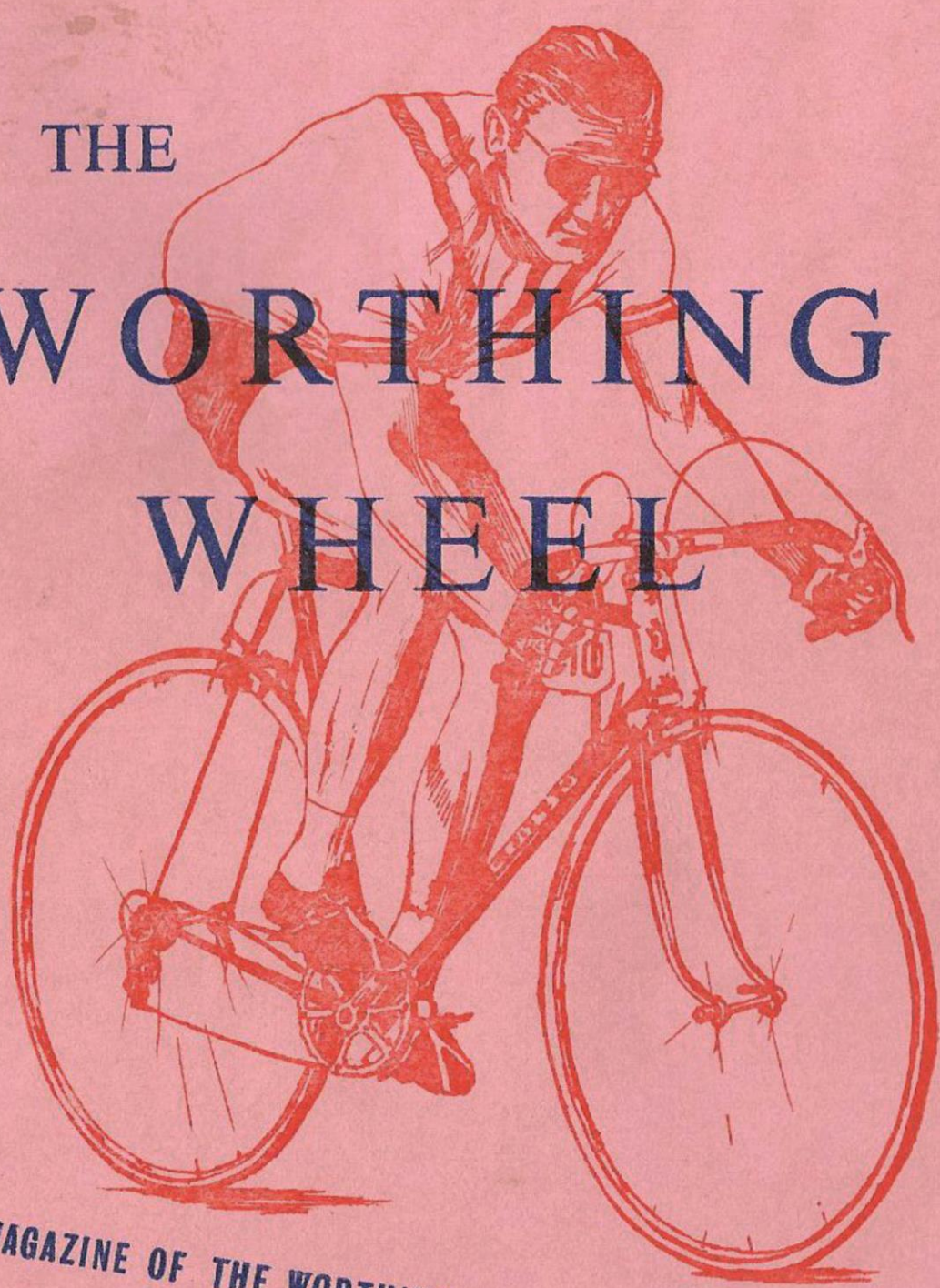


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1978

Vol 11 No 1

THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

Headquarters: Broadwater Parish Rooms
Broadwater Green, Worthing
(Meeting every Tuesday
8.00 p.m. to 10.00 pm. approx)

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Worthing.

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EDITORIAL

In general this mag covers the Social Season/com Start of the Racing Season - and what a busy start its been for the Club.

We have had members on the Continent, and back in the Clubroom, we have a report on the Club Tea. We have had a steady number outside the Clubroom on Club runs, although we would always welcome more. A number of speciality runs are on their way - so always watch the notice board. By the way, we hope to have a new notice-board soon, and its 'warden' will be Roy Holden. Outsize and Overdue ads will be removed - although no charge will be made for the display of suitably sized adverts. So if you've any "For Sale" or "Wants" - see Roy.

With the A.G.M. came the change in a number of Committee positions - see inside for details, and talking of new faces - we have Nick Lelliott back among our ranks, taking first place in almost every event he enters.

The smaller turn out in this year's Reliability Trial, was a reflection of the weather that we were having - and what a mixed bag we've had since I last wrote.

As you compete in anything connected with our sport, let me know in writing. I hope to start a regular Road and Track page, cover some mechanical hints, and still as always, continue to report upon the direction in which Worthing's Wheels are turning.

Derek.

"100" in 1906

He pumps each tyre and feels each nut,
As the early men depart;
And carefully notes the pace they cut
And takes the pace to heart;
Then they call his name - he slowly mounts
And somebody shouts "Up, Up!"
As the last few seconds the starter counts -
He steadily thinks of the cup.

So it's up and away at an "eighteen" bat
He tackles the first long hill
Finds no trouble in mounting that -
Down he goes with a will.
There stands Brown, who had started first -
Given it up? Ah! NO!
Only delayed with a tyre that's burst
And he utters a loud "Cheer O"!

Forty miles in a "couple and ten",
Pace is beginning to sink;
Jones brings news of the foremost men
As he proffers a hasty drink:
Smith is under a minute in front,
Though he started first by five;
So up and away on the long, long hunt,
Now is the time to strive.

Eighty miles and going it strong,
Fresh as a two-year-old;
He sucks an egg as he plugs along,
And the few more miles are told;
Twenty, ten, five four, three, two,
Now it is only one,
And the crowd all cheer as he passes through,
And the speedman's work is done.

"Theta" Cycling 1906

48 hours with 15 Men or
A mini-weekend in Holland

Six o'clock on the dot our mini-coach arrived to pick us up on Friday 20th January. At other pick up points en-route to Brighton, other bods with assorted packages piled in, until the passenger list read as follows:-

Bernie Bethell and Dad	Bert Absolon
Ray Douglass	Duncan Waghorne
Don & Maureen Lock	Alf and Chris Dawes
Charlie Lednor	Chris Beckingham
Charlie Janman	John Palmer
David Mills	Adrian Loska, and of

course Dave Hudson, our driver and courier.

It was a clear, crisp evening and we sped our way towards Folkestone. As the 10.30 boat had been cancelled (or so Dave had been told) we stopped at a 'quiet' country pub at Brookland in Kent, made all the more charming with the sounds of 'Friday night is Disco night'! However, after refreshing the inner men and woman, we continued on our way.

At Folkestone Harbour (where we found we were too late for the 10.30 boat which was running after all) we spent a chilly hour in the coach, before passing through Passport control to board the Sealink ferry 'Hengist', a British boat. As few people were travelling, everyone spread themselves comfortably in the lounge and prepared for the 4½ hour journey ahead. Ray was the first to get his head down and was soon in dreamland, rocked gently on a very smooth sea, he awoke as we were going into Ostende! Dave found himself a driver's cabin and slept soundly, while the rest of us dozed through the night, interspersed with liquid refreshment and idle chatter

We reassembled in the coach, where Charlie L. announced he had lost his passport, out came all his pockets and unfortunately for the inhabitants of Belgium and Holland - he found it! Dave then disappeared for what seemed like an hour in the darkness of Ostende Passport Control, but eventually we were allowed to start on an uneventful, although cold and misty, journey through Belgium and Holland.

To the sound of "Childrens Choice" with Stewpot, we all came out of fitful dozes to realise that we were well on our way to Amsterdam and breakfast.

After parking the coach in Amsterdam, and finding the gents loo's in the middle of the pavement - quaint aren't they? - we invaded the 'Fiesta' Restaurant for a breakfast of Bacon, egg, toast, jam and coffee, a very welcome meal. We all dispersed in various directions after this and later reports from everyone indicated some of them had been on a roundtrip of the canals in the glasstop boats, others went looking at architecture and the shops and the station. The astonishing thing about the buildings is the crazy angle at which many of them lean, an indication of the wet and sandy foundations they have. Some of the prices for ~~clothes are rather~~ staggering, food to is generally dearer. It is also rather startling to see the sex shops next to the grocers and C. & A's.

At 2 o'clock we met back at the coach, all except Ray, who was 15 minutes late - he said he had mistaken the time - but other suggestions were made for his lateness! As we got going, on our way to Rotterdam, a strange noise invaded the coach and we all anxiously looked around for the swarm of bees that seemed to have appeared - guess what! Ray was shaving - someone had commented earlier on his beard.

We drove past Schipol airport, shrouded in mist, and later stopped at Gouda to stock up on provisions at the local 'Spar'. We arrived in Rotterdam at 4.45 p.m. some had an hotel booked, the others found an hotel opposite. The two Charlies, being the eldest in the party, were given 'attic' rooms with 52 steps to climb - spiral at that! One over the eight and these stairs would never be climbed! But all credit to the two Charlies - they did it twice, and lived to puff the tale.

We met again to walk into the centre of Rotterdam, a modern City, where we strolled along brightly lit shopping precincts. Eventually, the two Charlies found an intimate restaurant to their taste, and the rest of us walked on and found a bistro with a large table to take us all. The following two hours were most enjoyable, a happy relaxed atmosphere, conversation and laughter with our companions and a meal to remember. I think we all had varieties of steak dishes and were all amazed at the size of the meal and its content. We followed this with a variety of ice-cream and coffee. It was a real effort to move ourselves from this congenial atmosphere and wend our way back to the hotels. Both the Charlies had had a similar meal and agreed on its excellence.

On Sunday morning we all enjoyed a huge breakfast of eggs, ham, cheese, bread and jam, and lashings of coffee and tea. At our hotel, the proprietor entered into the spirit of things during a photographic session, by producing hilarious carnival masks for us all. Don looked like something out of the Muppets and Dave H looked like Snozzle Durante, and I fancied myself as the bearded lady! After a brisk walk around the locality, we all waited in the coach whilst Alf finished his photographic record of the Hotel Koster, and a few minutes after 10 o'clock, we were on our way in.

brilliant sunshine to tour our way back to Ostende. This gave us an interesting view of Holland, and the skill the Dutch have in defying the North Sea with Dikes and bridges connecting reclaimed land, as we travelled through Zeeland. We spent an hour at Zierikzee, a medieval town, beautifully preserved, the peace of this cold, sunny Sunday morning, only broken by the carillon of the Town Hall clock. All the streets are narrow and cobblestoned, how Dave threaded the bus through that needle, is a credit to his driving. Over the 3 mile long Oosterschelde Bridge, then past more windmills, canals and isolated hamlets until we reached Vlissingen (Flushing), where we boarded a ferry across the Breskens, a 20 minute journey. With Dave H and Don taking the micky out of the loudspoken foreigners on board, its a wonder there wasn't an international incident ending in a big splash! - why do foreigners have to shout?

As we got nearer to Belgium, the sky became overcast, and it was rather a wet, depressing drive through Knokke, and Blankenbeige to Ostende. We had an hour to spare before joining the ferry and this was spent buying souvenirs, and ~~shedding surplus coinage.~~ Our ferry this time was the 'Roi Laurent' a Belgium boat, and we established ourselves very comfortably in the forward lounge, complete with bar, and adjacent to the snack bar and duty-free shop, all three having frequent visits from our party during the trip back to Dover. We left at 5.15 Belgium time and enjoyed a smooth trip but got held up outside the harbour for ½ hr., eventually docking at 8.45 pm. English time. The Customs and Passport officers kindly let us come home without asking any awkward questions, and goods that had been spread around the coach, to even everyones limits, were passed back to their rightful owners. Phew! the stink of that tobacco Charlie L bought still lingers in my

bag, heaven help us when he smokes it!
Dave nearly forgot he was back in
England, by trying to drive on the right hand
side of an island, but soon got the knack again
and delivered us all safely at our respective
stops.

For me, personally, memories of Bernie's ever
full suitcase of food and drink, Charlie L's
pipe belching smoke at all hours of the night
and day, Dave's imitation of an Arab in full
verbal flow, Ray dropping off to sleep at every
opportunity, Alf and John vying for the best
camera angles - and plenty more.

Thanks everyone, and from everyone - Thanks Dave.

Maureen Lock

MEETINGS OF THE KOMMITTEE - 2 !!!

You've probably read of our Committee meetings
before - and indeed you got an exclusive -
'only in the Worthing Wheel' - insight into the
Committee Workings in the Spring 1977 issue.

A further whimsical dispatch has been passed on
and reads as follows:-

"Dear Charlie,

Just a reminder that a number of Gentlemen
will be assembling at your residence on Monday,
6th February, in order to take part in a wine
tasting ceremony. After that there will be a
Committee Meeting!

Best Regards,

Roger Smallman
Asst. Secretary."

But I can assure you, under all the apparent frivolity, the meetings really do get things done.

ST. JOHN'S AMBULANCE BRIGADE - PRESENTATION

Following Joe's 130.2 mile ride in 12 hours on 22nd September, Theo busied himself collecting the sponsorship forms and the money sponsored. After totalling all receipts and deducting expenses for postage and envelopes, a sum of £1,101.50 was raised. The cheque and a Christmas Card were presented to Mrs. Rosenberg together with Mr. Kye, and Mr. Frost - members of the St. Johns Ambulance Division - on Tuesday 20th December 1977 at 9.00 p.m. at the Clubroom.

In a short speech, Mrs. Rosenberg described how the Division had reached its £8,000 target in Jubilee Year - when so much money was being collected. The first £4,000 seemed to come in quite steadily, although it was thought that the final £4,000 would be the problem. However, Datsun Cars gave her £2,000, Worthing Council £1,000 and the final £1,000 came from us, but she added, our cheque touched her the most.

Afterwards, the above three, plus a further member from the Division, circulated around the Clubroom for half an hour or so and chatted with various members. Mrs. Rosenberg, herself a prominent member of the Division, is the mother of Maurice Rosenberg, who was a member of the Club some years back.

The presentation at the Clubroom was a nice conclusion to a lot of hard work from Theo and others, and for Joe who did the ride. It was nice to see that the cheque was so well received.

Derek.

All duplicated stationery was donated by W.E.C.C.

1000 photo copies of Joe's photograph in the Worthing Herald were donated by Preston Printing Co. of 401a, Brighton Road, Shoreham (tel. 62134)

THE STORY OF THE C.T.C.

Part Three

In their early days, the District Associations were not concerned quite so much as they are today, with the provision of social and riding facilities for C.T.C. member's. They had come into existence because many members felt that Club administration had become too centralized. The first D.A. dates from 1894 - the Northumberland & Durham - whose members rapidly grew. The D.A.'s grew in number over the next 20 years, acting on behalf of the Club in legal matters.

With the coming of the motor car, Shipton realised that the Club had to accept motorists within its ranks. But a motion to allow all types of tourist into the Club, was defeated in 1903, and the Club lost 18,000 members. Two years later, thinking had changed, and the Club's name was to be changed to the Touring Club. But well organised opposition, including 'Cycling' a public paper, prevented this.

Shipton left the C.T.C. in September 1907 and was succeeded by various officials. Year after year the membership numbers fell. Between 1899 and 1910, the Club lost 42,000 members, but it still maintained its fight for cyclists. It helped T.H. Holden set up the Association of Cycle Campers. The Gazette still had a valued reputation and the D.A.'s did more than ever to develop Club runs and the social side of cycling, but during the hard days of the early 1900s and the First World War, membership kept plummeting, until by 1918 it was down to 8,546 (compared to 60,000 in 1899).

In 1919 it began to rise slowly - with 1500 new members. The subscription was still 5/- as it had been in 1899, though the cost of running the Club was 8/- per member. The editor of 'Cycling', George Herbert Stancer, became the C.T.C. Secretary in 1920, and he addressed the members of the Club, rousing them, inspiring them and uniting them behind them in a campaign that was to make both him and the Club, respected not only amongst cyclists, but in the motoring world and official circles. Stancer was not anti-motorist, but he believed that motoring should be kept in hand. "The twisting roads of this country, are not suited to speeds of 80 mph. and the pedestrian, to say nothing of the cyclist, has a right to live".

D.A.'s activities began to grow and space devoted to them in the 'Gazette' had to be kept down. At the A.G.M. of 1920 the subscription was raised from 5/- to 10/- and membership was still increasing. Now, instead of taking up occasional cases of injury to cyclists, as in the old days, the Club began to give legal assistance to every member who needed it. This was the job of the D.A.'s until after the Second World War, when it was handed back to the Secretary at headquarters. In 1922 "many hundreds of pounds" had been obtained for injured members, while by 1936 the annual figure had risen to £10,000.

In 1928, the C.T.C. jubilee events included a 'round England and Southern Scotland' ride, and the first of a series of triennial rides, of one hundred miles in 12 hours, for veteran members. (Roger Smallman rides these - see Autumn 1977 issue). The Touring handbook was bigger and better, than anything seen that century. It reduced in price from 2/6d. to 6d. (12½p to 2½p. for our younger readers.)

The handbook could even be given free to new members. Interest in touring was stimulated, by a number of well known C.T.C. members, who gave 'lantern lectures' to cycling audiences. 'Kuflos' 'Wayfarer' and 'Hodites', were the early 'Neville Chanins'. There was renewed interest in allowing more freedom of movement between foreign countries. In 1935, the Club produced a Code of Conduct for cyclists ("Cyclists Take Care") and in two years distributed over 5 million copies, with the hope of raising the standard of cycling, to the highest level. Schools were encouraged to introduce cycling-proficiency lessons at school.

The C.T.C.'s 60th Birthday in 1938 saw 35,000 wearers of the winged wheel - the figure had been fairly constant for three years. At the Harrogate Rally, crowds cheered and roared their affection for the Old Man, Stanley Cotterell, standing speechless and overwhelmed with emotion. In the Spring of the following year, he died, but his greatest comfort in his closing months was the knowledge that

"My own B.T.C." had become "this great Club of Ours". He had known little prosperity since then, he died a proud and happy man!

(to be continued)

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GENERAL NOTE

The opinions and comments expressed in this magazine are the opinions and comments of the individual contributors and are not necessarily the views of the Worthing Excelsior Cycling Club or its General Committee.

THE CLUB TEA
10th DECEMBER 1977

Seventy two persons, comprising members, and their families, together with ex-members and friends are seated for yet another extraordinary 'Club Tea'. Tea usually describes a bread, scones and cake affair - not so for this 'Club Tea'! It gets its name from early beginnings, and is a name that has stayed, to differentiate it from the Prize Presentation Dinner, held at a similar time. But a dinner it is!!

For the £1.50 (and a request to provide our own cutlery and crockery), the menu seems exhaustive and the food is smelling good. Youngsters are calling from one side of the Parish Room to the other. Annual acquaintances are recalling their years' activities. Everyone is finding a seat, as Theo comes round with the soup. With roll and butter already on side-plates, we tuck in and conversation dies like climbing hills on a Club run. For those who finish quickly, Theo is bringing round 'seconds' - not in anyway inferior and equally hot - and some are tempted. At this stage it is easy to spot the 'old hands' who politely refuse. The newly-fledged wonder why the refusals, but anxiously lap-up the further helping. We sit back, but not for long, when ladies, wives of members, take our dinner plates and disappear into the 'backroom'. In their absence, Sue Puttick brings out - again from this mysterious backroom - tureens of vegetables including; new potatoes, celery, peas, and those ever popular and delightful 'onions in brown sauce'. We hear that Theo and wife Vera, together with Jim and Connie are behind the scenes in this backroom and are responsible for what emerges. The plates return heavily laden with turkey, ham, stuffing and roast potatoes etc., to which we add the vegetables.

Wine is poured from the bottles on the table and the bottles are in turn filled by David Puttick - a real family affair this - who carries a larger bottle and a funnel in his hand. This, together with generous supplies of cider, beer and lager, means that nobody is without a drink.

As quickly as we finish, individual portions of fruit jelly and cream are handed out. These are followed by plates of mince pies, to go with the Christmas Pudding and generous helpings of fresh cream that are already coming round. "Anyone want more pudding and cream" asks Theo, and surprisingly has many takers. Then as we all think 'thats it', round comes a large and numerous selection of cheese and biscuits. To finish, a delightful blend of coffee is served by Theo, who says we can have as many cups as we want! A fairly safe offer, because as I look across the room, everyone is slumped across the tables, wondering how they're going to move - and only accept the coffee to be sociable. Amazingly, Dave Hudson rises above all this and announces that the Club run will leave for Fortes, West Street, Brighton, tomorrow at 9.00 a.m. The majority of those seated stare open-mouthed, in wonder and awe, that anyone should think about riding a bike - and worse, that Dave was thinking of his stomach.

I believe a raffle was held - at least I remember handing over money for something! The noise of tables being cleared away disturbs the sleeping throng, who begin to gather their belongings, put on their coats and say their goodbyes. But all frivolity aside, at the end of another successful Club Tea, thanks go to a sweating Theo and his helpers for making the evening so enjoyable. What was that wine anyway?? Derek.

In the 'Nick' of time?

Welcome back Nick Lelliott - 10 years on, but with that blend of quiet enthusiasm, dedication, and tremendous ability - which leaves him unchanged, still very much in evidence.

A national junior champion, record breaker and Olympic squad member in the 60's when serious back trouble caused a premature departure from the sport. Nick now starts again with, he states, modest aims, at track and short distance time trials, but his mere presence in the Club is stirring the racing men; those who have been top will have to fight harder and those who have been thought of as 'the fast men' are going to have to go faster. The prospects which Nick's return creates, give an impetus to the coming season, which makes a look ahead, very exciting. Who better for example to encourage and demonstrate to our currently top juniors; who better to lead our teams at the 25 mile distance and, perhaps, to continue where George Matthews left off at Preston Park.

The problem for the rest of us is not to expect too much too soon, perhaps we are wrong to expect at all. Nick, maybe just wants to enjoy a bit of racing for fun - no high pressure stuff like before. Lets hope that he will get just what he wants and enjoy the bike with Worthing Excelsior for a good long while.

- - - - - Don Lock

CAN'T AFFORD A CARRIAGE is the title to an exhibition at Worthing's Museum and Art Gallery which will run from the 1st July to 31st August 1978. In the 70's and 80's of last century pedal transport was the subject of a ferment of inventiveness which ultimately led to the appearance of the bicycle we know today. Historical cycles, accessories and graphic material will be brought together in this, Worthing's salute to pedal power.

THE ANNUAL GENERAL MEETING
CLUB ROOM, BROADWATER, WORTHING
Tuesday 21st February 1978

A fairly well supported meeting this year. Despite being a particularly wet evening, something like 55 members were present; some late, but better late than never!!! We stood for a few moments, before the start of the meeting, as a token of respect to Jim Rennie - a Vice President of the Club - who had recently passed away. Jim leaves a widow and a married daughter.

The minutes were not immediately to hand, but we made a start at 7.45 p.m. with the adoption of the Secretary's report and the accounts.

A glance at the accounts, prepared by our Treasurer, Ray, shows some worthwhile income from the Fiesta Kermesse, Canteen, Waste Paper and the Milk Race Tickets, but against this of course, we must offset rising Club Room charges and a cutting in the W.S.C.C. Grant.

The minutes of last year's A.G.M. were then read out and duly adopted: Election of Officers followed and the new list is as follows:-

Those shown thus: '*' - newly elected.

President: Mr. W.D. Argent

Life Vice Mr. C.G. Lednor

Presidents: Mr. T. Puttick

Mr. J. Hughes

Mr. M. Reeve Black

Mrs. C. Hughes

Mr. R. Douglass

*Mr. D. Dean

Vice Presidents: Mrs. W.D. Argent

Mr. W.F. Blackwell

Mr. C. Coleman

Vice Presidents:

(cont'd)

Chairman:

Secretary:

Asst. Secretary:

Treasurer:

Asst. Treasurer:

Social Secretary:

Evening Tens Sec:

Club Events Sec:

Race Book Writer:

Road/Track Sec:

Runs & Touring Sec:

Press Secretary:

Club Coach:

B.C.F. Rep:

Magazine Editor:

Timekeepers:

Asst. Timekeepers:

Handicappers:

Mr. B. Weir

Mr. N. Macmillan

Mr. D.W. Lock

Mr. J. Mansell

Mr. R. Mills

C.G. Lednor

J. Mansell

*Miss S. Webb

R.H. Douglass

*P. Toppin

T. Puttick

*D. Hudson

*J. Antram

R. Smallman

*N. Burrows

*D.A. Smith

R. Holden

N. Macmillan

*N. Burrows

D.A. Smith

Charles Lednor

Alf Dawes

Roger Smallman

Martin Ford-Dunn

Tony Palmer

Norman Macmillan

Don Lock

Dennis Dean

Ray Douglass

Alan Matthews

Ivan Morris

Pete Reeves

Brian Weir

Alf Dawes

Ray Douglass

Don Lock

Tony Palmer

Theo Puttick

Tom Lednor

Colin Miller

Dave Funnell

Sports Advisory	Norman Macmillan
Council Reps:	*Nigel Burrows
	John Williams
Runs Committee:	*Dave Hudson
	*Duncan Waghorne
	*John Gildersleve
Two Committee	*John Peters
Members:	Alan Matthews
Youth Leaders	*Nigel Burrows
Council Rep :	
Youth Council Reps:	*Nigel Burrows
	*Steve Rotheram
	John Peters
Social Committee:	Christine Barnett
	Connie Hughes
	Alan Matthews

There was plenty of 'other business' and we record the following noteworthy items:-

Mike Poland was nominated for Life Membership, having been a Club member for 21 years. Rick and Val Stringer of B.E.C.C. won the February Fund Raising money. Roy Holden has been able to get vouchers from EVIAN-SIMPLEX. These will be awarded in the Open 25, Road Race and Fiesta Kermesse.

There was a lot of discussion about road racing and the youngsters, as always, wanted more. But with the West Sussex Police getting tougher over Road Racing, the events had to be cut. This year the Committee opted to run an event for all Senior Categories. Next year this will probably be reversed and there will be a Juniors and 3rd Cats event. More about that later. A show of hands indicated that we were to arrange a 1979 Seafront Kermesse. However, it was pointed out by Charlie Lednor, that help was going to be required this year, as well as next, and required early - not when the crowds were arriving. 7.00 a.m. is not early, so lets have some willing volunteers (names please to Derek Smith - this years Organiser).

Now that Club Trackie, Nigel Burrows has got a majority of the 'extra' paper in, the Club has placed an order for some new nylon rollers and sought to auction the old noisy steel and wooden ones that had been plaguing the Club room. However, John Lucas claimed the wooden ones as his, so this only left the steel ones to be sold. When more papers are forthcoming - and extra to the steady flow - so, may be, more rollers. So let the waste roll in!!

A vote of thanks from Chris Beckingham, on behalf of the Club, went to Dave Hudson for his motorised runs and continental Tours - which take a lot of time to organise and temporary expense on Dave's part at the outset. (See also page 4).

Regarding the Club 25, a vote was held amongst potential riders to see whether a medium gear or unrestricted gear was wanted. Unrestricted won by a few hands, but Charlie put up a £1 prize to the fastest med. gear rider.

Finally, as can already be gathered, Charlie is alive and kicking (even cycling in the ESCA Hardriders, as will be seen in photographs soon) and not, as reported in the Worthing Gazette. A mix-up over the initials of Charlie's brother, (known better as Fred) led to ungrounded fears for our Chairman - who finally closed the meeting at 9.55. p.m.

Derek

RELIABILITY TRIAL
12th February, 1978

Start:- 60 in 4 or 4½ hrs 9.00 a.m.
25 in 1¾ or 2 hrs. 10.00 a.m.

Starters:- 51.

This years course was tougher than 1977, and why not, said Ray, and the route can best be summarized by copying Rays start sheet.

25 mile course

Start on the A27 at the bottom of Hammerpot Hill, ride east, where left on A 280 to Findon Roundabout (5 $\frac{1}{4}$) where left on A.24 to Washington roundabout (8 $\frac{1}{4}$) where right towards Steyning on A.283. In Steyning (12 $\frac{3}{4}$) turn right (Roger) over Steyning round hill to Sompting church (17) to join the A.27., where right to Offington Corner (19). Continue on A.27 to Patching Pond where turn left to Angmering Village where right in the square, to finish on the A.27 opposite the start (25).

60 mile course

As above except at Patching Pond continue on A.27 past the start to refreshments at Theo at the next lay-by. Then A.27 to western end of Arundel by-pass (Roy Cornelius) (26 $\frac{3}{4}$) where take the A.284 to Whiteways lodge roundabout (29 $\frac{1}{2}$) then take A.29 to Pulborough (Don and John Mansell) (35 $\frac{3}{4}$) where left on A.283 to centre of Petworth (41 $\frac{1}{4}$) (Passing John Cheetham at Egdean). Then left on A.285 via Duncton Hill and Upwaltham, fork left (Jim and Connie) to Eartham (50) where left (Ray and John Miller) to join the A.27, $\frac{3}{4}$ mile west of Fontwell where continue on A.27 via Arundel by-pass to finish at the start (60).

Well, that was supposed to be the course. However, when I left home at 8.30 a.m the outside temperature was -5°C (and that's on the coast), probably much colder inland. We had had snow to some extent during the week, but little did Ray know, when he planned the route, that Steyning Bostal and the subsequent crossing to Sompting would be impassable to traffic. Apparently something like a foot of snow covered the road!

The weather probably stopped a lot of would-be "on-the-line-entries" that Ray had hoped for, and it was only the diehards who turned up.

An assortment of 'protective gear' was sported - namely wives woolly hats, tights, etc., and plenty of woollens under racing tops. The machinery looked well maintained - but then it was early in the new season.

The '60 in 4½' set off at a cracking pace up Hammerpot Hill and passed an ice covered Patching Pond, before venturing further inland. The climb up the Long Furlong was probably the finest for scenery - the view looking just like that on a Christmas Card. With temperatures dropping dramatically (-10°C was not unrealistic when newspaper reports were read), the bunch began breaking-up. We had been told to cut out the Sompting Road (Road Closed) in favour of the Cement Works (A.283) road to Shoreham Fly-over. Roger Smallman, the Marshall at Steyning, had himself been caught in road closures on the Coombes road and I saw him at Upper Beeding still making his way to his marshalling point. The journey back to Theo was uneventful - but you could see that the weather was taking its toll with the motoring fraternity.

Theo's coffee and biscuits was most welcome, although the boys from the '60 in 4 hrs' were seen to 'bash-on' regardless - almost as though Theo didn't exist. They're tougher than me! At this stage the entrants with beards were sporting fine icicle clusters at the ends of the growth. Oh! how I wished for my camera!!

Then back on the machines to continue the course. At the summit of Bury Hill, the snow could be seen in the fields 2 ft deep. We plunged down Bury Hill, which was dry and fast, and carried on to Pulborough - where we were made to sign a sheet of paper. How a signature came out, I don't know - but there was no rest, and it was straight into the harder part of the route. Ups and downs followed to Petworth where we

dropped south once again. The South Downs - North Face - stood out white and stark and these were really the final goal. Duncton Hill isn't particularly steep, but many ran or walked up merely to keep circulation going, and to stop the blood freezing in the feet. Once over the top you got the feeling of being home. Connie was shouting encouragement, and Ray and John Miller were warning us of ice just south of Eartham on the hill. Eartham seemed to be quite badly hit with snow, but once clear, we had a good run into Arundel and the finish at the Hammerpot. Theo was waiting with coffee and cake and a small gathering discussed the severity of the conditions and how tough most of them had found it. Mind you by this time the fast lads had been and gone and they could probably tell another story.

Anyway 14 out of 17 in the 25 mile course completed on time (extra few minutes given for extension of the course) and 30 out of 34 completed the 60 course. Names are printed below. Thank you Ray for an interesting course, but no thanks for the weather. A 'thank you' to the marshalls who still turned up to those distant posts despite conditions, and to Theo Mrs. Cornelius on refreshment duty. Just for the record the milages were something like 28 and 65 respectively, but everyone had their own ideas.

60 in under 4½ hours

D. Mills	Worthing Excelsior C.C.
D. Waghorne	" " "
C. Miller	" " "
D.A. Smith	" " "
K.A. Atkins	" " "
B. Wright	" " "
M.J. Poland	" " "
R.G. Stringer	Brighton Excelsior C.C.
F. Gale	" " "
D. Cotton	" " "

60 in under 4½ hrs (cont'd.)

S. Thompson	Brighton Excelsior C.C.
R.A. Ewart	Central Sussex C.C.

60 in under 4 hours

N.R. Lelliott	Worthing Excelsior C.C.
P. Toppin	"
R. Holden	"
R.F. Shipton	"
P. Reeves	"
G. Windsor	Central Sussex C.C.
A. Limbrey	Sussex Nomads
R.G. Matthews	Archer Cutty Sark R.C.
R. Smith	Brighton Mitre
C. Oxborrow	"
C.V. Sharp	Eastbourne Rovers

25 in under 2 hours

D.J. Hudson	Worthing Excelsior C.C.
Miss C. B. Arnett	"
B.S. Weir	"
R. Wiseman	"
A. Rotherham	"
M. Wallis	"
W. Webb	"
B. Cox	Bognor C.C.
R. Fairchild	"
D. Lambert	"
D. Jones	Brighton Excelsior C.C.
T. Heratige	"
Mrs. V. Stringer	"

25 in under 1½ hours

Miss C. Avon	Worthing Excelsior C.C.
R. Holder (J)	"
K. Norris	"
S. Cornelius	"
K. Tilbury	"
N. Hodgson	No Club
T. Puttock	Brighton Mitre C.C.
J. Smith	Bognor C.C.

Derek

Fund Raising 1978

Winners of the monthly draws, each of TEN POUNDS, so far this year are as follows:-

January	Malcolm Naftel (friend of Paul Toppin)
February	Rick & Val Stringer (BECC)
March	John Cheetham
April	Duncan Waghorne

AN EVENING MYSTERY RUN

Usually once every month, on a Friday evening during the winter months, we have what are called SOUP RUNS - Evening Mystery Run. Here, Dave Hudson describes such a run, although the weather is not typical by any means.

The soup run on Friday 24th February, was only supported by a few all-weather cyclists. Bill Webb, Mike Wallis, John Gildersleve, Duncan and myself actually took part in the run. Simon Cornelius and Keith Norris, turned up, but not wanting to get too wet, discreetly headed for home, before the run even started.

The intrepid five pedalled through side roads to Offington and Findon Valley, before climbing Bost Hill to High Salvington. The brakes had little effect on the fast swoop down to the A.27 the road being more like a mountain stream than anything else.

The new road around Datsuns had been dug up, making the run all the more interesting. John Gildersleve found the roughstuff a test for his new racing bike, on which he threatens some very fast times for his evening 10's this year.

Along The Strand, over Goring level (??) crossing, and eventually to the bottom of Sea Lane Ferring - just five minutes late of the pre-arranged meeting time, WHERE WAS THEO? Had he not waited for us? Had I told him to meet us elsewhere? Had he been caught in the floodwater? However our questions and worries were over in 10 minutes when he arrived with hot soup, which was very welcome, sitting inside his Soupmobile. About 40 minutes later we reluctantly remounted our wet machines and rode home. Thank you for coming out Theo.

The Song of the White Horse

Before the gods that made the gods
had seen their sunrise pass,
The White Horse of the White Horse Vale
was cut out of the grass.....

Although not really connected with cycling, 'Omnibus' on Thursday 16th February, may have been of interest to a few who have traversed the Ridgeway Path, or those who had thought about doing so.

Under the title of 'Arts in Action', the "Song of the White Horse", made captivating viewing. One of the most famous hill-figures in Europe - the White Horse of Uffington was the inspiration for the programme. Omnibus had commissioned the composer, David Bedford, to write a new piece for television. It was a 'modern' composition, backed up with synthesizers and other electronic gadgetry, to celebrate the Berkshire landscape around the White Horse - its 'potent historical and mythological associations'. Boring you may have thought? - but the documentary account of the years work that went into its preparation - showed some marvelous aerial

views of Wayland Smith's Cave, Uffington Castle and White Horse Hill, together with the surrounding Downs. We saw all these again in close-up and heard of the legends that surround these Celtic remains. Also featured was David Bedford blowing into the Blowing Stone - the way that King Alfred did to summons his men from the valley. This deep but tremendously powerful sound was faithfully reproduced into the composition with the aid of the electronic synthesizer. The outside camera work was delightful and really made this programme worth watching - how different objects seem from the air!

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TWELVE INTO ONE WILL GO - JUST!!

HARROGATE 1977

Friday 29th July - 31st July

The weekend began when Dave Hudson started his collections in Brighton, of the members of the Brighton and Worthing Excel's for a mini-bus trip to Harrogate for the International Festival of Cycling. Proceeding via Worthing to Littlehampton where the last passenger was taken on, we left Littlehampton at 10.15 p.m. Our first stop was at Scratchwood Services on the M.1. arriving at 00.15. Refreshments were gladly taken, as the bus was rather cramped holding 'bodies' and camping equipment for ten of them. The rest of the journey was fairly quiet, with some of the younger members trying to sleep - in most places other than their seats! We arrived at Rudding Park on the outskirts of Harrogate at 05.30 as the dawn sunshine rose over the rows of tents and caravans. After driving round the site for 5 minutes, we found a corner of the field large enough for our party.

The next 10 minutes saw much activity as equipment was unloaded. Out came the tiny bundles which soon sprouted into one-man tents. Others had larger tents. Val and Rick Stringer had an hexagonal one and John Peters and Nigel Burrows shared a two-man tent. Some attention was focused on my wooden-poled, heavy canvas two-man tent of vintage origins - but it served its purpose with equal merit. By 06.00 everyone was trying to get some sleep and all except myself succeeded. By 08.00 tea was being brewed and at 09.00 we left the campsite to search for food in Harrogate. We had to leave before 09.30 because the road race passed by the park gate and that section of the road would be closed during the race. We found a cafe after much searching and sniffing and finally sat down to bacon and eggs with toast and more tea.

The service was a little erratic as the Saturday girls were out in force but the food was good. John and Nigel had cooked their own breakfast at the camp site so we arranged to meet them at the exhibition entrance at 15.30. We walked from the cafe to the exhibition hall in about 10 minutes and were surprised at the stamina of Joe Simpson who was thoroughly enjoying himself. As we passed a bank, I thought it might be an idea if I had a little extra cash, so I attempted to extract £10.00 from the machine, only to be met with the words lit up reading "Not Operating", so much for mechanical progress.

We paid our 50p entrance fee and spent from 10.30 until 15.30 in the Cycle Show exhibition. I was amazed at the range of cycles, tandems, trikes on display and very impressed by the seemingly endless displays of equipment and accessories, which included clothing and camping equipment. The group soon split up with members heading for particular displays.

Joe Simpson went in search of a new saddle, which he eventually found (you couldn't purchase at the show but Joe purchased one locally and is finding it an improvement on his previous version). Joe, Dave and myself met up again at the snack bar, where I was introduced to Tony Hill, a name familiar to many of the Club, but now residing in Leeds. After lunch another wander around the stands. Nigel and John were seen riding a 'keep-fit' bicycle being timed by a young lady to see how far they could get in two minutes - nearly 1.4 miles (is there something wrong here or can one achieve 42 mph on these machines?) They were later seen riding a Carlton Giro on competition rollers on the "Cycling" stand.

Then to finish off the day, we went on an excursion around the Harrogate area and out in to the Yorkshire Dales. We stopped at Tea Rooms beside the River Nidd at Pately Bridge. After tea we had a very pleasant and picturesque drive back to the camp site at Harrogate. The Club 'trackies', Nigel Burrows and John Peters, cooked their own camp meals and the remainder decided to eat out on the town. So back into the centre where we met Bernie Rosen, the tricyclist from Bognor Regis - Bernie had cycled up to the show. When we found a restaurant of our choice, we had to wait for an hour for a table, but the meal was worth waiting for. Anyway, the slight delay was a good excuse, if any were needed, for the partaking of an alcoholic beverage. After a full and exciting day we arrived back at the camp site at about 11.00pm.

We awoke Sunday morning and cooked our breakfasts. We then packed away and had the rest of the morning to ourselves. In the afternoon we drove into Harrogate to watch the Criterium racing in the town centre. High-speed

activity, thrills, attacks, sprints and tactics from the Country's top professionals, on a narrow circuit, with a sharp incline and a longer drop, with a hairpin turn at the bottom.

With this pleasing close to the weekend, we began our long journey home. We were closely followed by Colin Hudson's mini-van on the M.1 and arrived home about 10.00 p.m.

Thanks go to Dave Hudson for the driving, chauffeuring and organising of such an enjoyable trip. I hope this year's youngsters enjoy the weekend as much if not more, than I did in 1977.

Ian Reader

P.S. Names are being taken by Dave for this year's visit, anytime now, and bigger and better transport is to be laid on - so book now!!

RACING REVIEW

THE CIRCUIT EVENT - 26th February 1978

This was the first event of the 1978 Racing Season. On a shortened version of the previous course, the circuit is approximately 8 miles and was ridden once by the juniors, and twice by the seniors.

Although the day was a good one, being dry and sunny, with the wind not too strong, there was, nevertheless, a very disappointing turnout. Only 11 competitors took part. Winners were Richard Shipton 44.51 (Seniors) and Keith Norris 26.52 (Juniors). Other times were Roy Holden 47.44, Don Lock 48.25, Colin Miller 49.29, Ken Atkins 50.49, Ray Douglass 55.07. Juniors were Robin Holden 27.43

Colin Hardy 28.04, Simon Cornelius 28.38,
and Andrew Lock 30.04.

Robin Holden finished the course on a badly buckled front wheel, incurred when he took a short cut through a pot-hole on Long Furlong. He said he was rather annoyed about this as he reckoned he lost more time because of the shape of the wheel, than he would have done had he ridden the extra distance round the pot-hole. When asked whether he wasn't more annoyed about ruining his wheel, he said, "Oh no, that's Dads wheel anyway".

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CLUB 25 - 12th March 1978

This event, held on a thoroughly cold wet and miserable day, heralded the welcome return to Club racing, of Nick Lelliot, who won in 58 mins. 37 secs. Second was Pete Reeves in 1.05.16. Other times were Roy Holden 1.07.29, Duncan Waghorne, 1.09.16, Graham Tooley 1.09.55, Mike Poland 1.10.50, Keith Norris 1.13.13 and Robin Holden 1.13.23. Both Keith and Robin were riding their first ever 25.

There were a number of non-starters, doubtless deterred by the awful weather, early season lack of fitness, sheer laziness or too much booze the night before.

SCA WEEKEND 18/19 March

SCA 10 Saturday 18th March

Worthing Excelsior provided 18 of the field of 79, who competed in the SCA 10 on this sunny Saturday afternoon. The Club also provided the winner, Richard Shipton, who completed the course in 24.07 and the 1st Juvenile Handicap, Colin Hardy, with a

time of 23.33.

<u>Seniors</u>	<u>Actual</u>	<u>H¹ Cap</u>
Ken Atkins	27.07	23.07
Ray Douglass	28.42	26.12
John Gildersleve	31.35	25.35
Roy Holden	25.50	23.35
Don Lock	26.15	24.30
Mike Poland	29.42	25.32
Richard Shipton	24.07	24.07
Paul Toppin	25.03	23.18
Bernard Wright	28.47	24.47
Peter Reeves	25.16	24.16

Juveniles

Paul Atkins	42.38	32.38
Simon Cornelius	30.52	24.52
Colin Hardy	28.33	23.33
Robin Holden	27.57	24.57
Andrew Lock	32.31	25.31
Keith Norris	28.33	25.03
Neil Scott	27.06	24.36
Kevin Tilbury	DNF	DNF

SCA 25 Sunday 19th March

On Sunday there was a drastic change in the weather and the riders in the 25 mile event had to contend with cold, rain and wind. Nick Lelliott had to work and so the Club's hopes centred again on Richard Shipton or Keith Dodman (who had finally found his bike after looking for it all winter) to win this event for us. This was not to be, however, as Richard retired at Arundel saying he could swim no further, and Keith, not having raced for so long, took longer than usual to find his way round the course, which he finally completed in 1.06.15. This time was equalled

by Paul Toppin. Other Worthing times were:-

	<u>Actual</u>	<u>H'Cap</u>	<u>H'cap time</u>
Duncan Waghorne	1.08.34	9.55	58.39
Paul Toppin	1.06.15	6.45	59.30
Don Lock	1.09.36	4.20	1.05.16
Ken Atkins	1.12.08	10.10.	1.01.58
Ray Douglass	DNS		
Roy Holden	1.08.50	7.30	1.01.20
Robin Holden	1.15.37.	15.00	1.00.37
Jeremy Hollis	1.11.16	13.40	57.36
Richard Shipton	DNS		
John Gildersleve	DNS		
Mike Poland	1.13.41.	10.05	1.03.36
Keith Dodman	1.06.15	Scr.	1.06.15
Bernard Wright	1.18.41	8.40	1.10.01

OTHER RACING NEWS

Our racing men have been out and about a great deal already this season. Events ridden so far are:- Crabwood C.C. Medium gear 26th Feb where Nick Lelliott won in 1.01.50. On the 5th March, Nick took 3 secs. off the ESCA Hardriders 16 mile event in a time of 39.09. Charlie Lednor started as No.1 but was a DNF on a borrowed bike from Richard Shipton who was himself 4th in 42.07 and Pete Reeves 8th in 43.12, so giving Worthing Excelsior the team prize, with a combined time of 2.04.28.

The following week on the 11th March, 3 rode the Fareham Wheelers 10. Nick won in 22.28 on a borrowed track bike, Pete was 13th in 25.02 and Ray Douglass's time was 28.30. The same weekend Roy Holden rode in the Central Sussex Hilly 25 and returned a time of 1.09.48.

On Good Friday, Nick Lelliott and Pete Reeves travelled to Dartford Heath to compete in the West Kent Road Club 25. Once again Nick won, his time being 58.31. Pete did 1.0.09.

Easter Sunday saw a mass exodus from Worthing, when no less than 6 Club members competed in the Festival Road Club's Easter 25 at Ripley in Surrey. Nick decided to give someone else a chance and went along only to watch. Times were:-

Paul Toppin	1.04.15	Pete Reeves	1.05.31
Don Lock	1.07.13	Roy Holden	1.08.56
Mike Poland	1.10.20	Ray Douglass	1.12.53.

SURREY & SUSSEX VETS LUNCHEON

5th February 1978

Of the 183 who attended the Surrey and Sussex Vets Luncheon at the Surrey Hills Hotel, Beare Green on Sunday 5th February, five were members of the Worthing Excelsior. Charlie Lednor, Joe Simpson, Ray Douglass, Mike Poland and myself.

The menu consisted of soup, roast beef and Yorkshire pudd, apple pie and cream (Ray's favourite) followed by the usual 'egg-cup' size of coffee, and was all very tasty.

During the speeches, Joe Simpson was commended for his 12 hour ride for St. John's by Stan Harvey. Ray Douglass received his award for 112th place in the Vets BAR.

Charlie was pleased to meet 'several' of his old friends whom he used to compete against, back in the 'Good Old Days'.

The ever youthful Mike Poland, now a life member of the Excel. and just 1 year away from the ranks of veteranship, was seen to be enjoying his day out to the full. On his ride to Beare Green, he nearly fell off his bike, admiring two young beauties, and at the luncheon, he was more interested in the waitresses, than in his food - and why not?!!!

Dave

MEMBERS MILES

Quite a few members 'collect' miles through the year but I received only a handful this year for publication. Perhaps others could make a point of recording them this year:-

Chris Beckingham (2nd claim)	8888
Dave Hudson	6119
Joe Simpson	6102
Derek Smith	2760
John Gildersleve (hopes to do more)	300

M E M O R I E S

June 30th 1946

Con and I were swinging along on the tandem approaching Cowfold, and as we got to the junction with the Partridge Green road, a crowd of about 20 riders pulled out in front of us - the W.E.C.C. This was the first contact with a club for Con.

We stopped at the Chalet for 11's and after this our ways parted, as we were making our journey to Balcombe. I had tried to talk Con out of the trip, thinking it was too far for a novice rider, but she insisted that it was OK.

Just leaving Cowfold Con took the front for the first time, and within minutes we found ourselves mixed up with a large Army convoy. I was scared stiff, with Con steering, however, all went well and we reached our destination.

We set off late in the evening, but just before Burgess Hill my lights failed and it was turning foggy. We decided to make our way to Burgess Hill to try and get help. Eventually we saw a light in a window and knocked on the door. We nearly frightened the life out of the lady living alone. She was sitting up waiting to hear the first BIKINI atom bomb go off. She directed us to the police station, but they had no spare bulbs - so we settled down to wait for daylight.

I told the sergeant if it was a week later he could have put us in a cell, as by then we would be married. About 3.00am a P.C. came in and brought us a lamp he had borrowed from a baker who was at work.

We set off again, but by the time we got to Pyecombe Hill, Con was in a shocking state of Bonk. We struggled on to Shoreham and by then I was getting worried, and I pleaded with her to let me phone somewhere for a taxi. But her reply was *'@@'!!!. Anyway, we eventually got home and the first Tuesday after the honeymoon she was with me at the Club room, for the start of many happy years of Club life, and we hope many more to come.

Jim Hughes

DIARY DATES''''

SKOL 6-Day - Wednesday 20th September

This year's trip to Wembly, for the last night of the track racing, is being organised by our Trackie Nigel Burrows. Please let him have your names as soon as possible, so that he can arrange for transport. Ticket money will be required (about £4.50) by Tuesday 25th July. Any member willing to drive a mini-bus, or assist with transport in anyway, please let him know.

CHATSMORE FETE - 17th June 1978

Chatsmore High School Fete, will again be held this year, on the 17th June (Saturday). There will be a set of competition rollers on our stand, and helpers for holding entrants will be required. This will allow outsiders a unique peep at Club life. If you can spare some time on this Saturday morning and/or afternoon, to help promote the Club, then let Charlie Lednor have your names now.

CLUB DINNER - Saturday 11th November

Tony Hill - a popular ex-member of the Club will be coming down from Wakefield, to propose the toast at the dinner to be held at the Royal Coach, Shoreham. Make a note in your diary NOW and be sure to see Theo early in order that you too can catch a glimpse of 'They the modern-day minstrel'.. - - - - -

SPECIAL NOTICE - ADVERTS AND RACING

The rules regarding the racing costume and prescribed lettering allowed thereon, as set out by the B.C.F. and R.T.T.C. must be adopted by all members of this Club. Any rider not complying with the regulations will be stopped from competing.

