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THE
WORTHING
WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 1977

Vol 10 No 3

THE WORTHING WHEEL

The Journal of
THE WORTHING EXCELSIOR CYCLING CLUB

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Worthing.

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8 pm - 10 pm approx)

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EDITORIAL

Another active quarter as far as the Club was concerned. A lot of fit bikies pounding the miles - some breaking records, others personal best! We had the Fiesta Kermesse on the August Bank Holiday Sunday (report inside).

Now ex.schoolboy, Paul Toppin, and school-boy Nigel Burrows have been battling against each other, to knock minutes off some of the place to place records, with such regularity that it is difficult to keep pace with them all. 1977 was the year that didn't see a Club-organised visit to the Skol 6 at Wembley, but that didn't stop several members attending individually.

On the Touring scene, Dave Hudson has been to the Channel Isles. He also led the run to the Watercress Steam Railway Line near Winchester for a 'bike free' ride. (B.R.'s Scheme has been modified and extended indefinitely and no booking is involved now). Peter Knottley was joined for a day in July, during the New Forest Cycle Week, by 7 Club members.

Two invitation rides have passed with limited success. Summer Evening mystery rides have had their supporters on Friday nights, with hostelryes up to 15 miles distant being visited. The Social Season started with a visit to a Kent Slide Show for several members. Tony Palmer organised a successful and interesting Tourist Trial this year attracting 12 mixed Racing and Touring members with equally mixed machines. (report next issue)

Derek Smith

.....YOUR HOLIDAY?? - I HOPE NOT!

"Any world-round charity bicycle ride involves difficulties and disappointments" said Mr. John Chummy of Bodmin Fell. "I was stoned by Khyber tribesmen, robbed by Burmese rice workers, spat upon by Hindu school children, and nearly frozen to death in an Anatolian snowstorm. However, when I alighted from my cross-channel flight at Lydd, I did not expect to find my bicycle transformed into a hopless knot of steel tubing and rubber straps by a service machine.

Interviewed at the foot of a conveyor belt upon which the remains of his bicycle lay, Mr. Chummy invited the journalists to stir the mess with their feet, saying: "I am bitterly disappointed and quite penniless. I shall have to thumb a lift home".

Mr. Chummy began his ride in 1963.

(Spotted in Private Eye "True Stories")

JUBILEE JAUNT Cont.....

Perhaps as well that the Spring Bank Holiday Tour steered clear of all forms of transport after the above story....However, we left the intrepid four, John Mansell, Ray Douglass, Keith Dodman and Don Lock in Leominster in the last issue. The digs were good, with nice coffee and biscuits over a game of scrabble, which Don thought was won by John, who had just finished the day's 'lead' and notched up another 70 miles and better weather was hoped for.....

Oh dear! Better weather was not to be, heavy drizzle while we ate our breakfast, was a full downpour by the time we headed north-east out of Leominster. Keith in charge settled for a straightforward route and brought us safely, but rather wet into Tenbury Wells, and to his credit a good cafe from which we were reluctant to move.

In this very inclement weather, Ray was at his most infuriating, continually grinning and looking on the bright side that no one else could see. The weather was a little kinder after this and we moved off through the lanes to Cleobury Mortimer, skirting the Wyre Forest, famous for its constant study of the ecology of forest life and into Bewdley for lunch. It was five star treatment at the local rotary lunching house, but very well worth the extra. Even the waitress (very attractive) declared herself to be a keen cyclist. We then turned south and for the first time for a day or two, had some wind assistance as we skirted Stourport-on-Severn through Shrawley and into Droitwich. Never again - a dump to beat all dumps; cut off from the living by a road system defying suitable adjectives, and as dead as dead in its centre. Only Ray's nose for a cuppa and his willingness to walk into the poshest hotels saved the visit from being a complete disaster.

The lounge of the Raven Hotel was sumptuous, tea and biscuits were served to us alone and we spent half an hour with an interesting selection of reading matter. Heavy rain had fallen while in Droitwich and it was capes on again as we rode out, but it improved after a while and we had a pleasant ride through the 'Piddles' - 'North' and 'Wyre' and so into Evesham. Digs were located and we had our usual evening meal and a drink in town and then another scrabble with the dictionary. The mileage clockers put it at about 70 for the day.

Jubilee day did not dawn at all politely: firstly the landlord wanted more money than we had booked at, which needless to say was not agreed, then the weather dished in with heavy rain and freezing cold gale force winds. However, things improved, even though Ray was now in charge.

If we didn't see much of Badsey and Saintbury or even Chipping Campden, the weather had become a little kinder as we stopped in a gaily decorated Stow on the Wold for elevenses. We next made tracks to Great Barrington and past a camp of Irish Fusiliers where John maintains he spent his period of National Service with the R.A.F! Our wheels then carried us on to Aldsworth and into the attractive village to allow for a couple of quick photo's. Cirencester was known to Ray to sport a good restaurant (those who went to Slimbridge will know it) so we made straight for it, and were very suitably sustained for the afternoon. At this point, Ray's navigation went a bit haywire and we did a quick twirl around the towns suburbs, including a stop at a Jubilee Street Party before heading out over (as Ray kept reminding us) the course of last year's National 12 hour event, Ashton Keynes, Purton and into Swindon, having covered a little less today, about 55 miles. The digs were known to Ray and Keith and were good, especially the hot shower. The disaster of the day was however, still to come: deciding on a steak meal we tried a Berni Inn - well I suppose they couldn't be that bad - something about a new manager and staff problems. John gave up after three-quarters of an hour and went back to the digs.

Next day was the last day and it started fair, we were heading south-east and the wind was on our backs. First we climbed up onto the Lambourn Downs taking the Roman road from Wanborough to Aldbourne and then, as though the Bath Road 'Hundred' course had some effect on our legs we simply hurtled into Newbury with Keith and John timing the milestones as they passed behind us at

intervals of less than three minutes. Chilton Foliate and Hungerford were spared hardly a glance, but at Newbury, with masses of traffic, we sought refuge in a cafe for our 11's and to plan the next part of our homeward route. The A.34 south from Newbury was murder - the A.339 to Kingsclere just a little better, while the B.3051 to Overton including that climb to start with, was a great improvement. About this time we noticed familiar black clouds, closing in around us, and a lunch stop became urgent. Now somewhere on the A.30 near Popham there's a cafe. Yes, we found it eventually but not before we were all thoroughly confused with the one-way system, the flyovers and the underpasses. The last 1/4 mile was in heavy rain.

Capes were necessary again after lunch until Brown Candover and then we were able to stow them away for the last time. We threaded our way south of Alton and north of Alresford, through Ropley and on to Steep. A puncture for Ray (we reminded him that they come in 7's) delayed us a little but we were soon refreshing ourselves in that same cafe in Petersfield. From here John went back to Crawley via Petworth while the rest of us climbed Harting and headed home along the A.27 - covering this day about 115 miles.

A longer tour in both time and miles with higher average per day and a little harder than previous although the latter may be because of my state of 'fitness'. So where to next year and what about some new blood on these Whitsun Tours.

DON

DON'S DITTY!

Was it me, or was it blank,
Could it be something I drank,
Look again and yes I'm right,
Keith has gone quite out of sight.
The mag I feel looks rather bare,
Without our fast man present there,
Instead of Keith with sprints and tubs on,
A touring bike and friend, Dave Hudson.

Don

How many members noticed? - However, humble
apologies from all concerned with the printing
of the last issue's cover. But with racing
certificates being printed at the same time
and only one block available, the mag lost
out! - Ed.

.....and speaking about losing out - you
might not be able to "Go Cycling", if you
don't lock your machine when it is left
unattended. Bikes are known to have invisible
legs and when given the opportunity, they seem
to wheel themselves away. So please lock it
or lose it!

"Watch out, there's a thief about"

A Cautious Cyclist.

VECTIS TOUR

Sunday 29th May

Always popular is this day 'abroad'. Just 45 minutes across the Solent by car ferry, but seeming a completely different place.

W.E.C.C. always used to hold the annual visit during the autumn, but suffered wet and windy weather and closed refreshment establishments - which was the reason for following Brighton Excelsior's example, by choosing the summer months, this year. We couldn't have had better weather.

Arriving by various forms of transport, 9 cyclists met at Portsmouth's Broad Street Slipway. They were: Dave Hudson, John Ferrigno, John Guildersleve, David Mills, Neil Scott, Derek Smith, Colin Hudson (no relation), Tony Flumm, and Peter Shaw by special arrangement with B.E.C.C. A typically late British Rail crossing arrived at Fishbourne (I.O.W.) about 9.30 am.

Lanes were followed through steep wooded countryside, to the outskirts of East Cowes. We reached the floating bridge (ferry), just before it pulled away. The two minute crossing was slightly delayed, due to extremely heavy congestion of the River Medina - the obstacle separating East Cowes and Cowes. Strongly associated with the Royal Navy since the great ships were built and fitted here in the 18th Century, Cowes is now the internationally famous hub of the British yachting world. 'Cowes Week' at the beginning of August, is the peak of the May - September yacht racing season. By an intricate selection of 'back street doubles', we emerged onto the Cowes seafront. This shingle beach has panoramic views across the Solent, to Lee-on-Solent, Fawley and the New Forest.

With the sun getting hotter by the mile, riders were gradually stripping off and 'slipping off' the back of the bunch. Somehow we temporarily misplaced both John Gildersleve and Tony Flumm, somewhere behind Parkhurst Prison, and did not reunite until after lunch at pre-arranged Alum Bay. While the search was on to see if the missing members could be spotted, the remainder of the field had a well-deserved rest at Newtown; took in the history and developed their tans, and discovered that they had covered about 15 miles.

Without the missing two, we continued into Yarmouth, the other motorised entry to the Island from Lymington. There is not a lot to see in Yarmouth, but what there is is worth seeing, for the town has an historic past, with which its antiquated, almost Continental, aspect is in keeping. After taking 11's in a cafe overlooking the harbour, we headed for the Needles and Alum Bay via Freshwater, but not before downing a pint outside the hostelry at Nodewell (27 miles). On then to Alum Bay where we spent about 2 hours. The Cliffs of Alum Bay are famous for their multicoloured layers of sandstone. The cliffs were formed underwater before the island emerged from the sea 50 million years ago, and show 12 distinct shades of sand. The cliffs formed the backdrop to swimming and sunbathing activities, they were the meeting place where we again saw John and Tony and were where most people had their lunch.

Turning back, but now following the southern coastline, with the group again numbering 9, we made for Brook along the coast road. From here we turned inland to Calbourne (38) passing the watermill and riding into the showpiece village noted for Winkle Street, a row of low stone cottages, some tiled some

thatched, fronting onto a tiny clear stream. Dispensing with horseplay in the stream and a photographic session with the cottages, we followed the road through Brightstone Forest, Shorewell, Chale Green, to Godshill. John Gildersleve was never again seen off the back - and often went out of view up-front on occasional burn-ups with Neil Scott.

Godshill, full of scenic thatched cottages, makes an ideal afternoon tea stop. There are literally dozens of cream tea houses to be found - with outdoor tables and chairs covering acres of grass - but you have got to arrange to miss the coach loads that pack this otherwise idyllic village (now I know why W.E.C.C. used to come during the winter).

More photographs taken of picturesque cottages then back on the bikes to pedal down to the coast, which was joined again at St. Lawrence. Descending gradually through the town of Ventnor (58) to the village community at Bonchurch we picked up the coastal path. This goes from Ventnor to Shanklin via 'The Landslip'. This densely wooded path makes a nice change from the road, although it does involve a bit of bike humping up steps occasionally. Through backways and footpaths, we came to the head of Shanklin Chine, where on through the town to Sandown (64). It was at this point that we realised time was not on our side and that the last 'headland' or corner of the Island, Culver would have to be missed. The last ferry before midnight was at 20.00 hrs. so we had to catch that one. Main roads were now followed to Ryde and Fishbourne, although they were fairly quiet. Fishbourne is just over 3 miles from Ryde and brought our total days mileage to 73 - calculated on the ferry home.

Derek

MEMORIES

Seeing that a party may be going to the National Hill Climb Championship, up Winnats Pass in the Peak District, made my mind go back to years gone by.

A small party of us had ridden to Castleton for lunch - I think that the cafe is now the Youth Hostel! After lunch we set off for a walk up the pass, then we turned up to the right to scramble up to the summit of Mam Tor. Nearing the top I heard an odd cry, but looking around could see nothing, so thought it must have been a Curlew. Again the noise came so we decided to look around. We found a deep crevice in the ground and in the darkness something white moved, we thought it was a man's face!

While one waited to mark the spot, the rest of us made our way down the mountain to where road works were being done. Being Sunday with no one working, we removed the steering chain from the steam roller and the ropes fencing off the gear, also we got a short plank. The plank was placed across the crevice and the chain fastened on, then the doubled cordage tied to the chain, then my pal and I went down hand over hand.

At the bottom we found an injured sheep, its hip broken. We made it fast to the rope, then I wedged myself across the crevice half-way up, to guide the animal past jagged rocks.

When we got out, some motorists were watching to see what we were up to. We put the gear back and the sheep was carried on our shoulders to Castleton Police Station. To my surprise on Monday morning I read a report in the National Press: "Hazardous rescue by boy scout". No mention of our being cyclists. It must have been reported by one of the motorists who saw that I was wearing a boy scout badge!

Jim (Doncaster Wheelers about 1929).

THE STORY OF THE C.T.C. (Part one)

Few people can go back to an age where bikes had thin solid tyres and single fixed gear, roads oozed of mud when it rained, when there were no cars on the road or aircraft in the sky, when cyclists were looked upon as eccentrics and the terror of horses. An age when there were no cinemas or radio shows to kill the little spare time that farm labourers and other farm workers were allowed, and the wandering cyclist provided inexpensive entertainment. A stick thrust between the spokes of his big wheel would bring him crashing to the ground, while the guffawing yokel who wielded it, had plenty of time to escape. But such were the circumstances in Britain in 1876 when Stanley John Ambrose Cotterell became a cyclist and developed a passion for cycle touring.

After much discussion in the cycling press of the time (The Bicycling Times) and the formation of the Bicycle Union in February 1878, Cotterell and fellow cycle touring enthusiast, S.H. Ineson of Bradford Bicycle Club, got together writing hundreds of letters to papers, to cycling clubs, and individual cyclists, drawing their attention to this 'Proposed Touring Club' already discussed in the Bicycling Papers. The first meeting was held at Harrogate, Yorkshire on 5th August 1878.

The Bicycle Union had set out to "secure a fair and equitable administration of justice as regards the rights of Bicyclists on the public roads; to watch the course of any legislative proposals in Parliament and elsewhere and making representations where they demand; to consider the existing relations

between cyclists and railway companies, with a view to securing some modification of the present tariff for the carriage of bicycles; and to examine the question of bicycle racing in general and recommend rules and arrange races.

Cotterell wanted more than this and his ideals were:

1. The provision of companions
2. The protection as far as funds permit, of members against unprovoked assaults on British highroads whilst riding bicycles.
3. Intercommunication and association amongst members.
4. The appointment of hotel headquarters throughout the country, where reduced or moderate charges, combined with comfort and civility to members, may be found.
5. The appointment of consuls or representatives in various towns.
6. The provision of reliable maps
7. To conduct bicycle tours throughout the country.
8. Issue a monthly circular with club news together with an advertisements sheet of approved bicycle manufacturers.

Cotterell was first appointed honorary secretary and although others helped, the B.T.C. was very much a one man show, and at the first AGM held 4th August 1879, Cotterell handed over to the first paid secretary. He himself was elected President - the Clubs first President. Cotterell could now devote more time to the promotion of touring. He organised a tour for a group of American cyclists. In that year membership numbers rose to 3000 and Cotterell was looking forward to the 2nd AGM now that he was twenty years old!

At Harrogate one of the Club's councillors took Cotterell aside just before the meeting was due to start and suggested that the members would prefer T.H. Holding in the chair. Holding was a 36 year old 'lantern - lecturer' in the history of cycling, and friend of Cotterell.

It was a terrible blow. Cotterell had never expected to be re-elected for another year, but could not accept the indignity of being deposed before a meeting of his own B.T.C. Sadly and quietly, for he was always a most gentle and inoffensive man, he went home. He still looked upon the Club as "my own B.T.C." and when some months later, the tidy balance of £40 the Club had, became a deficit of more than £50, Cotterell asked the Council to let him pay it off. He did not want "my own B.T.C." to die! (It was declared that the initials B.T.C. meant Bless Thee, Cotterell).

Reorganisation followed, the monthly circular became the monthly Gazette, women were admitted, the Club's name changed in 1883 to the Cyclists Touring Club, the Club opened London Offices, the adoption of the current badge came in 1886 and the Club became a limited Company in 1887. (incidentally the year that W.E.C.C. was formed). C.T.C road signs were being erected and membership was 21,000. In 1896 it rose to 34,000 and by 1899, 60,000 cyclists were members.

(to be continued)

EVENING TENS SERIES 1977 (Part 2)

Later Results

Event No. 7 (23.6.77)

30 starters

Keith Dodman	23.46	Mike Poland	26.35
Peter Reeves	24.35	Graham Tooley	26.41
Don Lock	24.57	Simon Sherlock	27.24
Duncan Wagborne	25.20	Kevin Tilbury	28.30
Nigel Burrows	25.30	Neil Scott	28.34
John Mansell	25.30	Robert Powell	29.49
Ray Douglass	25.44	John Gildersleve	31.19
Paul West	25.45	Andrew Lock	32.23
Paul Toppin	25.59	Colin Hardy	32.30
John Cheetham	26.19	Paul Macmillan	34.15
John Williams	26.33	Paul Atkins	34.55
		George Matthews	23.31

Event No.8 (30.6.77)

31 Starters

Keith Dodman	23.55	John Cheetham	26.17
Don Lock	24.45	Kevin Tilbury	28.42
Paul Toppin	25.02	Neil Scott	29.34
Peter Reeves	25.06	Robert Powell	29.56
Nigel Burrows	25.12	Stephen Rotherham	30.13
Paul West	25.51	Colin Hardy	30.31
Duncan Wagborne	25.53	Simon Cornelius	32.08
Graham Tooley	26.00	Andrew Lock	32.27
Roy Holden	26.10	Paul Atkins	40.17

Event No.9 (14.7.77)

Keith Dodman	23.53	John Williams	26.18
Pete Reeves	24.29	Mike Poland	26.25
Don Lock	24.42	Colin Hardy	29.50
Graham Tooley	24.55	Andrew Lock	31.51
Nigel Burrows	25.07	Paul Atkins	41.39
Roy Holden	25.30		
John Mansell	25.32		

Event No. 10. (4.8.77) 20 starters

Pete Reeves	24.33	Stephen Rotheram	27.45
Paul Toppin	24.34	Kevin Tilbury	28.30
Roy Holden	25.35	Andrew Palmer	28.47
Graham Tooley	26.02	Ian Reader	28.55
John Peters	26.34	John Gildersleve	30.33
Ray Douglass	26.42	Colin Hardy	31.31
Mike Poland	26.55	Paul Macmillan	33.55

Event No.11 (11.8.77)

19 starters

Paul Toppin	24.22	Mike Poland	26.26
Dave Hudson	24.32	John Williams	26.50
Graham Tooley	24.34	Ian Reader	28.35
Roy Holden	24.59	John Gildersleve	29.43
Duncan Wagborne	26.25		

The second 'five mile' event was held before this event and the times are as follows:-

Kevin Tilbury	14.32	Paul Macmillan	16.27
Colin Hardy	15.07	Simon Cornelius	16.45
Andrew Lock	16.21	Paul Atkins	19.29

Event No. 12 (18.8.77)

21 Starters

Dave Hudson	23.56	John Williams	26.25
Nigel Burrows	24.31	Mike Poland	26.33
Graham Tooley	24.44	Robin Holden	29.08
Roy Holden	24.56	John Gildersleve	29.45
Don Lock	25.00		
John Cheetham	25.58	George Matthews	23.25
Jeremy Hollis	26.16		

Another 'five mile' event was held before this event, being the third in the series:-

Kevin Tilbury	14.48	Andrew Lock	15.58
Colin Hardy	14.47	Paul Macmillan	16.25
Simon Cornelius	15.15.		

Event No. 13 (25.8.77)

10 starters

Paul Toppin	25.23	Neil Scott	28.12
Roy Holden	26.52	Ian Reader	30.04
Graham Tooley	27.24	Andrew Lock	32.51

EVENING FIFTEEN'S 1977 (Ashurst - West
Grinstead Course)

Junior Championship (21.7.77)

Paul Toppin 39.33 Some senior riders made
Nigel Burrows 40.03 the numbers up! - but
Simon Cornelius 54.14 otherwise a rather
Paul Atkins 1.09.00 disappointing turn out.

Handicap Winner - Nigel Burrows 39.03.

(28.7.77)

Pete Reeves	38.30
Paul Toppin	38.47
Nigel Burrows	39.42
Graham Tooley	39.49
Roy Holden	41.18
Jeremy Hollis	42.10
Gavin Willeter	45.22

Handicap Winner - Paul Toppin

The fourth and final 'five mile' event was
also held; the result was as follows:

Kevin Tilbury	14.07
Paul Macmillan	16.45
Paul Atkins	20.35

Although handicap placings were not worked out for the first three Evening Tens, Ray has gathered together the results, done his sums, and has come to the following conclusions for the points table in the Handicap League:-

1.	Mike Poland	22
2.	Andrew Lock	20
3.	Roy Holden	17
4.	Nigel Burrows	13
	Neil Scott	13
6.	Paul Toppin	8
7.	Ian Reader	7
8.	Simon Sherlock	6
	Stephen Rotheram	6
	Colin Hardy	6
11.	Robin Holden	5
12.	John Peters	4
	Dave Hudson	4
14.	Wilf How	3
	Simon Cornelius	3
16.	Don Lock	2
	Andrew Hawes	2
	John Williams	2
	John Mansell	2
20.	Graham Tooley	1

The points are awarded as follows:-

6, 5, 4, 3, 2, 1, for the first 6 handicap placings, and at the end of the series, prizes of £1.50, £1.00 and 75p. will be awarded to 1st 2nd and 3rd highest points totals. Well done Mike, Andrew and Roy!

Best Placing's awards: Points are awarded for each riders placing in each event; schoolboy's four best placings and the other riders six best placings to be aggregated, and the rider with the lowest number of points to be the winner. A medal or award for 1st, 2nd and 3rd to be awarded.

PLACE TO PLACE SCHOOLBOYS RECORDS

After many years a few 'Record Attempts have been made and broken by Schoolboy Paul Toppin. These attempts start and finish outside the Clubroom at Broadwater unless otherwise stated.

1. Worthing - Findon R'about and back
16.12 (2.8.77)

Previous Records:-

N. Lelliott	-	16.28	(1966)	(S'boy)
Junior P. Fish	-	16.24	(1967)	

2. 'North Star' - Littlehampton and back.
30.46 (12.8.77)

Previous Records:-

A. Matthews	-	33.53	(1966)	(S'boy)
Junior B. Bethall	-	33.28	(1968)	

(Paul made a better attempt (30.15) at this record on 10.8.77 but the marshal did not turn up to confirm the 'turn').

3. Worthing - Arundel and back
42.59 (17.8.77)

Previous Records:-

P. Gallienne	-	47.18	(1968)	(S'Boy)
Junior P. Reeves	-	45.20	(1968)	

4. Long Furlong Record
26.48 (19.8.77)

Previous Records:-

N. Lelliott	-	28.00	(1966)	(S'boy)
Junior P. Fish	-	27.27	(1967)	

You will see that in all cases, Paul has broken the Junior record as well, and he tells me that he will try again next year when he will be

16 and a Junior, and so get his name against the Junior Records. Have we got any more takers!

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EVENING '2-up 25 Mile' EVENT

Thursday 7th July 1977

Making a change from the routine evening 10 series, the Club held its 2-up 25 mile event on Thursday evening 7th July. The first pair, Paul Toppin and John Peters starting at 7.30.p.m. from the top of the Hammerpot on the now popular G 938 course. The conditions were favourable apart from a moderate north-east cross wind, making the return from Westhampnet a bit slower, Paul and John, riding quite well for schoolboys, came home in 1.02.53, followed by Pete Reeves and second claim George Matthews combining well for 59.19. The experienced duo of Don Lock and John Mansell (of differing riding techniques) managed, even with a puncture, a creditable 1.02.17.

Starting 8th, the favourites - Richard Shipton and Keith Dodman showed their excellent form and speed, duly winning in 57.11. and catching en route the John Williams and Cheetham duo (1.03.11). Roy Holden (1.05.41 - a brave solo effort) and Graham Tooley and I.Downs (1.03.24). All in all an enjoyable evening's sport - if one can enjoy 2-ups!

Keith

Keith Dodman/Richard Shipton	57.11
Don Lock/John Mansell	1. 02.17
Paul Toppin/John Peters	1. 02.53
John Cheetham/John Williams	1. 03.11
Pete Reeves/George Matthews (P)	59.19

CLAPSHAW 25

AUGUST 7th 1977

This unusual event over the years has proved to be very popular with the Club riders, but this year it only managed to attract 9! Perhaps the others were suffering the mid season blues? They certainly missed out on a fine time trialling morning - just a slight southerly breeze.

Richard Shipton showed the rest how to do it. Riding in his smooth and economical style he outclassed them in 59.58 and almost snatched the trophy. The race is decided on handicap alone, and, this gives everyone (in theory at least) a fair chance, and handicappers a headache. It was left to that 'artful dodger' Mike Poland to wrest the trophy for the fifth time! How does he do it?

Keith

FULL RESULT:

Starting Order	Actual	Handicap Times
1. John Peters	1.11.52	1.05.52
2. John Cheetham	1.07.12	1.00.12
3. Paul Toppin	1.05.29	1.01.29
4. John Mansell	D.N.F.	
5. Richard Shipton	59.58	59.58
6. Mike Poland	1.08.14	59.44
7. Roy Holden	1.05.52	
8. Ray Douglass	1.08.00	1.03.00
9. Don Lock	1.07.00	1.02.00

CHAMPIONSHIP '30'

14th August 1977

Coming rather late in the season for this event, it lured only ten riders. 30 mile events are not very popular anyway - perhaps we should make it 50 kilometres? Nevertheless it was a fast morning, and the defending champion, Richard Shipton really turned it on, floating round the G.938 course, plus the Tangmere leg, at almost 25 mph in 1.12.22 and catching all before him.

Second was the ever improving Paul Toppin who tried hard for 1.18.43, earning him the first handicap prize. Don Lock, struggling to combine racing with his studies, still managed to come third in 1.20.02. Roy Holden was unfortunate to puncture.

Keith

FULL RESULT

<u>Starting Order</u>	<u>H/Cap</u>	
1. John Williams	12.00	1.27.17
2. John Mansell	8.00	1.20.17
3. Graham Fooley	7.00	1.20.22
4. Roy Holden	6.30	D.N.F.
5. Don Lock	6.30	1.20.02
6. Paul Toppin	6.30.	1.18.43
7. John Cheetham	9.00	1.21.21.
8. Mike Poland	10.00	1.24.30
9. Richard Shipton	Scr.	1.12.22
10. Jeremy Hollis	Private	1.27.03

CLUB 50 RECORD

Riding in the Harrogate Nova C.C. end of season 50 mile event on the famous Boroughbridge course, Keith Dodman became the first rider (rather surprisingly) in the Club's history to beat two hours. On a blustery and wet morning that put some riders off starting and saw an equal number pack; Keith with determined effort, finished in 1 hr. 59min31sec

It was to be the climax of the British B.A.R. contest, with riders such as Peter Wells and John Woodburn hoping to improve their medal positions, but it just wasn't the morning for fast times. Out of an original field of 120, Keith was placed 7th and as a non-motorist, he gives some of the credit to British Rail for their 'Bike free travel' initiative and their fast inter-city services.

STOP PRESS!!! - MORE RECORD BREAKING

Club 'Trackie' Nigel Burrows has topped Paul Toppins record for Worthing - Findon and back, with a time of 16.10 - just 2 secs. faster than Paul - on the evening of 20th September.

***** BRITISH RAIL *****

News is coming in, that the British Rail scheme outlined in the last issue of W.W. and by Keith, above, is to be continued indefinitely, because of the large increase in revenue that it has brought - Keith for example!!

So, support the scheme for its continued success.

ESCA 50

12th June 1977 Hellingly-Ringmer-Uckfield Area

Cliff Sharp was the winner with 1.59.46.

Worthing Times

Richard Shipton	2.06.30
Keith Dodman	2.09.17
John Mansell	2.17.10
Ray Douglass	2.18.16
John Cheetham	2.19.16
Mike Poland	2.26.16
John Williams	2.28.07

SCA OPEN 100 (incorporating Club Championship)

17th July 1977

Sponsored Sussex County Building Society

Winner:- Cliff Sharp 4.14.57. (course record).

Worthing Times:

Richard Shipton	4.25.16)	
John Cheetham	4.50.18)	1st Team
Ray Douglass	<u>4.54.02</u>)	award
	14.09.36)	
Graham Tooley	5.26.30	
John Mansell	D.N.F.	

Results of the 'RON MILLS OPEN 25'

22nd May 1977

Following an R.T.T.C. enquiry which disqualified a rider, the results of the event can now be published:

Winner:- Cliff Sharp 59.19

2nd:- Richard Shipton 1.01.21.

Handicap Winner - Duncan Waghorne with a personal best of 1.06.52 and a handicap time of 54.22.

JOE'S TREMENDOUS RIDE

22nd September, 1977.

Joe Simpson, our 66 year young veteran, bravely rode his trike for 12 sponsored hours to help raise money for the Worthing Division of the St. Johns Ambulance Brigade. The ambulance is expected to cost some £8,000 and Joe wanted to raise several hundred towards this sum.

His ride took place on Thursday September 22nd 1977, a fine dry day, with light N.E./N.W. winds. He was accompanied, for companionship by John Antram, who rode with Joe for a majority of the time, Joe was also followed by Charlie Lednor as observer and official time keeper, and Theo who really got the sponsorship scheme rolling, and spent many hours doing the necessary administration. So it was fitting- that he could follow, and see Joe thoroughly enjoying himself over the route.

A breakdown of the ride goes as follows:

Joe started from Worthing Pier at 7.00 a.m. and headed out on the A.24 to Horsham, arriving in 1hr. 40 min, where he turned onto the A.26 for Crawley (9.16 a.m.). Gatwick was passed at 9.39, then Joe covered 36 miles in just 3 hrs. Occasionally, Joe would stop for a corn-beef and tomato sandwich with a cup of tea or coffee, then get back onto the trike and resume riding. The route continued via Reigate, and the A.25 to Dorking, to pick up the A.24 back to Horsham. Dorking was reached at 10.41, where Joe took a break for 1/4 hr. The 50 mile mark was gained at 11.17 (4hrs 17 mins at 11.67 average mph.). Horsham was the luncheon venue, with Theo dishing out Shepherds pie followed by fruit and cream.

Joe departed at 12.40 and arrived at the Thomas O'Becket at 2.00 pm. (i.e. 1hr 20 min from Horsham and only 7/12ths of the day covered). Joe turned his three wheels westward, heading for Bognor (Felpham roundabout 3.00 pm.). Then Joe was turned back towards Worthing, for fear that he would 'burn' himself up. Joe had by now covered something like 87 miles and was past his target of 75. He was also getting into the unknown as far as 'personal best' daily mileages go! So, naturally, Charlie was concerned for Joe's welfare and didn't want him overdoing it, just for the sake of a few extra pounds (nice though a large sum would be!) It was with these thoughts - the Thoughts of Chairman Charlie - in mind that Joe was put on a 'finishing circuit'. This was along the A.259 between Durrington roundabout and Angmering roundabout. etc.

Then at about 6.15 p.m. Joe headed for the 'Becket' cross roads to freshen up in the luxurious public conveniences, before making his final run down to Worthing Pier for 7.00 p.m.

Quite a ride for any 66 years of age cyclist; but something more for Joe who has had long stays in hospital over his legs. In 1969 he had two long spells in hospital to have metal hip joints fitted after developing arthritic hips. Following the operation, infection set in and the metal ball joint had to be removed. So that now there is no connection between the femur and hip apart from the muscle. Joe can only walk a few hundred yards with the aid of sticks so the ride was quite a challenge. A challenge he overcame triumphantly.

At the finish, Charlie looked at the speedo, recorded what he saw, did his sums, and realised that Joe had covered 130.2 miles in 12 hours (an average of 10.85 mph over all).

As for Joe - he was fine. His only wish was that he could have been allowed to do more! He said to me, "Theo and Charlie were determined to slow me down, Theo gave me scalding hot tea that took 20 minutes to drink".

However, he couldn't thank Theo enough for all the advance preparation and the publicity that he arranged, without which the ride wouldn't have been so successful. Both Theo and Charlie were worn out at the end of the day (its no easy task to follow someone on a bike at 10 - 15 mph for 12 continuous hours). So thanks go then to Charlie, for his patience. Last, but no means least, thanks to all the Club members who sponsored, or got sponsors, and in doing so, helped Joe to raise some £1,100 - yes, one thousand one hundred pounds - which will be given to St. Johns Ambulance, towards their new vehicle.

Derek.

Theo's next venture - THE CLUB DINNER!!

Saturday 12th NOVEMBER 1977

The menu:-

Chilled Grapefruit Cocktail

Entrecote

(Entrecote steak cooked in red wine
and mushroom sauce)

French beans - Baked Tomatoes

Croquette Potatoes

Meringue Glace

or

Cheese Board

Coffee.

C.T.C. TRIENNIAL HUNDRED

Sunday 19th June 1977

In February, the C.T.C. put out information about the 1977 rides, but with not a single mile ridden since early November I was in no hurry to sign up. In fact, I put the whole idea to one side, deciding to think it over in about a month's time. But if I was hanging back, someone else wasn't. Yes it was indefatigable Dave Hudson who made sure I didn't forget! Within a couple of days, he put an entry form through my letter box, together with an envelope addressed to the event organiser. All I had to do was to choose which area I preferred and send off the entry fee! (Thanks, Dave, for the encouragement).

The rides, incidentally, are organised for Veteran members (men over 50, ladies over 40) and take place in four areas in England and one in Scotland). As in 1974, I chose the Southern ride, which happened to be in the Bristol area this year.

The end of April found me woefully short of miles, but feeling slightly more enthusiastic, and actually looking forward to Sunday, the 19th June. So it was a case of getting in a few Sunday runs and hoping for the best on the day.

On Saturday evening, the 18th, I reached my pre-booked lodgings in Bristol, which were right alongside the Avon, and quite near the Wills cigarette factory. For football fans, this was the home of Bristol City F.C. The event started and finished at Stoke Gifford, about 8 miles north of the city, and on arrival there next morning, I joined about 60 other C.T.C. Veterans. The weather wasn't very encouraging being cold, dull and looking like rain.

I soon introduced myself to the leader of my group and was myself greeted by Ron Barley, from Sittingbourne, who had ridden with me in 1974. We moved off under the eye of BBC TV cameras, and headed in a northerly direction, and after about an hours riding, turned east and climbed to the top of the Cotswolds, where at nearly 600 ft. we reached the village of Leighterton, our venue for 11's. From there, we rode northwards towards Stroud, then came south through Tetbury and the villages of Sherston and Sepworth. Not far to lunch now. A ride through Badminton Park (by kind permission of the Duke of Beaufort) and we were soon dismounting outside Badminton village hall. Inside a busy scene met the eye. Many hungry cyclists were enjoying a fine repast. We soon joined them, watched over by the Ladies of the Bristol D.A. Adequately fed, we got back on the road again for the afternoon session, a 39 mile run, passing through Malmesbury, Minety, Tetbury again, Sherston, and so back to Badminton for an excellent tea.

The final miles back to SToke Gifford were really a "doddle" with a light breeze helping us along and with the late, but welcome, emergence of the sun. Another welcome "cuppa" was provided by Ted King, the organiser and C.T.C. Councillor.

All riders appeared to have had an enjoyable day, and after a final chinwag it was a case of "Cheerio, see you in 1980!!" I returned to my lodgings in Bristol, and had a leisurely drive home next day. I look forward to next time.

Roger Smallman

'ON THE AIR'

12th April 1977

In April the club played host to Radio Brighton who wished to do an outside broadcast in conjunction with one of the Brighton and Hove Albion evening football matches.

Consequently we agreed to lay on a small display of the activities of the boys in training and agreed to some of the members being interviewed. On the chosen evening, the Club room was invaded by tape recording equipment, live broadcast equipment and a radio car (set up outside).

The reporters were very interested in all the training activities demonstrated and were pleasantly surprised to find that these activities did not consist of only riding a bike. They kept us all plied with questions and comments.

One of the people interviewed was Charlie Lednor, who gave a very interesting chat about his fifty years in cycling.

Other facets covered were racing, touring, cycling to keep fit and how to ride a 'trike' which our now well known marathon man enjoyed demonstrating. The evening ended with a well rehearsed and contrived clatter as one of the intrepid reporters tried his hand on the rollers and of course 'fell off', to loud applause.

Norman

WORTHING FIESTA KERMESSE

28th August 1977

Back in October last year, work had to start on the organising of this years Kermesse races. Yes, you did read correctly - October 1976. As I was in the process of changing my abode, I agreed to promote again, provided that someone else acted as postman. A small committee was formed and work commenced on the preliminary applications for permits, entry in the handbook, etc.

Everything was going quite smoothly, until we were overtaken by several events at once. Don Lock, who had done such sterling work in the arranging of sponsors etc., in the past was unable to continue this year due to his studies. Then Pete Reeves, our link man with the council and police, found that his holidays coincided with the weeks before the race, when everything had to be finalised. Still as always happens in the Excelsior, someone always turns up who is prepared to step into the breach.

Dave Hudson, who had done so much past work for the Club, agreed to take over from Don Lock and do the legwork on the sponsors, but even the small delay in continuity could have been disastrous, because one of our sponsors had no spare money when Dave called. Fortunately for us, Theo Puttick managed to talk the local manager of the G. . . Building Society, into filling the gap. Our heartfelt thanks to them and all our other generous sponsors and advertisers who continue to support us.

Before leaving on holiday, Pete had organised everything with the council, and it only left the fine details to be worked out with the

police. Another hiccup! We have a new superintendent and he is a bit keen. What authority do we have etc., etc., Thank goodness Inspector Summers is friendly towards us! After 2 hours of to and fro discussion we eventually got the go ahead and we could get down to work. But at least it was now all ready for the day. Or was it!

What about the programmes? Officials? etc. Thank God for the ever watchful Charlie! Despite going on holiday he had everything laid on except for the filling in of the names. A quick trip to Bognor and Bernie Rosen and we were all set. Flags were collected, numbers available and a lap counter found, and every little detail tied up. We could look forward to the weekend with a quiet mind.

That is until Saturday. Did you see the weather? It was horrific! Absolutely torrential rain and wind which looked set for a week.

I went to bed that night, thinking that no one with any sense would turn up on Sunday in that weather and I would be walking up and down a deserted seafront, in oilskins and wellies, with £200 to give away and no takers. But, surprise, surprise!

What a change on Sunday. The first really nice morning for weeks and didn't everyone appreciate it. The riders all came and raced their hearts out. The spectators came and showed their appreciation. Miss Fiesta came, and the Town Hall turned out in force!

It was all worth while again, and there were smiles all round.

In closing, may I thank all the helpers, too numerous to mention here, and whom I did not get to thank before. Without you we couldn't have done it.

Will done all of you.

Norman

Fiesta Kermesse 'Thank you'

The Club was sent two tickets for a Wine and Savouries Party by the Borough Amenities Officer at Worthing Town Hall. This was in appreciation of the help and co-operation received from the many organisations, local businesses and individuals in the running of this years Fiesta activities.

Those mainly connected with the Kermesse organisation were, unfortunately taking 'end-of season' holidays and the tickets were handed to me. Together with Sarah Webb, I accepted the invitation as representative of the Club.

A very smart do it was, held at the Richmond Room, Stoke Abbott Road, Worthing. We drank wine and sampled various savouries. The mayor welcomed us all, in a short speech and hoped we would be able to help with next year's Fiesta - a regular event on the Worthing Calendar.

I assured the appropriate person that we are ready and willing to organise another Kermesse on the August Bank Holiday Sunday of 1978. I hope to see a lot more Club members there and lets hope it is as successful as 1977.

Derek
1978 Promoter

LOW GEARS

A look at the 'Low Gear Bulletin'
(Mag of the Low Gear Fellowship)

A bicycle with low gears can take you almost anywhere - along rough byroads, into strong headwinds and up steep mountains. Most bicycles do not have an adequate gear range, and so deny cyclists the option of pedalling easily and comfortably whenever they choose.

With an adequate gear range, you can pedal easily and efficiently up any hill. As the slope becomes steeper, you just change into a lower gear. If you find that you are still working too hard, or pushing more than you like, you change down again and again until you find the right gear. As the gradient starts to level off, your feet begin spinning too easily and so you change up through the gears again.

The angle of a slope can be measured in degrees. Zero degrees (0°) is flat and level, while 90° is straight up. Surprisingly most roads have an angle of less than 10° (1 in 5). (.....almost unbelievable! - now for the laughable bit - Ed). If you know the gradient of a hill as a ratio, there is a very simple way to determine a suitable gear size for climbing it. You can pedal easily and efficiently (?) up any hill on a gear predicted by this rule. A comfortable gear is twice the gradient denominator - i.e.:-

Bury	1 in 11	gear 22"
Steyning	1 in 6	gear 12"
Bignor	1 in 5	gear 10"
Hardknott	1 in 3	gear 6" (???)

using this rule, you will climb 6" vertically for each complete turn of the cranks (and send your lightweight dealer up the wall - ED), no matter what the gradient is, actual speed depending on rapidity of pedalling.

L.G.F. reckons that a gear 3 times the gradient is hard work and a gear 4 times the gradient is roughly equivalent to racing cyclists' Hill Climb, i.e.

Bury	1 in 11	44" gear
Steyning	1 in 6"	24" gear

So come on you Hill Climb champs! how about it. You laugh at Dave, Derek, Chris and others for their low gears (26" approx.) but these are really only suitable for nothing steeper than 1 in 13 climbs!!!!!!

More mad notes next issue.....

... ..oo.. ...

FUND RAISING WINNERS

MARCH	SUSAN PUTTOCK
APRIL	E.M. KELLY
MAY	NIGEL BARLOW
JUNE	KEITH DODMAN
JULY	DOUGIE ARGENT
AUGUST	TOM LEDNOR
SEPTEMBER	NORMAN MACMILLAN

EXCELSIOR VETERANS NEWS

RAY

Over the past 2 years Ray has been placed 114th and 118th but this year we are hoping for a reversal of this trend, and because of his efforts in each event we should see our Ray in a SUB HUNDRED Placing!!

Ray may even be the best placed SUSSEX rider, his only worry being a good 12 hour from fellow Sussex Vets rider Alan Limbrey...

.....watch this space!

WILF HOW

Featuring in some of our Evening Tens, this sprightly 72 year young member, achieved a 1.13.02 in the Surrey/Sussex Vets. '25' held on the G.938 course. A personal best and the fastest on standard.

His actual standard time for a '25' is 1.23.00

He won a trophy for fastest on standard and won 1st handicap award. Well done Wilf.

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

Last date for copy for next issue -
10th January, 1978.

