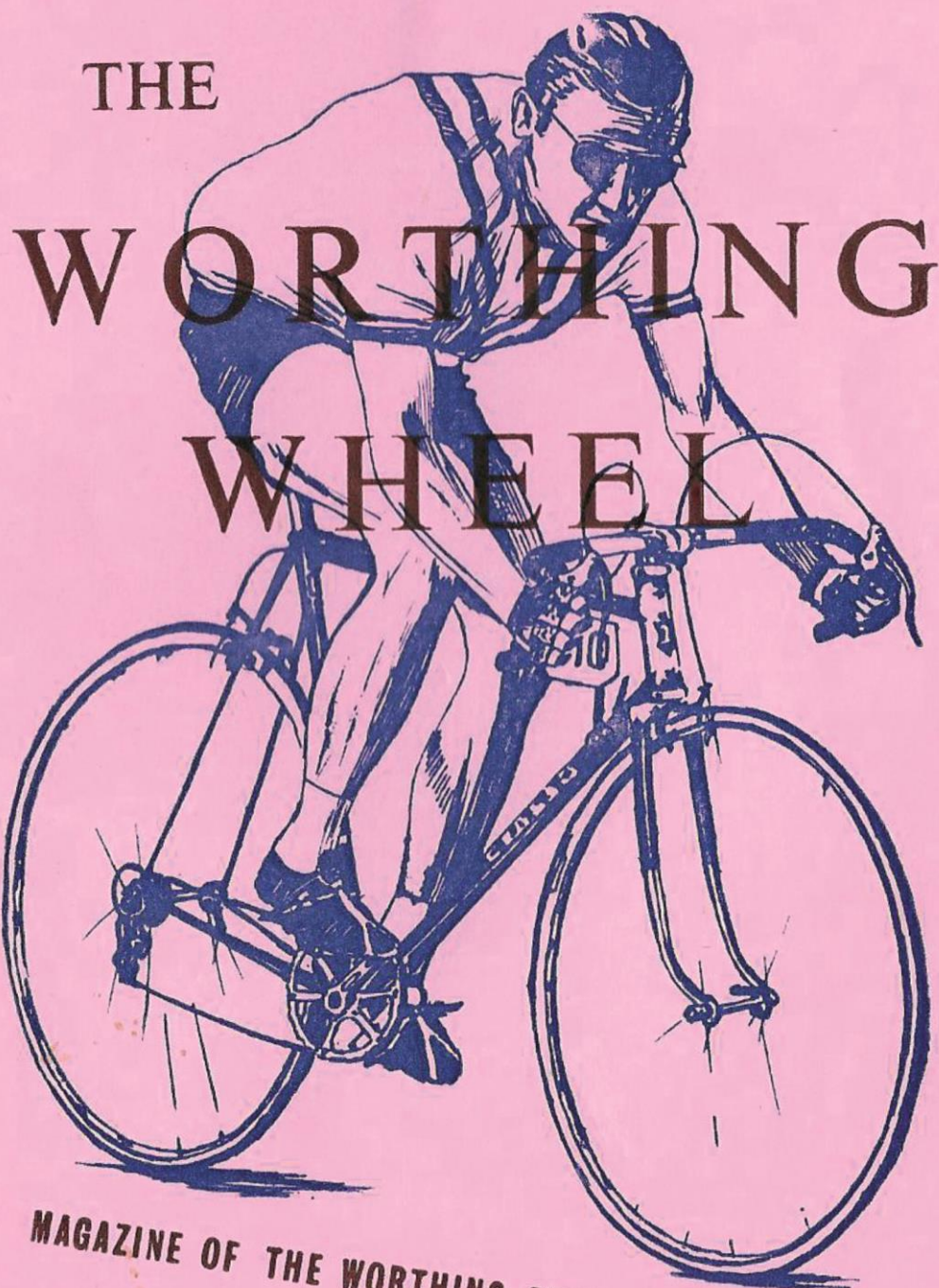


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MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1975

Vol 8 No 1

THE WORTHING WHEEL
The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

- Headquarters: Broadwater Parish Rooms,
Broadwater Green, Worthing.
(Meetings every Tuesday
8.p.m. to 10 p.m. approx).
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Avenue, Worthing.
- Chairman: Charles Lednor, 5 Uplands Ave.,
Worthing. (Wor.62038)
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Worthing (Wor. 62724)

WHAT DO YOU KNOW ABOUT SUSSEX

Answers to the Winter Issue Quiz

1. Glyndebourne.
2. Chichester.
3. The Medway near Turners Hill.
4. It is the Kingdom of the South Saxons. It was established by Aella a Saxon Chief.
5. Findon.
6. Arun.
7. A somp was marshy ground which drained the area around.
8. A reservoir near East Grinstead with a wealth of wildfowl.
9. Jack and Jill at Clayton they were moved from Dyke Road, Brighton. Jack was built in 1876 and Jill in 1821.
10. Cowfold.
11. Rudyard Kipling.
12. Putting feathered flights on Arrows. There is no doubt that this was carried on in the village. The people were known as fletchers.
13. It was once a Forest of 15000 acres and is now a village on the A.22 in East Sussex.
14. A Gipsy.
15. Salvington. It weighs over 100 tons and has a giant oak tree for its post.
16. At Hartfield Church on the edge of Ashdown Forest.

17. Sompting Church. The only one in Britain with a Saxon tower and a four gabled spire.
18. Firle Beacon (718 ft.) in Sussex dialect.
19. Sir R. Hotham founded Bognor in 1786 under this name.
20. At Cowdray Park. They are nearly 300 years old.

THE EAST SUSSEX CYCLING ASSOCIATION

I suppose I am responsible for the fact that the Worthing Excelsior Cycling Club is now an affiliated member club of the above Association. As a member for many years of the East Grinstead Cycling Club I rode regularly in their time trials and also attended their social events. This was in the boom cycling years of the 1950's. I found their organisation, the competition and the friendliness to be tremendous. My feelings are that this remains true today and I hope very much that we shall be able to play a full part in the Association and that our members will enjoy and benefit from the additional racing and social opportunities so provided.

The Association had to amend its rules to let us in and we must do our best to show them that we are grateful for this honour. We are very much in West Sussex, and unlike some clubs, (East Grinstead and Central Sussex for example) who have only recently found themselves in the western of the two counties, always have been. From the new rules of the Association it would appear that they could admit Bognor if

there was an application from that club, although they are another twenty miles west and they would have to see their way clear to fulfil the obligations of membership and would have to appreciate that the expressed objects of the Association are to promote cycling in the East Sussex area.

I have always felt it to be a rather false situation where our members became second claim for another club simply so that they could ride in E.S.C.A. events and this will not now be necessary.

My thoughts in putting this matter to the Club's General Committee were particularly prompted by the cost of travelling to events on distant courses. It is unfortunate that in this first season our Club events clash, particularly in March and April, with the E.S.C.A. promotions but this could not be avoided. The situation is better after April, and next season we shall be able to avoid the problem completely.

Don.

THE TOURIST TRIALS THAT USED TO BE

In the last issue was a report on the 1974 Tourist Competition which was undoubtedly one of the best for many years. There have recently been unearthed some recommendations of a sub-committee comprising Dennis Dean, Ray Douglass, Charlie Lednor and Theo Puttick as to how the competition should be run.

Leaving out the formal procedures we thought you would find recommendations numbers 3, 4 and 5 to be of interest. They may indeed give ideas to future promoters.

3. The programme to be as follows:-

- (i) Ride out to elevenses.
- (ii) Inspection of cycle and accessories.
- (iii) Speed judging competition. Speed to be allocated by a draw.
- (iv) Ride on individually to lunch rendezvous, braking test en route.
- (v) Lunch.
- (vi) "Rough Stuff" trials entailing cornering riding between stakes etc.
- (vii) Ride on as club to teaplace for a written questionnaire.
- (viii) Tea and Club run home.

4. Marshalls to ask each rider a question on

- (i) Simple mechanical repairs.
- (ii) Knowledge of Highway Code.
- (iii) Knowledge of local land marks etc.

5. Tea time questions to include:-

- (i) Recognition of map symbols.
- (ii) Simple natural history.
- (iii) Road safety etc.

We would guess these recommendations are some 20 to 25 years old but they seem appropriate enough still.

AMSTERDAM AND ANTWERP

February 8th, Friday 18.35 hours depart Worthing, arrive Folkestone 21.00, depart Folkestone 21.45. These (U.K.) times give the basic details of the start of the Dave Hudson package tour for the continental weekend to take in a visit to the Antwerp Six. The party collected together by Dave in the hired mini-bus were Alf and Chris Dawes, Bernie Bethell, Ray Douglass, Graham Tooley, Derek Smith, Colin Hudson of the Brighton Excelsior and Maureen and I, and these were later joined by Brian and Ann Weir. The hired vehicle, not unfortunately, the one originally selected, was soon showing its paces as we journeyed east through East Sussex and into Kent. It was, however, anything but comfortable and long legged cyclists were soon wrapping themselves round seats and luggage in even more peculiar poses in an effort to find some respite for cramped muscles, sore knees, and, for those without cushions, sore backsides. Arrival at Folkestone was a relief - we were soon on board and, but a little behind schedule, we headed out from the harbour. We were soon to find that the tub, - sorry - boat had only just returned from Dunkirk, - from the evacuation, I think, and was due to go out of service after our crossing. We said our prayers and endeavoured to find some nook into which we could crawl and hopefully gain an hour or two of sweet slumber. In this respect the boat was not very helpful but our prayers were answered by a millpond crossing and not one tum was upset. A

foggy channel caused a very careful entrance into Ostende and we disembarked about one hour behind schedule at, I think, about 3 a.m. (continental time) you can tell I was already becoming somewhat confused. Belgian Customs treated our motley crew as uninteresting and apart from a quick shifty at our passports (Ray must think he's Peter Pan - he can't get away with that photo much longer) delayed us not at all. Brian was only a little longer with his large lorry load of gold bullion or was it liquorice allsorts, I forget exactly but I know he said it was valuable, and we were soon chasing him up the E.3. I always thought the E.3. was a time trial course in Essex but it is apparently a kind of European M.1. leading to Amsterdam. The Belgian and Dutch countryside flashed past, glimpsed occasionally by street lighting, in between painful dozes in the bucking bronco of a Bedford. I can't recall a border post so I suppose we must have been waved through and we arrived in Amsterdam in time for breakfast at 8.a.m. (my time).

The fog had lifted, the sun was shining and after a quick-----! in one of the roadside affairs where it is perfectly possible to hold a conversation with your wife or girl friend whilst relieving the call of nature, and where from a short distance you can recognise people by their ankles, we were ready for breakfast. A nearby cafe was agreed upon and a really good meal - a nice compromise, between the continental and English breakfast was soon restoring our physical and mental condition to a point when

we were ready for exploration of this Venice of the North . A number went for a trip on the famous water buses for a tour of the City, while others sought its shopping centre, its art galleries and museums and some went looking for the rear light district - it may have been red light - I'm not sure. We had nearly six hours in this lovely City before meeting again after lunch ready for the southerly run back to Antwerp.

This journey started badly when Dave seemingly unable to control his steering took us down some very narrow roads and in quite the wrong direction. His control also seemed affected by the 'young' ladies who, in this particular area, appear to adopt a most pleasing old custom of showing their wares in the front windows of their houses, however, with this distraction behind us and with Derek Smith navigating we left the City. We went close to The Hague and passed what we believe was the Olympic Rowing Lake. The sun continued to shine as we tilted at a few windmills and enjoyed the lovely although flat landscapes.

In Antwerp at around tea time we first made sure of accommodation for the night, splitting for this purpose into four groups, and then sped out to Merksem and the Sports Palace where the Six was being staged. In my opinion the racing was rather mediocre in the main and only rarely exciting. The Belgian crowd were satisfied simply with a sight of their idol Eddy Merckx. I found the Skol Sixes that I have seen to be far more exciting but there could be a number of reasons for this.

One is that it was an early day of the Six whereas I have previously watched final stages, and the other is the lack of British involvement. The very large track at Antwerp is also, I feel, a distinct drawback. Back to the digs by about 1 a.m. (night time) and I'm sure after the previous night we all slept like the proverbial log. Arrangements were that we should meet back at the van at 11.00 so we had an hour or more to wander the streets. Some looked at the shops, some found the Cathedral and others were entertained by the enormous open air market, including, would you believe, stalls selling bicycles, lightweight equipment and racing gear.

The vehicle developed a bad cough on the way back and the machine gun noise which it spat out at frequent intervals had many Belgians reliving the days of the war and diving for cover. We passed through the beautiful old town of Bruges (unfortunately no time to stop) and arrived back in Ostende at 10.30 (Colin's time) or 13.45 (boat time). The recrossing of the waters to our island home was as rough as the paddling pool at Brooklands and the sun, on the righteous, continued to shine until we docked in Dover. The boat coming back was a Belgian one and a considerable improvement over the other one. Good spacious accommodation with more than adequate bars, refreshments and, of course, the duty free shop. The vehicle sounding worse with every mile and troubled no doubt by the extra weight of off duty booze and baccy, struggled out of Dover, and with a masterpiece of coaxing from Dave got us home ahead of schedule at around 20 hours (my time).

A very good and enjoyable trip, and that was the unanimous opinion. We did a lot in a short space of time and only shopping, which was optional to the individual, made it at all expensive. How about the Ghent Six next season?

Don.

A VOICE IN THE FOREST

Number Five

Linwood Common,
New Forest.

Dear Cycling Friends,

Round-up Time

I promised to tell you about this in the Autumn issue of your magazine.

By far the greatest numbers of beef cattle are the Black Galloways which range all over the Forest. Between Linwood and Ringwood are a great many cream coloured ones, Galloway Duns. A particularly beautiful herd of Sussex Reds, large, horned cattle, ranges on Ocknell Plain to the north of Stoney Cross.

If you are a camera enthusiast good pictures can be had in the late summer, as the Reds start wandering home with their calves, towards Telegraph about 7 to 8 p.m.

Some time ago a gentleman near here tried to introduce a herd of shaggy Highland

Longhorns, however I do not think the conditions suited them as they soon disappeared, and one rarely sees traces of them now. Perhaps that is the reason why there are so few Red Deer in the Forest now, yet other types do well. Sometimes an odd Red stag will be seen wandering across the common.

The time of the round-up of the largest herds is very interesting, if one does not mind a mixture of sweat, blood, noise and dirt. I think the local ladies must find it difficult to buy bias binding for their dress making when round-up takes place, as large rolls of different colours are bought for the event. I will explain why.

First the cattle are rounded into a huge pen, the exit from this is narrow only allowing the animals to pass singly. At the end of this is a strong gate, and just before it, upright posts close together form what is known as the Crush. As the animal reaches the gate strong stakes are placed across, behind it preventing the animal backing away. A ring rope (lassoo) is quickly placed over its head and the head is pulled to the fence and made fast.

Now my master gets busy with ear marking. The tabs are plastic, and in a pair, one states the year and the other the animals Forest registration number. The tabs fit into pliers and when they are closed the spike on one tab pierces the ear and fastens itself through the hole in the other tab. The colour of the tabs is changed each year. Registration details are entered in masters tally book, for the collection of grazing fees.

The owners and their helpers now get busy and the bias binding comes into use. The best way I can describe this is by making a list, the colours could vary but it will give you the idea:-

- | | |
|--|---------------------------------|
| 1. A cow has been with the bull and is to be turned out in the Forest. | A knot of green tape in the ear |
| 2. A heifer or cow to go to the bull. | yellow |
| 3. A young male to be castrated. | red |
| 4. A steer not yet ready for market to release in Forest. | blue |
| 5. A steer or cow going to the meat market. | orange |

Number five is not of course tabbed.

This is enough to give the idea. As the animals are released from the crush, the helpers know by the colour of the tape which direction to turn each one; into a field for the bull, pen for market or, vet or the open Forest. The knot of tape soon frays and disappears.

As you can see it is a busy time for one and all, and just to keep the two legged carnivores well fed, and to make someone rich.

Love to all,
from your pen friend,
Maggie (Magpie)

THE CHRISTMAS FEAST 1974 EDITION

We are reminded that the Magazine did not, in its Winter issue, report on the Christmas Feast which took place in December and was once again held in the Clubroom. Our only excuse is that the entire staff of the Worthing Wheel were so ... somnolent? or soporific? after the usual over indulgence of succulent delights and inebriated with the intoxicating properties of the wines and ales, provided as ever, by that galloping gourmet, Mr. Theo Puttick, that they were really quite beyond recording accurately the events of the evening.

Accounts from one or two who managed to remain above the tables have been collected together and it would appear that some 65 or so members, wives, Mums, Dads and friends sat down to the meal, thoroughly enjoyed everything they had to eat and drink and thoroughly enjoyed the atmosphere which these informal do's always seem to ensure.

It was nice to have many senior members with us, ones we don't see that often, and also to have Mr. & Mrs. Mills along. It appears they arrived first at 6.30 then, correctly at 7.30 and then were almost sent home again to get their knives forks and spoons. Said Mrs. Mills "We only thought it was a sort of buffet, we had tea only a couple of hours ago". They did marvellously and will be sure to come again next time, and to come better prepared.

Once again many thanks to Theo and to all those who helped.

RELIABILITY TRAIL 1975 FEB. 16TH

Our Ed. ran this once again and either because he felt fitter or because he thought we had it too easy in 1974, tempted us with three standards all in four hours. There was (A) 62 miles, (B) 56 miles, or (C) 50 miles and I feel too many of us took on too much although I suppose it's indisputable that you have to suffer to get fit.

Statistics: Sixty entered, nine failed to start, nine did not finish or finish within their standard time, and forty two were successful. Fourteen 'A' certificates were won, six by Worthing, 4 by Lewes and four by Brighton Mitre. Twelve 'B' certificates were won, four by Brighton Mitre, four by Brighton Excelsior three by Worthing Excelsior and one by Peter France of Romford. The four Brighton Mitre 'B' certificates were awarded because although they had elected for 'A' standard they had missed a section of course, this also applied to Peter France. 'C' certificates went to sixteen riders, eight from Central Sussex, one from Lewes, one from Brighton Excelsior and six from Worthing. The Brighton Excelsior 'C' was awarded on a 'B' standard ride, again where a section of the course had been missed.

So much for statistics - what a false picture they can paint. Over 80% of the starters, successful - it must have been a doddle - well it wasn't for me anyway.

We started this year from the bottom of

Washington Bostal and began with that for starters. First group away at 9 o'clock was mainly Central Sussex. At 9.5 a formidable group of Brighton Mitre and Lewes. The Worthing hard men, with me (poor misguided wretch) among them were away at 9.10, and behind us a large group of the more sensible Worthing and Brighton Excel. tackling the 'B' and 'C' standards. Finally our Ed. brought up the rear with the idea of paying off the Marshalls, although I suspect he also hoped to tear through the lot of us before the finish. (All lies Ed.).

By the time we had reached Findon Roundabout - it felt just like the first two miles of the evening tens - two were shot off and I felt shot up, but hung on. Arundel by pass shot by in a haze and I vaguely remember signing something for someone at Fontwell. Then more agony as we climbed to Whiteways, how I envied those riding with far greater leisure up from Arundel - they were probably already enjoying the downward slopes of Bury Hill. The fact that I was still in touch at the top amazed me and at the same time gave me some encouragement - was it that they were slowing - or had I gone, at last, blissfully through the pain barrier that everyone talks about - would I now be able to do a 53! My thoughts were soon checked as I strove desperately to turn my 116" fast enough on the descent of Bury to hold on. Fittleworth came and I tried to recall what had been said at the start about the route here - my brain was not functioning properly - I could only follow and hope.

I suddenly remembered that Theo's soup

would be served somewhere in Bedham Lane and there would be a stop and perhaps a chance to recover. Theo was there and I had one delicious whiff as - yes you've guessed it - we raced past. I think one stopped but he then D.N.F'd - another had blown and I felt my turn was rapidly approaching. At Wisborough Green I did my best to look stylish and even took a position nearer the front so that Club Coach Norman Macmillan could look on with greater approval. I saw Petworth - I think - and then somewhere between there and Fittleworth - Oh! Dear! it was horrible - and Bury was still to come. I don't recall much of the climb but I gather from official checks that I did get to Whiteways, and holes in the knees of my trousers give the only clue as to how. Houghton - Amberley - Storrington were ridden as though in some Club Hardriders nightmare. Some instinct sent me north to Dan Hill where Bernie Bethell checked me in and looked as though he was amazed that I could still balance. The final humiliation was our Ed. coming past just before the finish, but I made it in 4 hours and when I get that certificate I shall have it put in a b.....y great frame. How else shall I learn from my mistakes.

Name and address supplied!

Full Result

Standard 'A' 62 miles

Lewes Wanderers	J.Honeyball P.Burberry	I.Landless B.Wilkins
Brighton Mitre	D.Barnard O.Leigh	C.Wood C.Leigh
Worthing Excelsior	P.West K.Dodman D.Lock	R.Shipton P.Reeves R.Macmillan

Standard 'B' 56 miles

Brighton Mitre	C.Oxborrow R.Smith	J.Oakes A.Goodson
Brighton Excelsior	G.Kerr Mrs.V.Stringer	D.Elson F.Godwin
Worthing Excelsior	P.Shaw N.Humphrey	D.Smith
Romford	P.France	

Standard 'C' 50 miles

Central Sussex	M.Hawes D.Challis K.Atkins J.Palmer	R.Ewart S.Bateman J.Yates R.Smith
Lewes Wanderers	M.Kilby	
Brighton Excelsior	S.Maddison	
Worthing Excelsior	P.Andrews J.Antram E.Kneen	G.Tooley R.Douglass J.Biddle

MISCELLANY

WASTE PAPER

Please everyone go on collecting and if the paper is not being collected from you just bring it along to the Club room on Tuesday evenings or contact us and we will arrange collection. Please fold newspapers neatly to the size of a local Worthing paper and keep magazines separate. Please also avoid mixing cardboard and other odd small items of paper. We have so far raised £60 towards Club funds.

1975 FUND RAISING '60' CLUB

The Club has got under way again and the first winner of the increased monthly £4.50 was Jim Hughes. The February winner was Theo Puttick.

WHAT TO DO IN 1975

Elsewhere in this issue you have the Club time trial programme, 13 evening tens, 3 other evening events and 10 other club events. In addition there is the Open Road Race on Saturday 19th April and the Open 25 on 7th June. There will be a Club run and/or an away weekend every weekend. Visits to C.T.C. slide shows as they occur. Possible visits to the York Rally, Pernod International Cycle Racing at Beaconsfield, the National Track Championships at Leicester, the World Track Championships at Rocourt (Liege) Belgium. A cycle shop Safari in London, the Skol Six, The Ghent Six and anything else that may appeal as the year proceeds. There's the Club Buffet Dance and Prize Presentation on

8th November and doubtless a Christmas Tea in December. If you still have any time left why not attack a few of the Club's place to place records, junior, schoolboy or senior. Details from Keith Dodman or Dave Hudson. Don't let it be said the Club has nothing to offer.

THE ANNUAL MEETING OF THE GENERALS
OR THE GENERAL MEETING OF THE ANNUALS
OR THE ANNUAL GENERAL MEETING OF THE
WORTHING EXCELSIOR CYCLING CLUB 1974

Starting promptly, the usual 30 minutes behind schedule, this meeting on Tueaday 26th February proceeded through all its necessary business with a surprising speed and efficiency.

The nasty problem of the 200% rent increase from the Worthing Corporation was referred to the new General Committee after several members had voiced their opinions as to the permanency of any premises and the suitability.

The election of Officers found no lack of volunteers, or in the alternative, the sticking plaster across the mouths of those who may have wished to retire, held fast. Even the anticipated problem of a replacement for Dave Funnell as Time Trials Secretary was soon overcome. Dave had been careful this year, he did not leave his decision to retire until the meeting! Officers elected were:-

President: W.D. Argent

Vice	Mrs. M. Argent	D. Dean
Presidents:	W.Blackwell	C.Coleman
	R.Douglass	J.Rennie
	T.Puttick	J.Hughes
	Mrs. C. Hughes	B.Weir
	M.Reeve-Black	
Life Vice	C.Lednor	
Presidents:	H.O'Toole	
Chairman:	C.G.Lednor	
Secretary:	J.Mansell	
Assistant Secretary:		R.Smallman
Treasurer:	R.H.Douglass	
Assistant Treasurer:		D.Lock
Social Secretary:		T.Puttick
Road/Track Secretary:		C.Miller
Runs/Touring Secretary:		D.Hudson
General Committee		R.Macmillan
Members:	A.Matthews	A.Palmer
Social Committee:		Mrs.C.Hughes
	D.Lock	N.Barlow
Handicappers:	B.Weir	A.Dawes
	T.Puttick	D.Lock
	C.Lednor	R.Douglass
Timekeepers:	A.Palmer	M.Ford-Dunn
	B.Weir	A.Dawes
	C.Lednor	D.Lock
	R.Douglass	N.Macmillan
	R.Smallman	
Assistant	D.Dean	A.Matthews
Timekeepers:	P.Reeves	I.Morris

B.C.F. Representative: A.Palmer

Press Secretary and
Magazine Editor D.Lock

Youth Council Reps: R.Macmillan, P.West
M.Morris

Youth Leaders Council Rep: C.Lednor

Sports Advisory Council: D.Lock

Runs Committee: R.Douglass, D.Lock
G.Tooley

Evening Tens Secretary: E.Kneen

Club Events Secretary: K.Dodman

Race Writer: R.Smallman

CLUB RUNS ATTENDANCE TROPHY

Position at 2nd March 1975

1st	Ray Douglass	44
2nd	Graham Tooley	35
3rd	Martin Morris	34
4th	Paul West	32
	Dave Hudson	32
6th	Don Lock	23
7th	Keith Dodman	22
8th	Derek Smith	20
9th	Roger Smallman	17
10th	Roy Macmillan	16
11th	Pete Reeves	15
12th	Richard Shipton	14
13th	Ian Reader	12
14th	John Antram	11
	John Mansell	11
	George Matthews	11

17th	Colin Miller	10
	Pete Andrews	10
19th	David Mills	9
	Peter Shaw	9

Five months have gone by and it's familiar names at, and near, the top. As we enter a new racing season though, the names likely to move up will be nicely placed, Graham Tooley and Trophy Holder Dave Hudson. Farther down the field Derek Smith and Roger Smallman can also catch a few of those racing men. There are still seven months to go.

ROAD SAFETY THE WHITEHEAD TROPHY

The Club, in the persons of Vera and Theo Puttick, are this year's winners of The Whitehead Trophy. A magnificent trophy awarded annually by Worthing Road Safety Committee. Theo received the award from the Mayor before the Council Meeting on 6th March. The following is an extract from the Mayor's speech at the presentation.

" Members of the Worthing Excelsior Cycling
 " Club have for a period of 21 years helped
 " in the organisation and running of Road
 " Safety events within the Borough.
 " With the main interest of the Club
 " naturally being cycling, they, with the
 " West Worthing Rotary Club, were the
 " organisers, indeed the originators, of
 " the Worthing Road Safety Rally, Cycle
 " Section (Cyclorama), which over the
 " years has encouraged many thousands of
 " young cyclists in achieving a higher

" standard of riding upon their machine.
" The Cyclorama is only the end product of
" many hours of training in the National
" Cycling Proficiency Training Scheme, and
" members of the Excelsior have taken an
" active interest in this training and have
" been registered as Instructor/Examiners of
" the scheme. Since 1958, help has been
" given in the training of the 5500 children
" who passed, plus advice and understanding
" given to many hundreds more who did not
" quite make the grade.

" Help has also been given on many
" other occasions as judges, instructors,
" examiners, and advisors, and it is in
" recognition of these many qualities that
" this award is made to an organisation who
" have given so freely in the interest of
" road safety within the Borough.

" If one may be permitted to mention
" individuals then Mr. & Mrs. Theo Puttick,
" who have helped throughout the period,
" are a credit not only to the Club but also
" to the Cycle Training Programme with which
" they have helped so much."

And so say all of us.

CLUB CIRCUIT EVENT

2nd March 1975

This was the first promotion for our new Club Events Secretary, Keith Dodman and with only two days to go he had a problem. Road works at Warren Hill, and tree felling meant an early morning diversion of traffic and a lot of re-organising. All 14 entries had to be

contacted along with marshalls and officials and the Sompting Church/Offington Corner leg was cut from the usual course. The time of start was put back from 9.30 to an even more comfortable 10.00 a.m. and the race was to be settled over just the two circuits of the Long Furlong/Offington Corner route. The reduction from 20 to 17 miles meant a recalculation for the handicapping. But after all was done, all 14 entries started, despite, a wet start to the morning. A good omen perhaps for the season ahead.

The story of the race is clear from a study of Charlie Lednor's timing of the two laps as the riders passed the start and finish point at the Worthing boundary sign in Findon Valley.

<u>Position</u>	<u>Name</u>	<u>Lap 1</u>	<u>Lap 2</u>	<u>Total Time</u>
1st	Keith Dodman	23.45	23.22	47.07 +
2nd	Don Lock	23.51	24.02	47.53
3rd	Pete Reeves	23.47	24.07	47.54
4th	Richard Shipton	23.40	24.27	48.07
5th	Colin Miller	24.55	24.20	49.15 +
6th	Mike Poland	24.55	25.38	50.33
7th	John Biddle	26.00	26.30	52.30
8th	Eddy Kneen	26.05	26.35	52.40
9th	John Mansell	26.56	26.43	53.39 +
10th	Roy Macmillan	26.39	27.10	53.49
11th	Ray Douglass	26.52	27.10	54.02

12th	Martin Morris	26.02	28.35	54.37
	Paul West	26.53		D.N.F.
	Mike Humphrey	26.54		D.N.F.

+ These were the only three to improve over the second lap and Keith's 23.22 was a scintillating effort which destroyed the opposition and was the fastest lap by a full 18 seconds. Biggest improvement was Colin's 35 seconds but John Mansell who started with an apple in his mouth!, and had to collect a racing hat that blew off somewhere round the first lap, had the most effective improvement; he moved up from 14th to 9th place in the final result.

Handicap Result

<u>Position</u>	<u>Name</u>	<u>Actual</u>	<u>H!cap</u>	<u>Net</u>
1st	John Biddle	52.30	8.30	44.00
2nd	Mike Poland	50.33	5.45	44.48
3rd	Pete Reeves	47.54	3.00	44.54
4th	Colin Miller	49.15	3.50	45.25
5th	Richard Shipton	48.07	2.35	45.32
6th	Eddy Kneen	52.40	6.50	45.50
7th	Don Lock	47.53	1.15	46.38
8th	Roy Macmillan	53.49	6.50	46.59
9th	Keith Dodman	47.07	Sc.	47.07
10th	John Mansell	53.39	6.00	47.39
11th	Ray Douglass	54.02	5.45	48.17
12th	Martin Morris	54.37	5.50	48.47

Congratulations to John Biddle a member of the Club for just five days and in his first ever race he picks up the handicap award. Handicappers beware, could this be another Mike Poland?

EDDY'S HUNDRED

A fella called Eddy it was;
Rode a hundred one day in the summer,
In the summer of seventy two;
He did a personal best in the process,
And beat five hours by a minute or two.

Now there's nothing surprising in this,
For Eddy had trained and was fit;
But he stopped many times on the way,
To empty out gallons of beer,
From a party the previous day.

The party it seems was a long one,
And it finished just before dawn;
I met him at four in the morning,
He was wearing his bike and a yawn.

He woke at seven having done twenty five,
And asked what he was doing, and where;
He'd almost dried out by sixty,
And he finished with hardly a care.

CLUB 25 MARCH 9TH 1975

Another good entry of 14 although the very wet and cold conditions reduced the number that reported to timekeeper Roger

Smallman to eleven. This was the first event on the new Chichester Road course now officially numbered G.938, which starts at the north end of Dappers Lane and takes riders out to Westhampnett roundabout near Chichester and then returns to finish just short of the Hammerpot Hill. So a chance for our riders to assess its possibilities a week before the first Sussex event.

It was cold and the roads were very wet, and legs were soon numb and hands refused to grasp gear levers or brakes. Quite the fastest start to any course is provided by the immediate drop down the Hammerpot and despite a rising north westerly wind it was possible to keep the revs going quite well to Crossbush and then round the Arundel by-pass. The climb out of Arundel is a stiff one, for a 25 mile course, and its effect is likely to be felt for a mile or so over the top for it upsets the rhythm and disturbs the concentration which is perhaps more easily maintained when ones speed and effort are more level.

Roy Macmillan was a puncture victim just beyond Fontwell and getting tubs on and off in those conditions is such a frustrating business that no one blamed him for calling it a day at that point.

In the absence of Keith Dodman, Don Lock was on scratch and by Fontwell had caught Ray Douglass and John Biddle, but Paul West, off two minutes in front of Don was keeping good form and distance. John Antram in his first race for 5 years was seen to be catching Ian Reader and seemed to have lost none of that smooth style that had previously made him a

Club champion. Colin Miller and Richard Shipton seemed to be riding strongly and there was little to choose between them. Pete Reeves did not look as though he was enjoying things. Mike Poland had pulled back his two and three minute men and was heading homewards in his usual determined style.

If anything it was wetter after turning at marshall Graham Tooley at Westhampnett and although the wind was now fractionally more helpful the cold got more of a grip and the hill out of Arundel, past the station, was, coming at about 22 miles, not in the best of places. From Crossbush back is a good and fast finishing stretch. On the whole the course could well prove faster than the old Horsham road G.935 course.

In the final result Don had managed 1.8.8. to pip Richard 1.8.11. with Colin third in 1.8.32. Mike Poland slotted into 4th place with 1.10.22, but this was with the gratuitous permission of Paul West who stopped with chain trouble with only $\frac{1}{2}$ mile to go. Paul is going to get a name for his mechanical problems. He must have lost 20 to 30 seconds. His final 1.10.34 was a particularly good effort and well deserved the handicap award which he won comfortably.

Full Result:

Pos.	Name	Time	H'cap	Net Time	H'cap Pos.
1st	Don Lock	1. 8. 8	Sc	1. 8. 8.	7th
2nd	Richard Shipton	1. 8.11	1.10	1. 7. 1.	5th
3rd	Colin Miller	1. 8.32	1.30	1. 7. 2.	6th

4th	Mike Poland	1.10.22	6.00	1. 4.22	2nd
5th	Paul West	1.10.34	8.00	1. 2.34	1st
6th	Pete Reeves	1.11.27	0.30	1.10.57	10th
7th	John Antram	1.14. 1	9.00	1. 5. 1	3rd
8th	John Biddle	1.16.10	6.30	1. 9.40	9th
9th	Ray Douglass	1.16.46	8.00	1. 8.46	8th
10th	Ian Reader	1.17.41	12.00	1. 5.41	4th

TIMEKEEPING

Before the event the timekeeper should compare his watch with correct time of day. The important point is that 'timekeeper's time' should not be 'fast', i.e. in advance of the correct time of day; otherwise a competitor could arrive on time, find he'd missed his start and have real grounds for complaint.

The chronograph movement should be started precisely on the hour (or half hour). This ensures that 'timekeepers' time is not lost if the chronograph movement is accidentally stopped. An assistant timekeeper, appointed to start riders from the latter part of the card, should bring his minute hand into agreement with the principal watch and will start his chronograph movement to synchronize with the principal watch. He should make a note of the precise variation in time between his time-of-day seconds hand and the chronograph hand. Each timekeeper should carry a second watch. Ideally, both watches should have current R.T.T.C. certificates; but in an emergency an uncertificated watch might be brought into use as an alternative to abandoning the event. Should this happen the District Council Hon. Secretary must be notified.

Timekeepers should undertake no other duties during the progress of an event except for identifying competitors by name before despatching them.

The responsibility for inspecting competitors machines and clothing, to ensure that they do not infringe the Council's Regulations, as well as the notifications of revised handicap allowances, should be performed by other officials.

The standard routine at the finish of an event is for the timekeeper to begin with a blank sheet of paper, clipped on a board; and to record the time of day, in hours, minutes and seconds, in order, as the riders finish.

Where a watch has only a single centre second hand (as opposed to a 'split') it is helpful to count the last few seconds aloud, as the rider approaches the line. It is most important to keep a continuous check on the reading of the minute dial. This can be done by writing down in columns each minute as it is reached on the watch.

If there is no arrival in the minute it is crossed out and the next minute written down. If there is an arrival the seconds and the number are recorded.

All times should, in the first instance be recorded in the timekeeper's own handwriting. The practice by which a timekeeper gives watch readings, by word of mouth to an

assistant, without himself recording them, is not recommended. Errors, both in omission and misunderstanding, are easily made; and, once made, will often pass undetected.

An official number-taker is essential at the finish of an event. He must have paper and pencil and keep a written record of the riders' numbers in the order in which they cross the finishing line. This is very important when several riders finish close together.

The timekeeper builds up his record as follows:-

When the first rider is expected the timekeeper writes down the time of day in hours and minutes, at the top of his column and checks it for accuracy with both his watches. He announces the time to the recorder and then proceeds as follows:

The first rider is expected at 7.01 enter 7.01. He does not arrive in the minute, which is crossed out as it passes. The next minute is recorded and announced 7.02. The rider arrives. His seconds are recorded as he finishes and announced and his number entered on the left of the time, after consulting the number taker if necessary.

The arrival time then appears as:

5 7.02.03.

The next rider appears, the minute is recorded and the time completed as he finishes:

1 7.02.47.

There is a gap and each minute is

recorded and crossed out as it is completed without an arrival:

7.03.00.

7.04.00.

7.05.00.

Three riders appear and the minute is entered three times in preparation. The seconds are entered as they finish and the numbers as soon as possible:

2 7.06.05.

3 7.06.11.

6 7.06.29.

Whenever the opportunity occurs, the timekeeper will work out the actual riding times and check them with the recorder.

The timekeeper's sheet will then appear as follows:

	7.01.00.	
5	7.02.03.	57.03.
1	7.02.47.	1. 1.47.
	7.03.00.	
	7.04.00.	
	7.05.00.	
2	7.06.05.	1. 4.05.
3	7.06.11.	1. 3.11.
6	7.06.29.	1. 0.29.

These figures are then passed to club officials who make what arrangements they choose for displaying the result.

After the event the timekeeper checks all the recorder's times and the number taker's list against his own recordings, and signs the official finishing sheet.

SUSSEX CYCLISTS' ASSOCIATION 25 AND 10
SATURDAY 15TH MARCH 1975

Ray Douglass was promoter of these events for the Sussex Cyclists' Association and he also gave himself the duties of official handicapper. For an opening of the S.C.A. 1975 season Ray did his best but two things let him down and he has no control over the first and but little influence over the second. The first was the very unpleasant weather conditions that were cold and windy at the start and deteriorated to cold and windy and wet by the finish. The second was the mediocre entry for both the senior and junior events, only 42 and 16 respectively. Perhaps Saturday afternoons are not so popular after all. Many people still work on Saturdays, some only mornings but some all day and of course many youngsters have part time jobs on a Saturday. Why don't we have some events on Sunday afternoons?

The new Chichester road course has still to be tested under reasonable conditions and of course by top competition but some of the rides done in this event show clearly that it has the potential of being very fast.

As with anything new, this course had some teething problems, the most major of which was the parking on the north side in the grounds of the public house. Would all readers please note that parking should be further west in the lay-by where the A.A. box is at the present time. Even here though care should be taken to ensure that vehicles can pass through. It is understood the A.A. are only temporarily

stationed here. We are pleased to report that Ray has smoothed things over with the local publican, although he refuses to say how many pints it cost him.

The weather decided a few that it was too early to suffer the wet and cold conditions, but most of the short marker / strong men rode out the event and returned the leading times with few surprises. 1974 Best All Rounder Martin Hawes of Central Sussex hammered his way round to a winning time of 1.4.8. and left it to someone else to announce that he had lost 40 seconds on a wheel change. Eastbourne veteran and 1974 '55' man Ken Stevens (he never reckons to go fast until May at least) rode home in 1.4.42. and our Keith Dodman was just edged into third spot with his 1.4.49 effort

Keith is usually just coming out of winter hibernation about now and doesn't do much until Easter. He must be about 6 minutes ahead on this time in 1974 and if he keeps that up his personal should be down to a '55' before August.

This was the second 25 for most club riders and despite the cold and wet there were several improvements. Pete Reeves brought his 1975 best down from an 11 to a 7.38 and Colin Miller from an 8.32 to an 8.9. Mike Poland was also a little faster coming down from 10.22 to 10.1. John Biddle's 13.15 was nearly 3 minutes better and he now has a reasonable personal best to aim at. Ray Douglass, from 16.46 was down to 14.11. Only Don Lock 8.8. to 8.35 and Richard Shipton 8.11 to 8.39 went the wrong way.

EVENING TIME TRIAL PROGRAMME

8th May to 19th June inclusive ten mile events starting at top of Washinton Hill at 19.30. 26th June, 15, 19.30, course probably on A.27. 3rd July, 2-up-25 on G.938 start 19.15. 10th July, 10 19.30, at Washington. 17th July, Junior 15 Championships, start 19.30, course probably on A.27. 24th July to 28th August, 10's from Washington starts at 19.30 until 7th August and 19.15, 19.00 and 19.00 as the light fails.

REMAINDER OF CLUB EVENTS

6th April 30 Championship G.938+ 9.00 start.
27th April 25 Championship G.938 8.00 start.
22nd June 50 Championship with S.C.A.
6th July 100 Championship with S.C.A.
3rd August 25 Clapshaw/Sherwin G.938 7.30 start.
5th October Hardriders 8.30 start.
12th October Tourist Trial
19th October Hill Climb Steyning Bostal 15.00.

FORESTRY COMMISSION AND C.T.C. NEW FOREST CYCLE WEEK JULY 20TH - 27TH 1975

"Forestry Commission tracks in the New Forest will be open during this week for the enjoyment of cyclists. It is hoped that many will take advantage of the opportunity to explore the Forest. Come and spend anything from a few hours to a week in the area, most of which is not usually accessible. Special camp sites available and a full programme of events."

Touring Secretary, Dave Hudson plans a Club weekend there on 26th/27th July. Sounds a great idea.

A PUZZLE - ROLLING ALONG

As we rested in the bank a farm cart which had already passed us was about to return.

"As it passes", said George "try to count the number of spokes in the wheel". This we tried to do, then said George, "You probably found that it was easy to count the spokes in the lower part of the wheel but the upper ones were blurred."

"An optical illusion," claimed Norman.

"Something like what you see in films, the wheels of vehicles moving slowly backwards," put in Derek.

"No," said George. "The top spokes are blurred because the upper part of the wheel is moving faster than the lower part. You get the same thing on a moving bicycle."

"How come?" we asked. "The whole wheel must turn equally on its hub otherwise it would fly to pieces!"

George was right however. What is the explanation?

TOO DIFFICULT? TRY ANOTHER

'A' is a fixed wheel. Around it another wheel 'B' of the same size revolves freely. After 'B' has made a complete circuit of 'A', how many times has it revolved on its own hub?

THE ANSWERS

How about you supplying them in time for the next magazine we haven't got a clue....

