riders have been very high.

The fastest rides were by John Oakes, Brighton Mitre, 23.3, Dave Bonner, Old Portlians, 23.06, and our "George" next fastest with 23.11. Despite the undulating nature of the course many riders have achieved personal bests including Keith Dodman, Ray Douglass, Mike Humphrey, Tony Miller, Roy

Macmillan, Paul West, Martin Morris, Ian Reader and Paul Taylor. Several of these were repeatedly improving on their performances.

The idea of handicapping each event gave added interest and by the end of the series the handicapper was becoming reasonably proficient. The team handicap is not perhaps worth continuing but let's continue to squeeze in every event we can in 1975 even if the start is fixed a bit earlier for the last two or three weeks.

Full results: Events continued from last Mag.

Event 7

R. Matthews	23.47	
K. Dodman	24.29	
R. Shipton	24.46	
C. Miller	25.10	
P. Reeves	25.28	Handicap: R. Douglass
R. Douglass	25.51	23.26
P. West	25.53	
M. Morris	26.43	
R. Macmillan	27.57	
T. Miller	28.15	

Event 8

K. Dodman	24.55	
C. Miller	25.20	
P. Reeves	25.46	Handicap: R. Douglass
R. Douglass	26.14	23.59
M. Morris	28.24	
J. Mansell		
(trike)	28.43	

Event 9

K. Dodman	24.00	
C. Miller	25.00	
R. Matthews	25.00	
P. West	25.35	Handicap: T. Miller
R. Douglass	25.43	22.37
T. Miller	27.17	
M. Morris	27.20	
R. Macmillan	27.47	
M. Coree	28.19	

Event 10

P. Reeves	25.43	
R. Matthews	26.25	
R. Douglass	26.26	Handicap: P. Taylor
P. West	26.40	23.20
P. Taylor	27.20	
R. Macmillan	27.40	
M. Coree	29.08	

Event 11

R. Matthews	23.11	
K. Dodman	23.44	
P. Reeves	24.34	
C. Miller	25.04	
R. Douglass	25.06	
P. West	25.44	Handicap: R. Macmillan
D. Lock	25.51	22.44
M. Morris	26.24	
R. Macmillan	26.44	
M. Humphrey	27.11	
M. Poland	27.50	
J. Mansell		
(trike)	28.32	

Event 12

R. Matthews	23.19	
R. Douglass	25.02	
M. Morris	26.17	Handicap: M. Poland
T. Miller	26.27	22.58
M. Humphrey	27.02	
M. Poland	27.38	

Overall Result

Seniors total of six best placings. Juniors
total of four best placings.

1st	K. Dodman	8 points
2nd	P. Reeves	11 "
3rd	C. Miller	12 "
	R. Matthews	12 "
5th	P. West	16 "
6th	M. Morris	18 "
7th	I. Reader	20 "
8th	R. Douglass	23 "
9th	R. Macmillan	24 "
10th	T. Miller	25 "

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A SIZZLING START?

Back in the dark ages when there was a surfeit of ladies in the Club, and lions were stamped with little eggs, I was introduced to the trials and tribulations of bike riding for pleasure.

Mine was a fairly gentle

indoctrination for I was the young bruvver of one of the then fast men in the Club ??? Every Tuesday I would look forward to the agony of being towed to the clubroom from Shoreham, only to be ignored by one and all, (new members take heart), until it was time to go home, then it was a case of "come on Erb were off!" meaning another five miles of pure ~~ecstasy~~ agony.

After three weeks and mainly through the efforts of Chris Beckingham, I was allowed !! out on the clubrun which was to culminate (that's not a rude word is it? Ed.) in a sausage sizzle in the now extinct chalk pit near Bury Hill. By this time I'd made friends with Chris B and a young Mike Poland. I met these along with other long forgotten members outside the Clubroom at 9 on the Sunday. The weather was blowing a moderate gale but with the sun breaking through as we left. Mike of course was late, but as he was leader for the day we couldn't have very well left without him. We eventually started about 9.30 and proceeded north on the Horsham road at a steady pace in between what I later found out to be sprints for boundary signs, but gave one the impression of march hares enacting their mating habits. Entering Pulborough we descended on an unsuspecting cafe for elevenses, where vast quantities of tea and bread pudding were consumed.

During the stop Mike consulted his map to decide the direction of the next 'innings' unfortunately the map turned out to be of the Bournemouth area which caused a great deal of cursing from Mike and more than a little

derision from the onlookers. In actual fact I believe Mike only had the one map because he tended to produce it in the most unlikely places; he once produced it when we were on a tour in Norfolk, but that's another story.

Eventually a course was decided upon, through the lanes to the village of Sutton, nestling at the foot of Bignor Hill. Here we graced the local inn with our presence causing more than a little chaos by spreading ourselves and innumerable sweaty jumpers on every available chair. We proceeded to devour our sandwiches and quaff foaming jars of shandy. Discussion was on various topics including the afternoon's activities and the 'outstanding' qualities of the barmaid. Amid the good humoured banter Mike declared his interest, which caused considerable excitement as he was egged on to chat her up. The barmaid's apprehension however, caused a rather abrupt 'time please', his approach was rudely interrupted and we had to press on our way.

The afternoon's activities consisted of riding to the top of Bignor Hill (walk, scramble, etc) I'm not quite sure who won the sprint, as I arrived at the top about an hour after everyone else. I just had time to catch my breath and admire the view, when we were off again. This time for the hair raising descent of the very hill it had nearly killed me getting to the top of. For me on a 69" fixed it very nearly killed me going down as well!

Having survived the death defying plunge we formed up at the bottom for a leisurely ride to the barbeque. As we neared our destination I fell foul of the dreaded Poland back wheel. It lapped on a small incline, as to who was to blame, your guess is as good as mine, suffice to say that apart from yours truly ending up in a very soggy ditch no harm was done.

We arrived at the sizzle to be greeted by a large crowd of bikies including the remainder of our mob who had made their way out in the afternoon, and some of our friends from the Bognor, Chichester and Hants clubs. A wonderful aroma of sausages and beans was wafting through the air coming from large pots cooking on a huge open fire, giving the whole affair an atmosphere of a fiesta. Of course the inevitable Theo was in charge of the cooking.

This was I believe the beginning of Theo's pet hobby, i.e. the feeding of large quantities of food to progressively larger groups of bikies.

After the feast the various birds drifted off with more varied blokes, while Mike (again) started one of his famous sticks, these were a common occurrence in the Club at this time, there were no rules, and they were invariably started by Mike throwing a stick at someone (it could be anyone, there was no discrimination) before long there would be a running battle with bikies crashing through trees throwing lethal lengths of wood at each other. Strange as it may seem nobody ever seemed to get hurt. This particular fight was all the more interesting, because one was continually tripping over or bumping into blokes and birds in highly

doubtful situations. The evening was wound up with a sing song round the fire and then everything was packed and cleared and farewells made to our friends.

It was decided that our Club would assemble at the top of Bury Hill. This was to be the scene of a very memorable victory, not only did I ride all the way up, but I passed and dropped big brother Bob on the way. Oh!!! the sweet taste of success; the fact that he had recorded a personal best 25 that morning and was pushing one of the birds up the hill did not detract from my pleasure one iota.

We started off (about 30 of us) with Theo leading, yes he used to ride a bike. I was in the middle on the outside, my partner being one of the young ladies. As I was a bit nervous, I allowed her as much room as possible, unfortunately too much, for I wandered into the cats eyes down the centre of the road. Under normal circumstances this would not have created much of a problem but down Whiteways Lodge Hill into Arundel, trying desperately to keep up with top gear Theo on my 69" fixed caused me more than a little concern (apparently there were more than a few heart attacks among the following riders also) however, I managed to escape in time for the sprint for the Arundel boundary. This was won by Evelyn Antram a club champion at the time, by a wheel, on the outside of seven or eight. All highly dangerous!

The bunch reformed after Arundel for the leisurely ride home which I reached tired but in a state of euphoria over my victory! to fall into bed dreaming of other successes still to come?

SPIDER

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A VOICE IN THE FOREST

Number four

Linwood Common
New Forest

Dear Cycling friends,

We've had trouble on the farm. Konkors the stallion almost had an appointment with the knacker man, it happened like this.

On the next farm are two cart horses, Bitter and Sweet, they like a chat with Polly, Master's riding mare, and when she feels lonely she calls to them. This makes Konkors go crazy with jealousy, it seems that this happened and instead of running down the field to the open gate, he tried to jump the barbed wire fence but slipped on take off, catching the top strand. This turned him over, so he landed on his back across the ditch with his legs tangled so he could not get up.

No one knows how long he lay there in the pouring rain, but Master had to cut the fence to get him released. On being raised to his feet he was almost paralysed. Master was very worried as he is valuable, but I am pleased to say, that after a course of injections, he has

quite recovered. It is stupid of him to be so jealous, after all Bitter and Sweet are geldings, and could give him no competition.

My 1973 filly is still doing well, she has been named Mischief. I wonder if I shall have the pleasure of telling you of the birth of her first foal.

The cattle of the Forest are an interesting topic. The main milking herds are the black and white Friesians for their good yield. In beef, the greatest numbers are in Black Galloway which roam all over the Forest. Between Linwood and Ringwood are a lot of creamy ones known as Galloway Duns. A particularly beautiful herd ranging on the Oknell plain to the north of Stoney Cross are the large red, horned, Sussex Reds.

If you are a camera enthusiast, good pictures can be had in the late summer, as the Reds start wandering towards home with their calves, going towards Telegraph round about 7 or 8 of an evening.

Some time ago a gentleman near here tried to introduce a herd of shaggy Highland Longhorns, however I do not think conditions suited them as they slowly disappeared and one only sees traces of the breed now. Perhaps that is why there are so few Red Deer in the Forest now, yet other types do well. Sometimes you will see an old red stag wandering across the common.

The time of the round-up of the largest

herds is very interesting. It can also be a very dirty business! But perhaps I can tell you more about that next time.

Bye for now, Maggie.

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LATE NEWS

DAVE HUDSON and others will be calling on Saturday 12th October between 8.30 and 10.30 to collect all your old newspapers. Please have them ready and bundled. If you are going to be out please leave them by your back door. THIS MEANS MONEY FOR YOUR CLUB so please..... don't forget.

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CLAPSHAW AND SHERWIN TROPHY "25"

15TH SEPTEMBER 1974

A new name will appear on these two trophies for 1974, the name is that of Martin Morris. After just one season's racing at 10, 15 and 25 miles and a venture into schoolboy's track racing at Preston Park, Martin has shown considerable improvement with nearly every outing and his ride in this event brings him within reach of a senior performance. Given plenty of winter miles, next year should see him as a really useful member of the Club's

racing strength. His time of 1.10.52 was an improvement of over 2 minutes, and this on a far from easy morning, and on a course, tactfully described by the R.T.T.C. as "undulating". This was a fine performance, and with his allowance, a possibly over generous 9 minutes, his net time of 1.1.52 left him well clear for the Clapshaw Trophy, and as a junior, similarly clear for the Sherwin Cup. Plenty of polishing then in the Morris household for the next 12 months!

Alan Matthews who is not able to compete as much as he would like, seemed to quite enjoy this ride, and his actual 1.14.6 came down to 1.3.6 net for second place. Paul West, last year's junior winner, was probably tired out after pumping up his tyre at the start, it took about 20 minutes, and his time, 1.14.2 was obviously disappointing for him after a 1.11 the previous week and a 1.8 earlier in the year.

Paul Taylor, another who competes infrequently was first away from timekeeper, Charlie Lednor at Buck Barn and the course was simple to follow; down the A.24, straight over at Washington and Findon roundabouts, left at Offington to The Warren and then retrace to a point about a third of a mile short of the start. This officially numbered G.534, will be called other things by riders who struggle up and down the Bostal, but on a reasonable day, the average among us and those, unspoilt by the "Ballard strips" of Essex and north Kent, will find it not too bad, and now

and again may be surprised at the times that are possible from the ordinary mortal.

Fastest actual time medal went to Don Lock with 1.5.56 and there was then a surprisingly large gap to Richard Shipton, 1.8.50, Colin Miller 1.9.12 and Ray Douglass 1.9.43. Note how close Martin's 1.10.52 was to these experienced senior riders! Paul Taylor in 1.12.48 is another who can claim a personal best.

Ian Reader should receive some reward for starting and finishing after just returning from a couple of months in Canada and without having touched a bike in that time. Just in case it will give him a bigger handicap next time we record his time; 1.28.39.

Richard Shipton's claim to have turned at Worthing Pier can we think be taken lightly, but surely someone could have marshalled at The Warren!

DISTANCES

Nice to be able to record a greater number of distance rides this year. At the time of going to press four hundreds have been completed, and Ray Douglass has entered another. Also there have been three half day rides which should mean three will complete the B.A.R. table. Final table in our next issue.

DO NOT FORGET

ANNUAL DINNER AND DANCE AND PRIZE PRESENTATION

NOVEMBER 16TH THE BURLINGTON HOTEL,
MARINE PARADE, WORTHING.

Guest Speaker: Peter Brackley of Radio Brighton.

Let's have all members and their Mums
and Dads, and girl friends -- even bring the
wife if you like! Tickets; order as soon as
possible from Theo Puttick price £2.50.

ANOTHER DATE

NOVEMBER 7TH

The Brighton Excelsior Club are showing
"The Yellow Jersey", The Tour de France film
at their Club room at The Bus Company Social
Club Conway Street Hove and, believe it or
not, members of Worthing Excelsior are
invited. Those wishing to go (by bike of
course) should meet at our Club room at
Broadwater at 7.15 p.m.

A COACH

Norman Macmillan is currently attending
a course run by the British Cycling
Federation and hopes to qualify as a Coach
next April. Norman will however be anxious
to start a winter scheme and will be
making his plans known very shortly. We
hope to have a contribution from Norman
in our next issue.

