

**SPRING 1977** 

Vol 10 No I

#### THE FORTHING WHEEL

The Journ't of

#### ORTHING EXCELSIOR CYCLING CLUB

The second second He dju rters: Broadwater Parish Rooms

Broadwater Green,

Worthing,

(Meetings every Tuesday 8 pm to 10 pm approx)

President: On.D. Argent, 67 St. Lawrence - 10 404 1 1 1

· Avenue, Worthing.

Charles Lednor, 5 Uplands Avenue, Worthing (Worthing 62038)

John Mansell, 3 Walesbeech, Secretary:

Furnace Green, Crawley

(Crawley 35757) "

3 \* 1\* \*\* Ray Douglass, 25 Guildford Road, orthing, (Worthing 38686)

Runs Leader: John Gildersleve ...

2 Brook Close, Morthing

(Worthing 2007:1)

Club Events , Keith Dodman, 5 Clarence Avenue,

Secretary: "Fick, Littlehampton. 1

(Littlehampton 11615)

Press Sec: Lan Reader,

158 Terringes Avenue

Worthing (Worthing 303343)

Derek Smith,

WORTHING 7-Cove Road, Rustington

WHEEL: (Rustington 4710)

#### EDITORIAL

By the time you read this mag, it will be common knowledge that Don - its previous editor - has decided to go back to 'school' and in order to further his career it has meant dropping many of his existing roles within the Club. One of them being Editor of Worthing Wheel.

His decision comes ironically after spotlighting trouble with 'Bonk' - ESCA's Journal - in the last issue, and saying how much he had enjoyed the last 9 years of W.W. and was looking forward to continued production of the Mag

However, I am now Dons successor and proudly take the magazine into its 10th year. I hope to keep a similar format to that with which we have become accustomed and would like to take this opportunity to repeat Dons often heard plea - Contribution, Comment, Constructive criticism or Complaint are always most welcome and make the Eds. job that much easier. Particularly required are brief reports - mainly for the record - of the important Racing Events throughout the year. Participants make the best reporters and you must know more about your pursuit than I do, owing to my involvement in the Touring side of the Club.

I look forward to a pile of correspondance!

Derek A. Smith

#### Amendment.

lichard Shipton's son Daniel is not a brother for John, as report in last mag, but a brother for Karen

36 Rivermead
Pulborough,
W. Sussex.
14th February 1977

Dear Don,

I thought I must let you know how thrilled I was to see my name in print, in my husbands copy of the "Northing Wheel", and to think that in my 'vintage years', "the footsteps (or rather tyre marks) that I left in the sands of time" are still visible!! I am referring of course to your mention in old memories of the Ladies 10 mile championship which I won in 1937 (you queried the date) 31 mins 41 2/5 secs. I have a gold inlaid silver medal with coloured enamel club badge, which I treasure very much.

Eric was delighted too, to see he was mentioned as 3rd in the 50 1933.

Best wishes for success and continued Prosperity in 1977.

Yours sincerely

Rona Davison (nee Luckett)

#### MEETINGS OF THE KOMMITTEE

For those of you not yet intiated into the inner most dealings of the Worthing Excelsior Cycling Club, here we present some notes smuggled out of 5 Uplands Avenue by a member, no longer a part of this inner sanctum, who has dared to reveal some of the strange procedures and inform us of some of those who control the Club.

There is of course the initiation ceremony the full details of which are not, we feel, suitable for a magazine of this nature, particularly in view of the fact that we recognise that we have many young readers, members under 30, who could well become adversely affected by the particular nastiness and peculiar eccentricity of the events. Suffice to say that these preliminaries are conducted under the personal supervision of Kommondant Lednor and begin with the tasting of a brew concocted from any number of most unlikely ingredients. This is tous IV out palatable but can leave one with a distinct numbness of the brain which of course immediately gives the Kommandant a much greater hold and sway on the remainder of the Kommittee.

The Secretary, one John Manskell appears close to the Kommandant and delivers a constant reminder of his position of authority by the removal of his shoes, an act which causes more numbness of the brain and a misting and watering of the eyes. No one else seems to be allowed to remove his footware in this way.

A close third in the hierarchy is a man, believed to be of Greek origin, a man of generous proportions, and known only as Theo.

His particular responsibilities are the stores and the organisation of the annual entertainments, although he does carry some financial responsibilities, namely the extraction of taxes under the guise of fund raising. He too seems to have certain rights not extended to the lower class members; he will chain smoke a black weed that makes hashish about as potent as shredded wheat. This, with the pipe of the Kommandant, brings further feelings of sickness and nausea to members who are then still more debilitated, and by now, in grave danger of reprimand for failing to pay full attention to the proceedings.

One particular sufferer is one of the older members, but one who despite great loyalty over many years seems to enjoy none of the privileges of these others. He is subject to much sarcasm, particularly from the younger Jon Manskell and is undoubtedly greatly affected by the compulsary glass, the odours and pungent fumes, and he has been known to leave the room, even without the formal permission of the Kommandant. His capabilities, it is said, that his culinary arts, particularly with accounts and balance sheets, are unsurpassed, assure him of his continued occupation of the Chancellory position, so long as his prowess in this respect is maintained. The person is called many names, among them "Dougle", which is believed to be only a nickname because of his hairstyle being like that of the infamous cartoon dog of television.

Another member, frequently outspoken, who lives very dangerously at times, and has for several years been in charge of propoganda output through all media

is the peculiarly named Donlock, His activities ties are various and if his other involvements should be found to interfere in anyway, his continuance on the Kommittee is likely to be in jeopardy. I would frankly not be surprised to see his early departure and replacement. While some may have been pleased with his work he does have a very capitalistic outlook at times which is perhaps not a good thing these days.

One to be marked down for future prominence is the comparative newcomer Dav Hudson, and the slave in charge of transport and external and travel arrangements. Extremely capable of the and enthusiastic and gets along well with conmost members - too young yet to receive any favours and still required to suffer to the full, at the hands of the elders.

Kay Dodman has been in and out of the Kommittee and shows remarkable adaptability. A dour scientific sort of fellow given to the use of a few well chosen words - a master of brevity. He has recently shown great ability in the mould of Moses with an impressive new production and arrangement of rules and records. Not thought to be ambitious, so far as the Kommittee is concerned, but holding down a position on which I am unable to inform - it is known to me only as the T/T Sec.

add to be blocked building Problems of publishing of course, exist and it may be that I shall not be able to get more details to you. While I can then you I send these so that all may know something ... of what ... Agh! - was seen and the seen as a

We must pray that nothing too sinister will have befallen the writer. If we get further details we will see that his faith in us not misplaced and we shall publish. While the name and address of this contributor ro kne " di di - 6 -

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are known, this information for his sake must be withheld.

## CLUB ROOM, BRO DW TER, WORTHING TUESDAY 22nd FEBRUARY 1977

Attended by something over 40 members. In the chair, Charles Lednor. Our president, Mr. W.D. Argent sent an apology for absence together with some of our more remote members.

Minutes of the previous meeting were read and the report of John Mansell, set out below was duly adopted.

#### SECRETARY'S REPORT 1976

#### OPEN EVENTS

During the course of the year we again promoted four events consisting of:-

- (a) Reliability Trials in February over distances approximating 50 miles which attracted 63 entries with 39 riders qualifying for certificates.
- (b) Road Races in April (this year we departed from the handicap format previously used and ran two separate events one for 1st and 2nd cats, and the other for 3rds and juniors). Maximum entries were received for both exents.
- (c) 25 mile Time Trial in June once again benefitted from the generosity of Ron Mills Cycles and was held on a warm busy Saturday afternoon under attentive police eyes.
  - (d) Fiesta Kermesse seafront criteriums were sponsored (largely due to Don Lock's efforts) in excess of £100 and successfully brought "racing to the masses" on August Bank Holiday.

#### RACING

Club events have generally been favoured with good entry - one of the evening 10's (still a very popular series) boasting 28 club riders.

Incidentally, I wonder how many other athletic sports could have a nine year old (Andrew Lock) competing against a 71 year old (Wilf How) with both riders enjoying their first year of competition:

New club team records were established at 25 miles and 100 miles - the 25 mile mark being broken three times. There were 8 qualifiers in the Best All Rounder (sic!) competition. Whilst writing of B.A.R.'s it is perhaps apposite to note here that Ray Douglass achieved 118th place in the vets national table.

Our colours were also carried, with mixed success in road races and on the track with one of the better performances being George Matthew's successful defence of his Sussex Cycle Racing League individual crown.

#### TOURING

Sunday club runs have continued to thrive, with the average attendances showing a small increase over last year.

Youth Hostel Weekends, motor vehicle assisted trips, various evening pub and soup runs have completed an enjoyable programme.

#### SOCIAL

The annual dinner was held at the Royal Coach in Shoreham where a full house (there was this year even a waiting list for tickets) enjoyed (!!) the disco which provided the musical entertainment. The evening was overwhelmingly voted a great improvement over recent years functions,

and the same venue has been booked for 1977.

Tuesday evening club room attendances continue to fluctuate, the cost of hiring from the Council continues to escalate, but Jim and Connie's endeavours behind the canteen counter remain constant and much appreciated.

#### GENERAL

Our thanks are due to Theo for in organising the fund raising schemes, both of which continue to be an important source of revenue, and our congratulations must go to Charlie Lednor who celebrated 50 years unbroken membership of the Excelsior in 1976.

In closing this report, I would bring to your attention the following dates and invite your continued support of these was events.

OPEN ROAD RACES 7th MAY
OPEN 25 22nd MAY
SEAFRONT KERMESSES 28th AUGUST
ANNUAL DINNER 12th NOVEMBER

John Mansell GENERAL SECRETARY

Treasurer Ray Douglass was given a vote of thanks following the adoption of the Account of club finances. His task gets harder as the years go by - a total of 14 years as Treasurer to date.

In answer to a member's query, it was made clear that income from races shown on the Accounts Sheet was actual profit, and on the expenditure side, the high sum shown against racing was mainly due to the cost of engraving the trophies.

Income also worthy of note is canteen profit £40.98. Fund raising scheme £6.00. Waste paper £59.90 Regarding the latter tem, although almost a three fold increase over 1975, Theo - as co-ordinator of paper collection - says only a small proportion of the club membership is currently involved. (See elsewhere for details of how to help your Club raise money from papers).

There followed the election of the following officers \* - Newly elected: -

President: Mr. W.D Argent

LifeVice Presidents: Mr C.G. Lednor

Mr. T Puttick

Mr. J. Hughes

Mr. M.Reeve-Black

\*Mrs. C. Hughes

\*Mr. R. Douglass

Vice Presidents: Mrs. W.D. Argent

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Mr. D. Dean

Mr. W.F. Blackwell

Mr. C. Coleman

Mr. J. Rennie

Mr. B. Weir

Mr. N Macmillan

Mr. D.W. Lock

\*Mr. J. Mansell

\*Mr. Ron Mills.

Chairman: C.G. Ledhor

Secretary: J. Mansell

Assistant Secretary: I. Reader

Treasurer: R.H. Douglass

Assistant Treasurer: D. Lock

Social Secretary: T. Puttick

Evening Tens Sec.: J. Biddle

Club Events Sec: K Dodman

Race Book Writer: R. Smallman

Road/Track Sec: C. Miller

Runs/Touring Sec: J. Gilderslave

\*Press Sec: I.Reader Club Coach: N. Macmillan B.C.F. Rep: T. Palmer .D.A. Smith \*Magazine Editor: Timekeepers: Charles Lednor Alf Dawes - 1 . . . . . . . . . . . . (\* 1 ) Roger Smallman Martin Ford-Dunn Tony Palmer Norman Macmillan Don Lock \*Dennis Dean Assistant Timekeepers: Alan Matthews Ivan Morris Peter Reeves Handicappers: Brian Weir Alf Dawes Ray Douglass ... Don Lock Tony Palmer Theo Puttick Tom Lednor \*Colin Miller \*Dave Funnel Sports Advisory Council Norman Macmillan Reps: \*John Williams Runs Committee: Roger Smallman DerekkSmith \*Ray Douglass Two Committee Members: \*Dave Hudson \*Alan Matthews Youth Leaders Council Rep: \*Graham Tooley Youth Council Reps: \*Nigel Burrows \*Paul Toppin \*John Peters Social Committee: Christine Barnett

Connie Hughes Alan Matthews. Many items were raised under the heading of 'any other business' - briefly.

- i. Observe the rules when racing or face a 6 month ban.
- if. Cars must be parked off the highway and 'out of sight' of the start or finish of events.
  - iii. Club vests must be worn when riding Kermesses, Road Races, and Track Events.
  - iv. The question of 5 mile Time Trials on the top circuit of the evening 10 circuit, for junior juveniles say 1/month was raised and accepted in principle. Dennis Dean offered to present prizes.
    - v. The Rules and Record booklet enclosed with the last mag., was voted an excellent production something we should all be proud of.
  - vi. St. Johns Ambulance wrote asking for donations towards the cost of a new vehicle and it was moved to leave it up to the General Committee to decide on what action we as a Club could take to help them.
  - vii. N. Macmillan is now a fully qualified Masseur of the British Cycling Coaching Scheme.

#### FUND RAISING WINNERS

JANUARY - D M. Douglass

and the content of the late of the content of

FEBRUARY - T. Lednor

### RELIABILITY TRIAL 1977

13th February 1977 Sunday

Start: Varying 8.30 - 10 45 Start: Varying 8.30 - 10.45 Rock Crossroads TREES BEFORE

Conditions: Dry, sunny intervals and a strong S - S.W. Wind. a winter Company ?

Starters: A record 84:

This year the trial was run on a circuit approx. 25 mile laps, with 1, 2 or 3 laps and a choice of 2 times at each distance.

## Results Successful: at 75 miles in 5 hours

al own

Rick & Val Stringer: Brighton Exel. John Yates : Central Sussex

David Mills : Worthing Excelsion Derek Smith : Worthing Excelsion

DNF in time or packed

#### Successful: at 75 miles in 41 hours

N. Brown : Central Sussex.

Graham Kerr : Central Sussex

Cliff Sharp : Eastbourne

John Biddle : Worthing Excession

3 DNF in time or packed 15 ,1501 ; 117

#### Sucressful: at 50 miles in 31 hours

Brian Cox : Bognor

L. Fairchild : Bognor

R. Fairchild : Bogner

Les Janman : Bognor

J. Smith Bognor

S. Smith : Bognor K. Wingate : Bognor

Ray Douglass : Worthing Excelsior

John Peters : Worthing Excelsion

#### 2 DNF in time or packed.

#### Successful: at 50 miles in 3 hours

S. Abbo Br ghton Mitre B Coo ber : Brighton Mitre Alan Limbrey : Brighton Mitre
V. Lowe : Brighton Mitre
M. Tanner : Brighton Mitre Martin Hawes : Central Sussex.
G. Hoard : Central Sussex Adrian Jones : Central Sussex M. Jones . Central Sussex R. Maclagan : Central Sussex J. Palmer : Central Sussex M. Puckett : Central Sussex Nigel Burrows : Worthing Excelsion Keith Dodman : Worthing Excelsion Don Lock : Worthing Excelsion : Worthing Excelsion John Mansell Colin Miller : Worthing Excelsion
Mike Poland : Worthing Excelsion Richard Shipton : Worthing Excelsion Paul Topping : Worthing Excelsion 6 DNF in time or packed.

#### The state of the second state of the second second Successful: at 25 miles in 13 hours

R. Brown : Brighton Excelsion Dave & Jan Cotton: Brighton Excelsior (Tandem) Dave Elson : Brighton Excelsior
D. Jones : Brighton Excelsior A. Loska : Brighton Excelsion G.W. Palmer : Brighton Excelsior G. Strawbridge : Brighton Excelsior Ken Atkins : Central Sussex : Central Sussex Mark Atkins L. Bell : Central Sussex Mrs. C. Laker : Central Sussex
Rodney Laker : Central Sussex
S. Rann : Central Sussex
Mick Kilby : Lewes
- 14 -

M. Samworth : Lewes
Brian Wilkins : Lewe's

Dave Hudson : Worthing Excelsion
Andrew Lock : Worthing Excelsion
Bill Webb : Worthing Excelsion

3 DNF in time or packed

#### Successful: at 25 miles in 12 hours

J. Dove Bognor
M. Tennant Bognor
I. Burgess Llowes
K. Having Lewes
J. Honeyball Lewes
G. Ree Lewes
B. Samworth Lewes

John Antram : Worthing Excelsior
Chris Eager : Worthing Excelsior
Robert Powell : Worthing Excelsior

Kevin Tilbury : Worthing Excelsion

#### 2 DNF in time or packed.

The circuit: Starting at Rock-Crossroads, just north of Washington (A change from the challenge of Washington Bostal!) 'Proceed north along the A.24 to Ashington where fork left at top of hill. Continue to Dan Hill cross roads where go across to Broadford Bridge (M) where turn right to Coneyhurst Common. Left along A.272 to Billingshurst where left on A.29 through Adversane to Pulborough. Continue on A.29 to Coldwaltham where turn left where signposted "Greatham" (M). Continue east to join A.283 at Northpark Wood where turn right to Storrington, continue on A.283 to Washington roundabout (A.24) where left back to the starting point.'

Mr. Mobile Caterer Theo Puttick could not be missed this year - stationary at the finish.

Included in the 20p entry fee were coffee and cakes, available at the end of every lap, but even this incentive produced only 12 starters in either of the 75 mile standards.

The circuit seemed to be popular from the riders that I spoke to, giving the security of never being far from the Start/Finish.

When the Circuit was first conceived it was questioned whether 2 - 3 laps in the same direction was feasible. Fears arose of riders getting confused if a circuit was reversed, of becoming dizzy or over familiar with the same stretch of road. However, the latter won. The only drawback being 3 times down the 7½ mile of A.29 against a strong headwind.

On behalf of the Club, many thanks again to Jim & Con, Maureen & Sandra Lock for Marshelling, Theo on refreshments, and Timekeeping by Denis Dean and Don Cooper.

Again being February, the trial sorted out bikes and bikies. From the record entry of 85 starters, 68 finished and a closer look at Clubs Riders produces the following interesting results.

		Kt 75	At 5	O At 2.5	Tot
Central Sus	sex	3	7	: 6	16
Bognor	1.1.11.1.1	0	77	3 2	9
Brighton Ex	celsior	1	0	7	8
Brighton Mi	tre:	0	6	0	6
Eastbourne		1	0	0	. 1
Lewes		0	0	8	8
Worthing Ex	celsior	3	10	7	. 20
	. A:		-		
		8	30	30	68
			-		-

And if points were awarded at the rate of 1/lap, as has been suggested, competing for a challenge trophy for Clubs, the points this year would have been as follows:-

Worthing Excelsion	36
Central Sussex	29
Bognor	16
Brighton Mitre	.12
Brighton Excelsion	10
Lewes	. 8
Eastbourne	3

Whoever promotes next years event may like ... to think along these lines and put a little interclub competitive spirit into the proceedings.

Dere :

Jere

# GABBLETALK \*\*\*\*\*\*\*\*\*

Tropies des the gar Much changee of Eddywoggs and new Smith face the Derek'o heap new look maggy. All wish of best goadies to the much scribbley of the Smith pen and to the Messrs. Typio stapleyo and post off, of 3 Walesbeech, Mansley, Crawsell, who twixt the lot of them take on from London Lostlock. Very much depend on the member help and contributeo from all happy mag gazers. So pens to toiler rolls and much continue of swingee maggy now entering its tenth year of much decade . nce!

Gabbletalk is much grapefruit of the enjollyment, frax tee interestee and fi hi record of the Worthy Wheelo over the past annums, and is pleadingly exceased at its continy-on in the new handies.

Edifikation tiss such that Gabbletalk will soon be netter bone than Esperanto, which Day Rugless thought was Spanish grass and Mike Poland thought was fuzz on the top of his coffee. Scrabble fanatics still refuse to accept Gabbletalk although most words will be found in one of Deaf Kodman's many

reactionaries including the Greater Oxfood, evenif they do mean accordy to the Greater Oxfood something entilly diffy.

Readers of the feelio that we should devot more of our space to this linguistic concoction (Lord Chesnor thought it was all Gabbletalk) should communicate with the Edytornormus, prefribly by writings on the inside of pea shucks taken when less than six days old.

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#### THE CLUB CIRCUIT EVENT

#### February 27th 1977

It always produces the new bikes and the resprays and it sometimes produces an indication of the potential racing strength for the year ahead. This event was no exception in the former case, for the succession of splendid machines pushed away from the Sompting Church Start on the A27, were a gleaming reminder, more of affluent times, than a period of stringent economies. As to the second, only time will tell.

Certainly Richard Shipton gave a clear indication of a dedicated period of winter training and a continuation or indeed an improvement on his 1976 form appears definitely on the cards.

Sixteen entered, two failed to finish and one failed to start. There were in addition three private riders and a good turn out of other members and friends to make this a good mornings racing, and a good start to the new seasons Time Trial Programme.

Nigel Burrows was first away from Charlie
Lednors watch and a distinctly modern

starting time of 11.01. It was almost like a road race. Nigel rode strongly particularly into the Easterly wind and was never caught. His time was 1hr. 2min. 56 secs. and that of number three John Peters. 1.2.46, show these two, to be pressing claims for club teams in future events. Roy Macmillan at No.2 was seen to be stopped on the course and he did not finish. It is to be hoped, that now he has got over hospitalisation for the teeth extraction, that he will be able to get down to some serious training. The combination of his Dads coaching and his Mumms cooking have made such a powerful prospect. Number four was John Williams and he was heard complaining of a 'cold start'. but at 11' O'clock he should have found time for a warm up and if he was not happy with his 1.6.46 then he must be honest and admit lack of miles. Miles are not however the problem with John Biddle, whose strength took him round comfortably for a second place, although just outside the hour. What probably pleased him most was his marginal beating of training colleague Peter Reeves, who is always a slow starter to the season. Graham Tooley was disappointing with a very slow 1.8.40 and perhaps he's going to have to get more piles in with the faster riders to stretch his undoubted ability. The ride which attracted most interest was that of John Mansell who returns for a full season's racing after being out of competition for a year or two. This ride was a typical one, for those who know him, a model of comfortable and economic style and never quite enough of the aggression which could knock minutes off his times. He still 'enjoys' his racing and is going to be an asset to our racing strength, his time 1.1.55 brought him 4th place and 2nd handicap.

Mike Poland and, of course, Paul West, suffered from mechanical trouble, Paul did a lap on John Antram's bike and then finished on his

own with, in the circumstances, a creditable 1.4.39 . Paul is going to have to get someone to check his bike for him before every event, this time it was the crank that came loose. John Cheetham should be a useful performer if he is able to devote sufficient time and miles to the sport, and he appeared reasonably satisfied with his ride keeping himself ahead of a good early ride from Ray Douglass who was clearly pleased with his two minute improvement Paul Toppin has yet to over last year recover his Evening Tens speed, but his 1.4.15 was a reasonable start, and with Nigel Burrows and John Peters, provides us with the next string of senior riders. Richard Shipton brought up the rear and from this position soundly trounced the opposition to finish 3 minutes 40 secs. clear. Only Keith Dodman of our current squad was missing and there is a gap here which badly needs to be filled.

Of the private rides, Rick Stringer seems set on some hard racing with a serious looking 59.48 and his clubmate G. Strawbridge returned a good 1.3.51.

The morning and the afternoon, (nobody finished before 12 noon) were very good weatherwise, being dry and sunny, if a bit cold and the easterly wind caused the usual early season agonies - for some - worse than others.

#### FULL RESULT

monthquarequi		
1.	Richard Shipton 57.00 scr. 57.00	
2.	John Biddle 1.00.40 2.00 58.40	T.
3.	Pete Reeves 1.01.25 1.00 1.00.25	
4.	John Mansell 1.01.55 4.50 57.05	
5.	John Peters 1.02.46 4.50 57.56	
6.	Nigel Burrows 1.02.56 5.15 57.41	
7.	Paul Toppin 1.04.15 4.00 1.00.15	
8.	Paul West 1.04.39 2.25 1.02.14	
	- 20 -	

9.	John Cheetham	1.04.54	4.20	1.00.34
10.	Ray Douglass	1.05.24	6.55	58.29
11.	John Williams	1.06.46	6.20	1.00.26
12.	Graham Tooley	1.08.40	3.00	1.05.40
13.	Mike Poland	1.11.10	5.40	1.05.30

#### HANDICAP

1. Richard Shipton	57.00
2. John Mansell	57.05
3. Nigel Burrow	57.41
4. John Peters	57.56
5. Ray Douglass	58.29
6. John Biddle	58.40
7. Paul Toppin	1.00.15
8. Pete Reeves	1.00.25
9. John Williams	1.00.26
10. John Cheetham	1.00.34
11. Paul West	1.02.14
12. Mike Poland	1,05.30
13. Graham Tooley	1.05.40
	A

#### DON

#### CHAMPIONS PAST AND PRESENT

We continue our look at the Club's main trophies by moving on to the B.Welch 50 mile Cup. This dates back to 1935 and has been awarded every year since, save for the six years of the war (1940 - 45). G. Lennard was the first winner with a time of 2 hours 27 mins. 34 secs, which was a pretty good (20mph.plus) effort in 1935. This was immediately improved upon in the following year when that prolific cup winner of the 1930's, Cliff Alford brought the time down to 2.24.00. The championship time was in fact improved on for 7 consecutive years, until Dennis Dean produced a quite remarkable 2,9.35 in 1947. Perhaps the event in 1948 had a bad morning, for it then went back to 2.20.59 with Wally Fitch being successful. Nine championships have had winners inside two hrs. 10 mins. and 3 have got down to 2hrs. 7 mins. The record is now 23 years old and stands to Dennis Lednor with a

tremendous 2.07.26 in 1954. Keith Dodman reigns as champion of champions with 6 wins to date.

## The Full List ....

Jan Jan San

1935	G. Lennard	2.27.34
1936	C. Alford	2.24.00
1937	C. Alford	2.19.53
1938	R. Steers	2.17.38
1939	R. Steers	2.13.50
1946	D. Dean	2.10.09
1947	D. Dean	2.09.35
1948	W. Fitch	2:20.59
1949	W. Fitch	2.14.37
1950	W. Fitch	2.11.03
1951	F.J. Antram	2:11:52
1952	F.J. Antram	2:12:46
1953	D. Lednor	2.12.37
1954	D. Lednor	2.07.26
1955	D. Lednor	2.11.48
1956	D. Lednor	2.16.03
1957	P. Andrews	2.12.49
1958	R. Funnell	2.18.06
1959	R. Funnell	-2.09.38
1960	R. Funnell	2.09.08
1961	D. Lock	2.11.18
1962	D. Lock	2.10.17
1963	M. Ford-Dunn	2.07.27
1964	J. Lucas	2.13.27
1965	D. Funnell	2.09.59
1966	K. Dodman	2.08.32
1967	D. Funnell	2.08.32
1968	D. Funnell	2.11.43
1969	M. Venner	2.11.47
1970	M. Venner	2.10.00
1971	D. Lock	2.07.55
1972	K. Dodman	2.14.31
1973 1974	K. Dodman	2.09.37
	K. Dodman	2.14.49
1975		2.11.35
1976	K. Dodman	2.12.37

#### EARN MONEY FOR THE CLUB

#### The Waste Paper Scheme

1976 bought an almost 3 fold increase over
1975 in cash received from the sale of Waste
Paper, but to paraphrase Theo (fund raiser)
Puttick at the A.G.M. only a small proportion
of the club's membership is involved in
collection, and with a greater participation
and the present price of about £15.00/Tonne,
the Club could have a good steady income!

Papers should be bundled tabloid size and tied (there is plenty of string available at the Clubroom), with magazines bundled and tied separately. This makes for easier handling and storage.

Ideally these bundles should then be brought to the Clubroom but they can be left at John Williams Shop at 38 Portland Road, Worthing, if this is more convenient. Alternatively, save up a large quantity and then ask Theo to come and collect - but remember special journies cost money.

Theo is aiming at 1 Tonne per month (£180/year) which would seem to be an easy target bearing in mind membership numbers and their friends and relatives.

News has just been received that the rental for the Clubroom is to be increased by £1.00 per week to an all time high of £4.50/week.

(An increase of £52 per year to £234 per year )
These increased costs could be offset by collecting  $3\frac{1}{2}$  tonnes of paper. So come on all of you, make a concerted effort to save those papers you usually put out for the dustman.

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As a cyclist you mustn't stop the bike inside the limit marks of a pedestrian chrocing, except of course when circumstances are beyond your reasonable control, or, thankfully, when you have to avoid an accident; you must not ride recklessly or at speed or in a manner which is dangerous to the public. You must always have due care and attention and reasonable consideration for other road users. It is against I the law to ride while under the influence of drink or drugs; you must not wilfully ride on a footpath or in a shopping precinct or any part of any road specially set aside for the use of pedestrians, nor by negligence or misbehaviour interrupt the free passage of any road user or vehicle nor leave the bike on the road in such a way that it is likely to cause danger to other road users. You should not leave your bike where waiting is prohibited.

It is unlawful to carry a passenger on a bike unless it is properly constructed or adapted for that purpose, and just in case anyone was that foolish, it is unlawful to hold onto a motor vehicle or trailer in motion.

Cycles may be ridden on bridleways and officially designated long distance country routes. Cycles cannot be ridden on roads designated 'Motorways'. The use of cycle-paths is not compulsary unless they are the subject of a special Ministry of Transport order. The latter are only likely to be made in special circumstances and the main carriageway would carry a sign indicating that cycling was prohibited.

#### MISCELLANEOUS

#### THE CLUB 30

A change in date for the Club 30. It has moved from Sunday 15th May 1977 to Sunday 14th August. So out with those diaries to make the necessary amendment.

#### FIESTA KERMESSE

Worthing Fiesta Kermesse on Sunday 28th August 1977 - so again a note in those diaries if you haven't done so already - even if you are not racing, help is always required in one form or another, or merely join the crowds and cheer the lads and lasses on.

## ISLE OF MAN INTERNATIONAL CYCLING WEEK JUNE 19th - 24th 1977

Advertised as "Britains Greatest Week of Cycling Sport". Time Trials, Road races and Kermesses are held over varying terrains and details, together with details of a 7 day inclusive holiday, are available at the Club Room.

#### CLUB ROOM COSTS!

Rent for the Club Room is to be increased in September, from a high £3.50/week to the exorbitant £4.50/week (i.e. £234/annum). To offset these ever increasing costs we must have more Waste Paper, see details on page 23.

## FUTURE CLUB MEMBER?

Continuing our search for new members, we hear that the wife of the Runs & Touring Sec has presented John with another son-Karr.

#### ANOTHER FUND RAISER?

When purchasing goods from Ken Ryall (362) Staines Road, Hounslow) please mention "Worthing Excelsior" and you will receive a voucher (worth 3p in the £1 to the Club) Give this to Ray Douglass who will keep them in his safe and at the end of the year return them to Ken Ryall and receive money for the Club.

#### BONK RE-LIVES

Following Dons leader in the last issue. spotlighting trouble with BONK, ESCA's Official Journal, news has been received that at last a new series is on its way. Under the joint editorship of Maurice and Esther Carpenter, the Spring issue is already out, and this together with future quarterly copies can be purchased from Ian Reader at the Club Room.

Don in his position as Press Secretary, used to write a column for this mag. and although they were without our contribution this issue, Ian hopes to carry on where Don left off.

#### NEW MEMBERS

The Club welcomes the following new members this year:-

> CHRIS EAGER COLIN HARDY ROBIN QUICK ROTEN HOLDEN WILLIAM HOLDEN

PAUL MAY ANDREW ROYCE

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#### SKOL 6 DAY

Dave Hudson can't, unfortunately, organise the Mini-bus trip this year, but if anyone feels that they would like to keep the tradition of a last night' going, Dave has got a lot of information to help you plan the trip.

## EAST SUSSEX HARDRIDERS Sunday 6th March 1977

Following just one week after our circuit event, this was held over a hilly 17 miles in Hellingly, Horam area and produced useful rides: from Richard Shipton 42 mins. 31secs, Graham Tooley 45mins 30secs and Pete Reev s 45mins 50secs. Richard's ride gave him a fine 5th place, behind the event and course record 39mins. 12 secs. of Clive Oxborrow of the Mitre. Graham was 15th and Pete 17th so all finished in the top third of the field.

#### 25 Mile "MEDIUM GEAR" EVENT Sunday 20th March 1977

A typical March morninggreeted the starters in this revival of the popular in the fifties. medium gear event. It was fresh, both so far as temperature and wind strength, the latter coming from a degree or two west of due south. which wasn't going to help much on this east/west section of the \$27. There were thirteen entries but only 11 reported to Alan Matthews for the checking of the gears. A max of 72" is allowed, although on this gear, if the tyres are on the heavy side, you could be fractionally outside the limit of forward movement allowed upon one revolution of the pedals - 18' 102". (5747mm for those who don't recognise this strange measurement - Ed). Roger Smallman was the man with the watch and Ray Douglass was the one to answer any queries on the handicapping. The first man was away at 9.00. By 9.30 the rain was coming down and conditions were guite dirty for perhaps fifteen minutes after which apart from the wetter roads, conditions were reasonable.

Richard Shipton and Keith Dodman were both on scratch but this was Keith's first outing

this season, and with Richard having done a lot of his winter training on fixed wheel, he had the edge. At the turn he was fastest in 33. 40 with Keith on 34.00. Behind them came Pete Reeves 34.17, John Biddle 34.40 and Paul Topping on 35.08. Other turn times were: Colin Miller 35.12, Nigel Burrows 36.00, John Mansell 37.08, Roy Macmillan 38.27 and Robert Powell 43.10.

A fixed gear certainly seems to ensure a level ride although the cross wind may also have had something to do with this, for there was a remarkable consistency about the return times, although these are over a distance about 1 mile shorter in view of the staggered start and finish. Richard Shipton out in 33.40 came back in 34.00. Keith 34.00 and 34.12, Pete 34.17 and 34.48, John 34.40 and 35.00 and so on. The fact that no one made the return quicker than the outward leg, is perhaps put down to legs tiring from the twiddling of the unaccustomed low gear, and this theory may be bourne out by Ray Douglass, who riding a private trial on a normal gears machine, managed the second part of the course 2 min. faster.

#### THE RESULT WAS:-

-		Handicap Times		
List	Richard Shipton	1.07.40	1.07.40	
2nd	Keith Dodman	1.08.12	1.08.12	
3rd	Pete Reeves	1.09.05	1.06.05	
4th	John Biddle	1.09.40	1.06.25	
5th	Paul Toppin	1.11.21	1.05.21	
6th	Colin Miller	1.11.29	1.06.59	
7th	Nigel Burrows	1.12.18	1.06.18	
8th	John Mansell	1.15.24	1.10.54	
9th	Roy Macmillan	1.24.37	1.20.22	
10th	Robert Powell	1.27.54	1.11.54	
llth	John Peters	1.29.15	1.23.15	

late, so his actual riding time was 1.21.15.

Ray Douglass and Paul West had a private scrap on their gears at the back of the field. Paul recorded a 1.11.08 and Ray 1.12.00.

Oh! and the DNS's were John Cheetham and Graham Tooley but I'll leave them to explain all about that.

#### DON

#### S.C.A. 10 MILE Saturday 19th March

The start of the Sussex Cyclists' Association, season, began on Saturday afternoon 19th March with a 10 mile event organised by the Worthing Excelsior Cycling Club. The field attracted 74 riders, including 18 Juveniles (under 16 years of age) which was extremely good for a Sussex event. The day was a typically March one; cold and sunny with a very strong southerly wind, making the last 2 miles hard to say the least. Despite this however, our riders aquitted themselves well. The winner was the irrepressible George Matthews 24.04, now riding second claim for us, beating into second place an up and coming Steve Harkness, of the Brighton Mitre 24.22 and a surprising third, Cliff Sharp of the Eastbourne Rovers in 24.24. Our other times were Pete Reeves 25.44, Paul West 26.18, Ian Reader 30.30 and Roy Holden making a welcome return to the Club after 20 years recording 31.51. In the Juvenile section the times were Paul Toppin 26.36 a fine third place, Nigel Burrows 27.10, John Peters 28.05, Kevin Tilbury 30.52 and Robert Powell 30.49. As event organiser I was most grateful to all the helpers

and marshals and to Theo who supplied the canteen facilities all which made the afternoon I hope, a success.

#### Ray Douglass

#### YOUTH HOSTEL WEEKEND - SLIMBRIDGE

During the weekend 5th/6th of February, 9 of our member's spent a most enjoyable time in Gloucestershire. The main object of the weekend was to visit Slimbridge Youth Hostel. and see a slide show given by Chris, Davies (of the Hampshire Road Club), a British Competitor in the American Bike-Centennial Tours of last Year. The visit also gave us the opportunity of sampling the delightful scenery of typical Cotswold country. The party for the tour consisted of Dave Hudson, Chris Beckingham, David Mills, Ray. Douglass, Sarah and Bill Webb, Paul West Derek Smith and myself. Two vehicles were taken on the journey, Dave drove his Transit. carrying the bikes, and Chris a fifteen seater Minibus.

Co-operation on behalf of all ensured that we got away to an early start - 7.30 a.m. Altogether the journey took about 4 hours (with stops). The first of these was Membury Service Station on the M4 where we had a good breakfast. Ray says that the building always reminds him of an army barracks! (due to its corrugated roof). Although the journey was long, certain amusing events occured, which made it anything but boring. I think Dave remembers the roundabout at Basingstoke? - a'leader of the pack', he circled this twice! much to the amusement of all.

We arrived well before schedule at approx. 11.00 a.m. and were immediately met by the friendly Hostel wardens, Ian and Valerie Ingram - themselves keen cyclists. They were expecting many cyclists throughout the day, but we were the first. After

unloading the bikes we commended the

first tour of the weekend.

The area around the Hostel was typical Cotswold scenery, with its narrow twisting country lanes and the familiar Cotswold grey stone. Cottages and small houses could be seen here and there through the trees, or by the road, but was, for the most part open a farmland, or wooded lanes. Our first 'refreshment' stop was at Berkely - this was a fairly large town; although the cafe could not be compared with the Savoy, it served its. purpose, we did not want a lot after the large breakfast that morning and with only 8 miles behind us. I have the series for the comment -and ignorate years believed a secondary

During our travels we came across a multitude of small villages and hamlets all with very original names including North Nibley, Wooten under Edge, and many others. One thing I noticed about the Cotswolds, it is very hilly. (I'm pleased I wasn't alone in my thoughts -Ed.). One hill we came across was marked 1 in 8 at the bottom, but was estimated to be more like 1 in 4 (steeper than 1 in 5 on the Ordnance) - I have to confess to getting off and pushing. We now passed through Nympsfield and were considering stopping for some more refreshment - it had been about 3 hours since our last stop. During the long decent to the town of Stroud, Paul Wests bike (would you believe?) developed chain ring trouble and progressively began to drop to bits. At Stroud he was sent to a bicycle repair shop, while the rest of us went to the bus station tea shop much toothe annoyance of the inspector, who only desired buses to be brought into the station - not cycles. While waiting for Paul to come back, some local girls came up and admired out long 'snazy'socks - they also were wearing similar ones.

Although this tour was certainly shorter than the one we were to do the following day, I think some of us were tired, anyway it had certainly blown the cobwebs away! We arrived back at Slimbridge - via Frocester and Coaley, at approx. 5.15.p.m.

By now many of the cyclists had arrived. The hostel was fully booked that night. We stored our bikes in the cycle-shed and then queued up to be booked in. After being allocated our sleeping quarters, we washed and then got ready for our coming meal. We all cooked our own meals, except Ray who sadly did not trust himself as far as cooking was concerned (very strange considering that one week at the Club Room,, Connie heard you say you were going home to cook a meat pie, Ray?!)

In the evening we were entertained by the slide show, which proved to be very interesting. 300+ slides were shown by Chris Davies, who with a party of several others covered a distance of about 2500 miles on their bikes, incorporating a very wide variety of terrain, including high mountain passes, even Mt. Evans at 14,264 ft). The show was enjoyed by all who watched it about 80, and Chris was given resounding applause at the end.

After a very good nights rest and breakfast, (the Hostel provides a good breakfast doesn't it Ray?) we did our duties
and prepared for another days touring.
There were three members who decided on
looking over Slimbridge Wildfowl Trust,
but I understand some cycling was done
by at least one during the afternoon.
We said our goodbyes and, leaving the
vans in the Hostel car park - rode off.

One of the first places we passed through was Coaley. This is an average sized - 32 -

villages, not many shops, but very pleasant; it was such a change to the South Coast which is really just a large conurbation, there was so much unspoiled country, rolling hills, and mile after mile of fields. There was, unfortunately, no sun at this time and the sky was overcast, however, there was a pleasant breeze - very refreshing for hot cyclists. Although we had a little rain, this soon cleared up. We encountered even more hills than the day before, and one in particular proved a problem to some of us. It meandered vertically and was tricky to all but Chris. (a member of the O.D.C.) who was seen to be in his glory riding up the twisty "Pyrennes". It was difficult to climb but was a grand ride down, freewheeling for what seemed to be about a mile down the other side, into the village of Nympsfield.

After about ½ hour we arrived at Minchinhampton Common at the point where 7 roads diverge. We stopped to take photos, but after travelling about 100 yards down the road, Chris took another photo - of Ray mending a puncture! Then shortly after starting off again, David Mills discovered a slow puncture - well we were glad of the rest!

We passed through Frampton Mansell (no sign of John's bread van) then through Sapperton, finally stopping at Cirencester for lunch. There we wall dried out at a nice restaurant. all consuming a roast dinner and sweet, washed down by coffee, After this we staggered off on our bikes for the return journey to Slimbridge. It took us about 2 hours to get back to the vans, and after packing we were away by 3.45pm. On the journey home we visited the "Army Barracks" again for a meal and the rest of the journey was completed in darkness. This . was my first experience of Youth Hostelling and I was very impressed. I would certainly recommend it to anybody and eagerly look forward to partaking in the next tour. Peter Guest

#### MOTORISED TO NEWBURY - Sunday 6th March

A sad day in some ways, although very enjoyable. It was our first motorised run of the year (excluding the Slimbridge Weekend). Not an occasion to be sad about you may think; but it was Dave Hudson's last official motorised run as "Runs & Touring Sec". He has handed over the post to John Gildersleve after a total of 7 years involvement (always room for new blood and ideas on the touring side). But I don't think his van has seen the last of clubruns, for he has offered to assist John on any motorised event, should he require transport, and I for one, hope that these interesting 'specialities' will continue.

Anyway back to Sunday - a misty damp day in Sussex. However, the organisers of the weather on this trip, did their best under the circumstances (what an awfully wet start we've had this year). It was .. dry and occasionally sunny, as 5 club members - Sarah Webb, Peter Guest, Ian Reader, Derek Smith and Dave - met Ray Douglass at a Newbury car park. Ray was already on an early tour and joined us for a Sunday ride. So the 6 cyclists (a pity it wasn't more, as Dave had hoped), set off through a multitude of lanes, westward towards Marlborough. Dave was determined to use his 3 Ordnance maps to the full, as we wound through the lanes and many villages of Enbourne, West Woodhay, Inkpen, Ham and Great Bedwyn.

This brought us to the outekirts of Savernake Forest, set high on the Wiltshire Downs, S.E. of Marlborough. This was once a Royal Forest and later a nobleman's chase, for hunting spotted fallow deer. Today the Forestry Commission tends its magnificent groves of beech and allows access to woodland walks. Almost through the centre runs a quiet and straight but switchback road called Grand Avenue. This brought us to Marlborough and the lunch venue. Traditional Sunday roasts and alcoholic beverages

were enjoyed in the town, renowned for its long wide High Street. The afternoons route was planned with three restrictions, (how these were allowed after Dave's warning that any complaints would be dealt with by total immersion in the Kennet & Avon Canal, I will never know). Ray didn't want roughstuff because he had his best touring bike, Sarah wanted the route to be as level as possible and Dave himself, wanted to be at Newbury before the cafe closed at 6.00p.m.

But within these confines, a very pleasant route was found on back roads following the R.Kennet, through the villages of Axford, Ramsbury, Membury (Dave couldn't resist it), Leverton - very pretty cottages, out onto the A4 and Hungerford for late 3's. Then heading eastwards back to Newbury, via Hungerford Common and Kintbury, we picked up the Kennet and Avon canal path. This is a bustling little valley; carrying the London/West Country Railway, the A4, the River Kennet, river tributaries and finally the canal. The latter is in very good working order, the former was being repaired:

Dave's camera was in good form today. (Pleased to see a revival in your photographic interest Dave). It almost seemed that he wanted to use the film up, snapping anything that caught his eye, but then this is such a delightful area. (Watch this mag. for details of a club slide show this year). Apart from scenic villages, bustling towns, and the many inn signs; he recorded on film, the sighting of a hot air balloon at close range, floating up the valley.

The excellent canal towpath (see a man at Devises for permits to cycle - oop's sorry, it was so appealing), claimed 2 punctures on the rear tyres of Dave's and my machine. Dave had repaired his puncture, before the smile was wiped off my face. So as the 5 riders disappeared into the darkening distance, and the cafe, I set to and changed the tube. Whilst doing so a canoe owner consulted mymap to see if he could get his

car nearer to the spot that one of his party had crashed and sunk a canoe - but decided he couldn't so, set off hot foot to the rescue.

Ian had gone off visiting friends near Newbury but we all met successfully in the car park, just in time to say goodbye and thanks to Ray for his company throughout the day and wish him the best for his remaining 2 days. on tour.

Derek

CONTRACTOR OF STREET

Going away with the bike this year?
Then please let the Ed. have an article however brief. If you go touring, join
CTC rides, YH Weekends, Motorised events,
Rallies or exhibitions, Cycling events particularly racing, Trials Slide Shows or
Dinners then a note or manuscript to the
Editor will let all our readers realise
just what an active club we really are.

Heard any good jokes recently....then send them to the Editor - only printable ones please - we have a young readership..(Well young at heart)

Section of the sectio

Ray has been heard to say that an organiser's lot is not a happy one...i.e. most of the Club officials have a trying time when help is required for a special event. Do your best to help the Club help you.

## GENERAL NOTE

The opinions and comments expressed in this Magazine are the opinions and comments of the individual contributors, and are not necessarily sarily the views of the Worthing Excelsion Club or its General Committee.

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