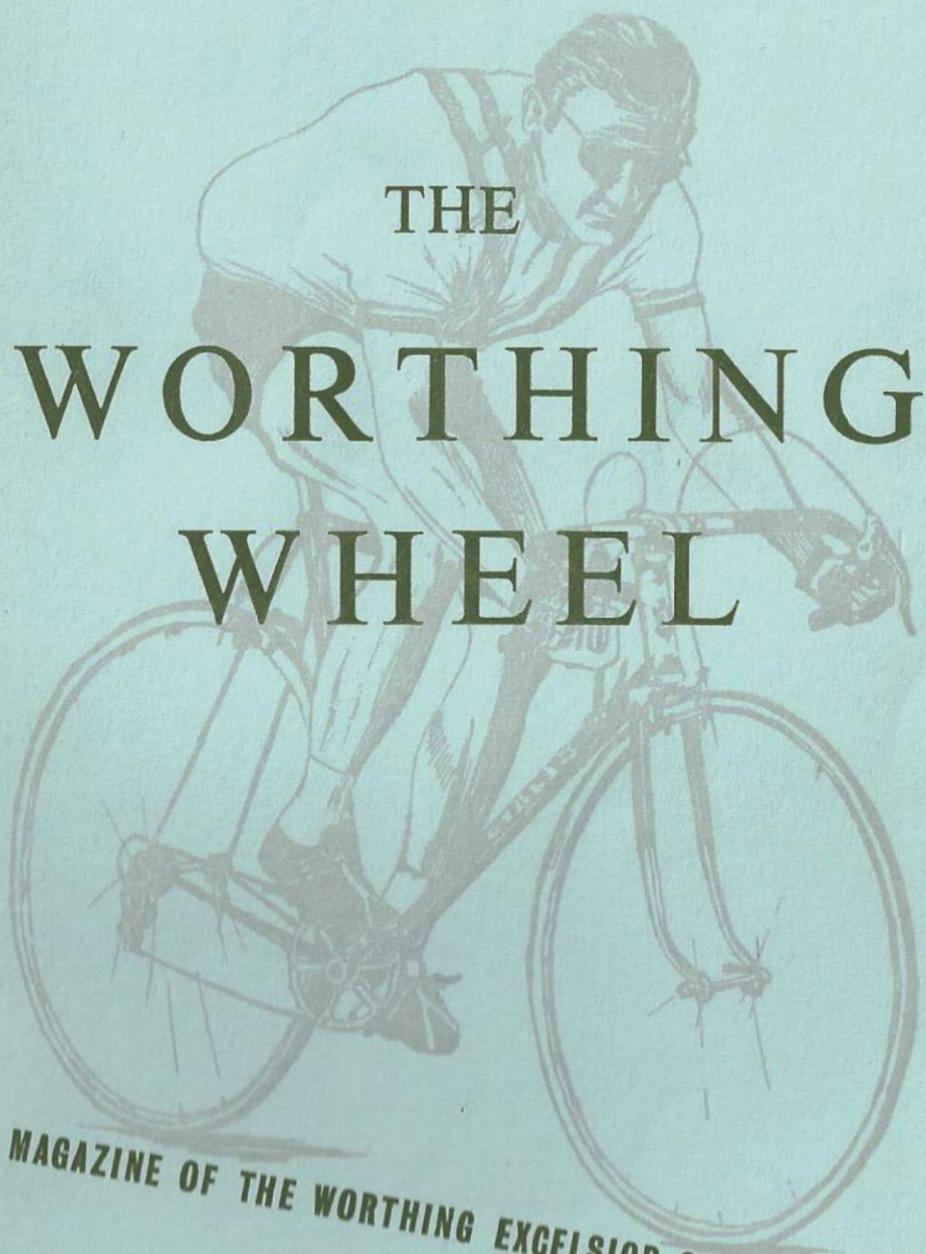


1 Shilling



THE
WORTHING
WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SEPTEMBER 1968

Vol 1 No 3

THE WORTHING WHEEL

Journal of the Worthing Excelsior

Cycling Club

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.. .. .
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SUSSEX INDIVIDUAL PURSUIT
CHAMPIONSHIP

This year the pursuit caused more than usual interest. This was proved by the entry of twenty eight riders, far more than in previous years. Perhaps the main centre of the interest was in wondering how young Nick Lelliott would fare. An unknown quantity, and this possibly the hardest of all track events. Those who had trained with him, however, had more than an idea of the possibilities for his proceeding to the latter rounds of the competition.

In the normal manner the first round comprised an individual time trial with the fastest eight going straight through to the quarter finals. At this early stage Nick proved his potential by recording the second fastest time. Fastest at this stage was Steve Mawer who had showed a lot of promise as a pursuiter last season. The fastest eight were, in order:

Steve Mawer	- Brighton Premier
Nick Lelliott	-- Worthing Excelsior
Mick Venner	- Worthing Excelsior
Mick Morgan	- Central Sussex
Allan Orman	- Worthing Excelsior
Bob Smith	- East Grinstead
Howard Burrell	- Central Sussex
Trevor Budgen	- East Grinstead.

The ride off for semi-final places was the fastest against the slowest, second fastest against the next slowest and so on. Nick was drawn against Howard Burrell, but Nick has no time for reputations and disposed of this opposition without a great deal of trouble.

Mick Venner beat Bob Smith and Allan Orman dealt adequately with "in form" Central Sussex rider Mick Morgan.

Worthing were now in the enviable position of having three riders remaining in the semi finals, and all three looking very capable of making the title. The other semi finalist was fastest man from the first round time trial, Steve Mawer. In the draw Allan was drawn against Steve and Nick faced Mick. The Lelliott "steamrollered" Mick but the trouble was that Allan was "steamrollered" by Steve, thus an all Worthing final was not to be.

It seems that here the trouble was to start, partly bad luck but also partly bad organisation. What had started out as a really good competition with a fine entry was now turning into something of a fiasco. The first attempt at running off the final resulted in a very keenly and closely contested race with Steve declared the winner by a very small margin. This however was then declared void when it was ascertained that Steve had started off the wrong mark. Two further attempts were rained off and it was not until an evening into August that the race and the competition was finally decided. Even this had to be on an evening when other racing was cancelled because of rain and wet track.

However, the honours were eventually to come to Worthing with Nick winning in fine style.

Lets hope that there will be the same good entry next year and that the competition will be blessed with better luck especially in the final stages.

"THE 4 DAY TOUR OF THE WEST"

This was how the proposed trip of five members to Devon and Somerset at Whitsun became known. Some were apparently nervous of the intentions of Ray Douglass and Don Lock, who were using the trip to get in a final touch to their 24 hour training.

In any event these two, with Keith Dodman and Mike Poland left on the Friday morning and were joined by John Mansell in Taunton, on the Friday Evening. The ride to Taunton, 140 miles was graced with a following wind and good speed was made. It was just as well, for with all the stops, for Mike's brakes to be attended to, for repairs and replacements to Mike's and Keith's saddle bag supports and not least for fetching Ray's straw hat which continually left his head and did its best to go home. The weather was extremely good on this first day and after leaving Havant a most pleasant ride through Romsey saw an early lunch in the City of Salisbury. In the heat of the afternoon a more leisurely pace was taken through Mere, Wincanton and Langport. The digs in Taunton were far too plush for the pockets of poor cyclists and John was, to say the least, upset at being booked in at 35/- and even more upset to find a considerable service charge added to the account in the morning.

On the Saturday morning the five left main roads that were quickly becoming choked with Whitsun traffic, and disappeared into the lanes around Wiveliscombe, and such delightful sounding hamlets as Huish Champflower and Brompton Regis. The morning also included a look at the Reservoir at Chatworthy, a very pretty spot indeed which quickly had the photographers in action. It was shortly after this that on a long descent Mike Poland

turned left whilst the others (out of sight for a moment) proceeded on the agreed way to Dulverton for lunch. The big question was did Mike know of the luncheon destination; fortunately he did and arrived to peer through the cafe window about an hour later, proud of the extra miles and not a bit apologetic for the concern he had caused!

The afternoon was occupied climbing up the valley of the Exe and then across the southern part of Exmoor down to South Molton, and then an easy run into Barnstaple for the night. For digs at Barnstaple No. 54 Gloster Road is recommended bed and a hearty breakfast also a bath if required. Just a word of warning however, the sash cord window in the back bedroom has no cord; Don was lucky to get away with two badly cut fingers, they could so easily have been guillotined and as John lightly remarked, somebody would have to have gone all the way down to the back garden for the pieces. First aid was quickly provided although John's offer of iodine was turned down without so much as a thank you.

The weather on Sunday had turned dirty and a caped ride through Challacombe, Simonsbath and Exford was relieved only by the morning coffee in a village pub and a very cheeky sprint by Mike to take a County boundary whilst still in the clouds on the top of the moors. However, after lunch in Exford, its amazing what a good meal does for cyclists, a more enjoyable trip, being much drier in the afternoon, was made to Bridgwater and on for the night at Glastonbury. Incidentally the Bus Station at Bridgwater is not recommended for snacks. John returned two cakes that were 'off' got his money back and then promptly ate one.

It was a long ride back on the Monday and some thought that insufficient progress had been made during the earlier part of the day. Also spirits were considerably dampened when around tea time, in the Bishops Waltham area, a thunder storm

with torrential rain caused talk of a train home from Havant. Again food improved the spirits if not the weather and even this became sufficiently improved by Havant for all to decide to ride home. A possible problem at this stage was that not all had lights but Ray soon dealt with this, setting a fantastic pace all the way home winning the West Sussex boundary sprint on the way.

Everybody seemed to have enjoyed themselves and profited from the 400 training miles, and it is understood that Keith returned to Salisbury the following Saturday to visit the same Cafe and he hoped the same waitress. 75 mile training runs are going to take some keeping up!

- - - - -
CATFORD 24hr. EVENT

The weekend of June 15/16th arrived and at last now the ride was with me and no amount of worrying was going to help any more. Six months training and psychological preparation were as complete as they could be and it was only now that we would see if they had been sufficient.

The event started at Pease Pottage on the main Brighton Road at mid day on the Saturday and there were a 100 or so spectators present to see us move off at 2 minute intervals. The sun was already pushing the temperature up in the seventies and sunglasses and racing cap peak over the back of the neck was the order for me. In the early hours I was concerned to see that I did not go too fast, but still exceeded 21 miles p.h. for the first

three hours. This completed the Turners Hill and Beeding legs, and the route via Horsham, and West Grinstead to Cowfold also one circuit of the Henfield, Pyecombe Bolney triangle.

I had started eating little and often from the start, and the sun had required the taking of a fair amount of liquid despite this however the first 'packet' came on the detour which will be very familiar to a lot of local 10 mile enthusiasts, namely from West Grinstead down through Ashurst towards Steyning and then retrace. This was the first bad patch and lasted until I had struggled back down to Washington. It was somewhat disconcerting to be suffering at round about 90 miles when one had ambitions of covering something like four and a half times that distance. I rode through this and the easy ride down Findon Valley and the prospect of a meal at Angmering from Theo's waggon brought about a feeling of well-being again and I really began to enjoy the event, especially as the cooler evening hours came along. The course during this period taking the riders out to Chichester and with detours south to Bognor, Selsey and Wittering. Darkness fell and I donned a sweater and had my legs rubbed with oil to keep as warm as possible and enjoyed Theo's special 24hr. supper of Beans, grilled sausages and rice pudding and fruit. Havant the most westerly point of the course was the next step and the return straight through to Worthing was uneventful save for my first cup of hot black sweet coffee (the only way caffeine is allowed).

I had hoped to reach Worthing in 12 hrs. and this I managed with a few minutes to spare. I actually covered in the first half of the event 218 miles. The reception which the riders were given at Offingtonroundabout as they returned to Worthing was marvellous. There must have been 3 or 4

dozen people there at 12.30 a.m. when I came along and for a few moments I felt as though I had just won the Tour de France or something equally great.

North now up to Guildford with night time detours to Billingshurst and later to Adversane. I was not troubled at all during this period but I realised afterwards that I was in fact proceeding at only a moderate pace and losing ground on many of the leading riders. I had at one time been fifth or sixth in the field, but now it was back to tenth or worse.

One gets the impression that as soon as its daylight on the Sunday the race is nearly over. This works wonders for a while but then somebody, no doubt with good intent, tells you that there's only seven hours to go and speaking personally, suddenly I was back on my heels and feeling very tired indeed.

All the way from Guildford out through Ripley to Byfleet, back to Guildford out to Cranleigh and back to Shalford I took a packet which lasted and lasted, and even Theo's breakfast did nothing to relieve it, indeed I began for the first time to sag mentally, to lose my concentration on finishing and even on one occasion to wander in the road. But this did end around Shalford and my previous faith in being able to ride through any 'packet' was restored.

From Shalford onwards, south towards Horsham including the hilly detour through Loxwood, I rode well and began to feel better still as I reached the circuit to the north east of Crawley. Here I was on home ground having been

a resident of the area for many years and although the first lap of the circuit was not fast, laps two and three I was really storming and had no time now for drinks and sponges that were offered to me. This effort lasted until I had broken the Club record at 405 miles and the rain started shortly after.

I had just sufficient left to see me slowly through to the timekeeper at 24 hours and 416.9 miles but very little more. Had the rain come earlier I might not have made it for it was cold and it seems to get into my bones so quickly.

Elsewhere in this issue appears an appreciation of all the help which was given to me. To this I must add that I most definitely could not have done the ride without the help. To Theo Puttick out all night and providing hot meals and drinks and all kinds of facilities and amenities from the caverns of his waggon to Brian and Ann Weir, Alan Matthews, John Mansell and Sonia and Pete Brooker who between them took me to the start and covered every minute and every mile of the event, who handed me drinks and sponges, who changed wheels brought me milk, fed me and kept me supplied with anything and everything I wanted; to Ray Douglass with whom I had spent much time learning from his 24 hrs. experience, for all his encouragement and advice. To all those who turned out to give a cheer at all points of the course, I ask you to accept my very grateful thanks. The only other thing I can say is that if you ever have a go (and there are those among you who are more capable than I) I shall most certainly be there with every possible support.

Don.

Famous last words

"I love the early morning
the roads are so empty."

.. ..

THE APPLICATION OF AERODYNAMICS TO CYCLING

The first principle which must be realised is that any rapid replacement of a mass of air needs a considerable force, which increases, both with the forward speed of the body displacing it and with the mass of the air.

To be precise - the force which is required varies as the square of the velocity but only as the area presented at right angles to the direction of motion. Thus, a cycle moving at 20 m.p.h. needs four times the effort, or force of the same cycle moving at 10 m.p.h. - in a 30 m.p.h. sprint nine times this effort is required. These figures assume standard conditions of a frictionless machine a level road and still air.

Drawing the obvious conclusion from the preceeding paragraph it can easily be seen that a much greater amount of energy is used by a racing cyclist than a tourist, therefore if the former is not soon to exhaust himself he must, of necessity, reduce his frontal area. This he does by making his position more aerodynamically clean - he gets down on the 'looks'. He is thus able to reduce his drag producing area by as much as

two fifths - an upright touring position having a frontal area of about five square feet and a racing position approximately three square feet.

It might be interesting here to compare the relative positions of a track and a roadman. A sprinter in a 40 m.p.h. burst needs to create more than two and a half times as much force in overcoming all resistance, as a roadman moving at 25's. It can thus easily be seen why a track position has such a deep forward drop to reduce the retarding drag by as great a margin as possible. A roadman equally obviously, is not able to utilise such a position for as he has to race much greater distances, comfort has to play a certain part in his choice.

Anybody who has studied the aerodynamics of flight will know that a considerable amount of eddy current exists at the joint of wings and fuselage. This principle applies also to the body in much the same way, thus where the arms and legs join the trunk there are these eddy currents, or swirling pockets of air, which break up the smooth flow of air over the body. However there is little short of amputating ones arms and legs which can be done to remedy this.

Clothing can make a great difference in the amount of drag - for example - in a recent wind tunnel test a cyclist was first checked in racing kit and then in a jacket and plusses. It was found that in the latter instance the area of drag was increased by 30%.

If, despite this figure, you think that clothing doesn't really make much difference just bear in mind the following details - until a few years ago riders in the Tour de France were compelled

to wear woollen racing vests (as compared to silk) because it was considered that a silk vest gave the rider an unfair advantage. When Roger Riviere broke the world hour record he placed great importance on covering his crash hat with plastic (as did Norman Shiel in his world pursuit championships) wearing very close cut shorts and having special laceless shoes made.

Finally let us contemplate what was, perhaps the ultimate in bicycle streamlining the 'Sputnik', a machine which appeared some ten years ago, being a conventional cycle, on or in which the rider was completely enclosed by a polythene shell. This type of overall covering made such a difference to performance that it enabled one, normally mediocre, rider to beat a crack team of four pursuiterers. It was considered that this type of machine constituted such a threat to cycle racing that the R.T.T.C. thought fit to introduce a ruling for bidding their competition against orthodox machines.

I think that you will probably agree that if such a responsible body as this considers streamlining (aerodynamics) so seriously then there must be more to the problem than at first meets the eye.

John Mansell

ANNOUNCEMENT

The rumour was right, Club Secretary, John Mansell and Sonia are engaged. Our congratulations to you both. Our Editor understands that John says 1983 and Sonia says 1969. We do trust that a happy compromise can be reached.

NATIONAL SCHOOLBOYS 10 MILE CHAMPIONSHIP

LONDON SOUTH HEAT.

We were allowed the promotion of this event because of our successful promotions of our October '25' and no doubt also in view of the fact that in 1967 we provided the National Champion.

Dave Funnell as Event Secretary did everything possible and there can certainly be no complaint the way this heat was put on. Some things however Dave could not be expected to do, namely enter the riders and provide perfect conditions. The entry of only 27 schoolboys from all those known to be racing in the area was poor. Despite this, however and the wet and windy conditions, competition for a place in the final was keen and some very good times were recorded. Winner was R.W. Beatty with a time of 24.27 and it will be interesting to see where he comes in the final.

Worthing times were:

D. Chandler	26.09
P. Gallienne	26.25
R. Matthews	26.34
K. Pearce	27.54
D. Lowin	28.02

One interesting thing of note was the almost trade sponsorship of some of these youngsters. Trade Vans were prominent!

.. ..

THOSE OLD RECORDS AGAIN

1903, October 7th.

Resolved that the Annual Dinner take place on November 2nd. Tickets to be 2/6.

.. .. AND THE BIKE CAME TOO

He's wedded to his bike they said,
Long, Long ago before we were Wed,
But Wed him I did amid much ado,
What of his bike? Well, that came too.

He rode it for work, He rode it for play,
And with Uncle Fred, down Sussex way,
After a while, a Tandem he bought,
To get me on the back he sought.

He toured the countryside, carefree
Until the children, One, two, three,
Arrived, and grew and thought they must
Ride with Dad, I still went by bus!

And now the children all have grown,
One's cycling mad, when he's at home,
Then, what of us? We go by car,
But his heart is where the cyclists are.

His bike now hangs in solitary state,
He refers to it, like a faithful mate,
What would he give to be once more
Cycling along, just as before.

-----ooOoo-----

Developments of a most honourable nature have taken place in the affair of Miek Polandski and one Anna, referred to in our last issue. We can announce that they were on the last day of the month of August just passed, in that most sacred of ceremonies, joined together in holy wedlock. We are pleased to convey to them our most sincere congratulations. We are sure that all of our readers who have encountered The Polandski will join with us in this wish. May all their troubles be little ones.

SUSSEX CYCLISTS ASSOCIATION 50 MILE
CHAMPIONSHIP 7th July, 1968

A fine team win for the club despite extremely hard conditions. The route out from Shoreham to Chichester with a detour to Yapton from Fontwell seemed windless and the atmosphere extremely heavy, the return run eastwards on the other hand was a hard slog with no let up and this for the last twenty miles made for one of the slowest championships for some years. The winner M. Morgan of Central Sussex did an exceptional ride for the morning, being nearly 6 minutes faster than 2nd man Dave Funnell.

The Worthing team times were, Dave 2 hrs. 14 mins. 41 secs. Colin Miller, a stout effort this 2hrs. 14 mins. 43 secs. and Don Lock 2 hrs. 18 mins. 59 secs. The positions that they gained with these hard won but slow times were respectively 2nd, equal 3rd and 7th, out of a field of 33 riders.

Bob Parker came down from London to make his first ride for the Club and was satisfied with 2hrs. 23 mins 23secs. John Mansell made one of his infrequent appearances to return 2hrs. 27 mins. 52secs. Keith Dodman with an eye on the S.C.A. Best All Rounder competition rode the event despite having competed in a 50 mile event the previous evening and managed 2hrs.22mins.42 secs.

As well as Dave's 2nd place Colin also picked up 2nd handicap prize so in all a pretty successful event for the Club.

.. .. .

FAMOUS LAST WORDS

"You can take this roundabout absolutely flat
O.....".

CROSSWORD BY THEOPHILUS



Clues Across

- | | |
|---|---------------------------|
| 1. Saxon (8) | 18. Dont let this suffer |
| 8. Road sign (1) | if you lose (3) |
| 9. Natural Ingredient | 19. Batin Prefix (2) |
| for club run (3) | 21. Before B.R. (3) |
| 10. Before gone (5) | 23. Finnish wizard (6) |
| 11. Holier thou (4) | 26. Type of man (2) |
| 12. Related to lion(3) | 27. King of beasts (3) |
| 13. Of rope (4) | 28. Good for racing |
| 15. Edge (3) | vests (3) |
| 16. Your head must not | 29. Dividing a tendon (8) |
| be this (5) | 32. Dont scratch it (4) |
| 33. Every rider wants to be in this (4) | |

Clues Down

2. Different (5) 3. Peaceful tour (7)

CLUES DOWN (continued)

- | | |
|---------------------------------|--|
| 4. Just right for Bangers(3) | 14. Small quantity (4) |
| 5. Not suitable for B & B (5) | 17. Red sphere (4) |
| 6. A thousand times(2) | 20. Not before a race (4) |
| 7. Club deficiency (5) | 22. Mothers privilege (4) |
| 8. Encouraged by 7 down (4) | 24. This whole crossword is a bit of - (4) |
| 11. One hopes they are good (8) | 25. Mud from certain volcanoes (4) |
| 13. 16 across over two (6) | 27. Nephew of Abraham (3) |
| | 30. 999 after 6 down (2) |
| | 31. After Ray (2) |

Crossword Competition

Solutions which may be copied on to separate sheets of paper must be sent to the Editor by 30th November 1968. All correct solutions will take part in a draw for the prize to the value of one guinea.

.. .. .

A FRONTAL PROBLEM by DAMNOD

At the end of a hard first days cycling tour each W.E.C.C. rider discovered that he had ridden whilst up front the same number of miles as his other 4 club mates, 46 exactly (remarkable!)

Now this impeccably behaved bunch (always 2 in front, no one breaks or sprints for signs) averaged 12 m.p.h. and started out at 9 a.m. At what time did they arrive at their digs.

.. .. .

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THOSE WERE THE DAYS

There recently came into the hands of the Editor a copy of the Brighton & Hove Herald of Saturday, June 25th, 1932. What wonderful coverage was given to our sport in those days. On one page of this particular issue appeared a report of a Sussex 25 mile event, then described as, 'Sussex Road Championship'. Space given to this and other Cycling news was a three inch column no less than two feet six inches in length. The detailed and most interesting article included a complete list of all finishers and the aggregate times of every finishing team.

Some of the names will bring back memories to our older readers no doubt; the winner was A. Parsons of Southern Wheelers, W.G. Moore of Shoreham was second and E. Gravely also of Southern Wheelers was third. The fastest Worthing rider was Fred Tiller who finished 7th with a time of 1. 9. 52. Other Worthing names and times were: L. Hards 1.12.12; and L. Fry 1.12.20, a little further down the list, W. Stephenson (his trophy makes this name more familiar to younger members) 1.12.47. E. Welling 1.13.13 and C. Lednor (our Present Chairman) 1.14.42. Two other surnames which continue in Sussex cycling also appear R. and W. Funnell of Shoreham and W.R. Stringer, any relationship we wonder to the current riders of these names?

The winners time was 1.8.30 and the fastest team of four riders Brighton Excelsior 4.39.40. Not bad times for 1932. The report included the names of all officials; people, who nowadays get most of the moans, and very little recognition. Among those listed were, President, Timekeepers, Records, Clerks of Course, Race Committee, Patrol Referees and Pivots, the latter presumably turn marshalls.

-----oOo-----

SUSSEX CYCLISTS ASSOCIATION 12 HOUR CHAMPIONSHIP

This championship was decided over the roads of East Sussex being run now in conjunction with the East Sussex Open on an oppressively hot day (Aug.11th) and it was probably the weather rather than the course which caused retirements and less than hoped for distances. Steady and courageous riding by the man who has already won the 50 mile and 100 mile events, Mick Morgan, gave him victory

yet again to crown for him a most successful season. It must also be remembered that this was his first 12 hour and to cover 245 is an excellent achievement. He completely overpowered the faster start of Cliff Sharp of Eastbourne to run out a clear winner by about 6 miles.

Keith Dodman secured the best club performance but had to hang on grimly for a distance of 231 miles. Ray Douglass stayed the course but was far below his best and indeed his own modest hopes. Most disappointed rider was undoubtedly Don Lock who was riding his last event. He had hoped to do well and possibly paid the penalty for trying too hard during the early stages. He retired after 130 miles and $6\frac{1}{2}$ hours. As Don said afterwards "perhaps the point is proved, time I packed it in."

Unless some of those who are thinking of riding another 100 in September also consider riding a 12 hour, Keith becomes the Club Best All-Rounder for the second year running. A worthy champion but he would have preferred more competition.

.. ..

SUSSEX C.A. 25 MILE TEAM CHAMPIONSHIP

26th May, 1968

Second place was the best that the Club could manage in this event this year, and it is the unhappy thought of a number in the Club that the kind of effort made in pursuit of individual glory was not forthcoming when it was the club that stood to gain. It was very noticeable how many of the riders rode to a lower than form standard, and how some failed even to start or finish, but I hesitate to accuse, I only point out that without the

Club there could be no individual and the success of the club is the direct benefit of the member.

Of the 0 selected members of the 'A' team Allan Orman gave his usual high class ride to return 1.2.43 and finish third fastest of the 69 starters but this apart, times were below average:

Mike Venner	1.5.2
Dave Funnell	1.5.51
Keith Dodman	1.5.57
Pete Reeves	D.N.F.
Nick Lelliott	D.N.F.

The consolation in this event is for the best 'B' team and here with a really good ride of 1.4.27 from John Lucas we managed to win. The team being completed by Colin Miller 1.5.45 and Don Lock 1.6.40. Interesting fact for the selection committee is that both John and Colin would have improved the 'A' team aggregate. Other rides were

Tony Flumm	1.8.39
Alan Matthews	1.9.29
John Mansell	1.10.33
Duncan Bethell	1.10.44
Mike Poland	1.12.26
Tony Rotheram	1.13.32
Nigel Barlow	1.21.59

ROAD RACING

When Don Lock asked me to write an Article about road racing (not massed start as some 'Testers' call it) for the Club Magazine my first idea was to try and explain the art of the sport, but instead I will try and convert a few, maybe all, of the Worthing Excel. testers! Most riders must sooner or later realise that the whole

future of cycling lies entirely in this colourful side of the sport, especially if they wish to attain world class status.

My own introduction to cycling was made through time trialing and for that I am grateful, but after 2 years of racing every Sunday morning at 5.30 a.m. or earlier I began to wonder if it was worth it, especially as Sunday morning was my only opportunity for a lay in. You have no doubt gathered that I am basically lazy, I caught it from my brother. After this period of time trialing Worthings' J. Lucas Esq. introduced me to Road Racing.

As is the case with most new recruits to any sport the ropes had to be learnt and I did my share. One of my follies was to spend far too much time up the front towing the bunch around. I learned my lesson here, though when riding in other events with John Lucas. The biggest difference between time trialing and road racing is the constant change of pace which is usually the reason most 'testers' go off the back. That is of course unless one possesses the qualities of such as young Nick Lelliott who appears capable of top performances in both types of racing. The other major difference is that one can see the opposition in road racing whereas in time trialing riders have to try and beat something that can never be beaten, time.

A winner of a road race is a winner for ever as this can never be improved on. With road racing starting at a respectable time of day (how can you expect your body to function 100% at 6 a.m. for an effort like a time trial?) one feels far more relaxed and this usually shows by the jokes and laughing that

goes on in the changing room before the event. The secretive approach to time trialing can be seen at the start with riders stripping off by the road occasionally getting splashed by passing cars and having to inhale their exhaust fumes. I'm sure it's this that provokes that feeling of hate towards fellow competitors and remarks like 'I'll screw you this morning' and 'if I don't do a personal this morning I'll retire', are muttered under the breath.

These remarks surely apply to road racing as well you are probably thinking, well they do, to a certain extent, but road racing is an opportunist's race which an outsider can win if he has the brains and ability. Years ago Roger Walkowiak (I think that is how his name is spelt) won the Tour de France by method rather than plain cycling power. He was very much an outsider; how many outsiders win time trials? Very few.

I will leave you with this amusing quote from John Froud (Festival R.C. and Tour of Britain rider) when he noticed, said John Lucas (known to some as "wheelsucker") sitting on his back wheel as he was trying to catch a break 'Who do you think I am Father Christmas'. I should like to read an article on the merits of time trialing as this would I'm sure be most amusing. My next article will be headed 'Our Greatest Race' so be sure to buy future issues of the Mag. This is your frustrated, puncture stricken and your "Will I ever win the Sussex Road Race Championship" reader signing off.

DAVE HASLER

SUSSEX B.C.F. ROAD RACE CHAMPIONSHIP

Upon arrival at Rushlake Green for the start of this years championship we realised just how open this years race was going to be. Usually there were just a handful of riders to watch for but this year the field was so strong that with all the top boys watching each other there was always the chance for a good outsider to get away. This is in fact more or less what happened.

Let us consider some of the big names in the line up: strong man Howard Burrell from Central Sussex; East Grinstead's Dick Marchant and Bob Smith, both very fast; time trial specialist Cliff Sharp of Eastbourne; experienced Ron Ford of the Crawley Club and not least defending champion Dave Funnell and other Worthing Men John Lucas and Allan Orman.

Right from the start Burrell and Ford were away to a minute break by the end of lap one. This was held for another two complete laps and it was because this break was only two strong that the bunch were not too disturbed. Dave Hasler was prominent in eventually stirring the main group into action, many times forcing the pace up the Rushlake Hill. It was mainly through the efforts of Worthing riders that these two were pulled back, but then soon came the move of young Trevor Budgen, away on his own for a short while and then joined by Ron Ford and Cliff Sharp this was the break that mattered. All efforts now were too late and the group could only consider the minor places. A great final effort from Trevor gave him an eight second win from Ron Ford, second and Cliff Sharp third.

John Lucas took the sprint for fourth place, and other Worthing riders finished; Dave Hasler eleventh and Colin Miller thirteenth. Dave Funnell suffered from the puncture bug and Allan Orman had to retire with back trouble. 67 miles of fast and exciting racing.

-----600-----

CLUB 25 MILE INDIVIDUAL & TEAM
RECORDS BROKEN

On an extremely wet and blustery Saturday afternoon in June, Allan Orman, Keith Dodman and Dave Hasler rode in the Bath Road Club 25 mile event on the fast H.51 course near Reading, and managed to lower the W.E.C.C. team record to 3hrs. 1 min. 10 secs. This was mainly due to an excellent ride by Allan who recorded 58 mins. 9secs. which also beat Dave Funnell's existing individual club record, and was a personal improvement of almost two minutes on his previous best! He said afterwards that he was surprised at beating the hour so easily - he had expected a much harder ride in such conditions.

Dave Hasler rode very well indeed to record 1hr. 1 min. 36 secs., another personal best; Dave has been riding better than ever since his short retirement from racing and Keith Dodman too seems to be going faster this year. He clocked 1 hr. 1 min. 25 secs. Trevor Morgan of the Polytechnic C.C. won the event with 55min. 54 secs. and Dennis Brown was second in 56 mins 6 secs.

The fact that there were no less than 42 non-starters for the event illustrates the conditions that riders had to face. If the record can be broken under such conditions what can we look forward to on a good morning? Certainly a sub 3 hr. team record I should think.

VICE PRESIDENTS :DENNIS DEAN

It was remarked to me 'what a good thing I was on' in going round visiting our President and Vice Presidents to talk to them of their connections with the Club and their interest in our sport for the purposes of these articles. That really sums up my own feelings most adequately for an evening chatting with Dennis Dean and his wife Barbara really was enjoyable and their relating of Club activities during a period from 1936 to 1952 was so absorbing and time flew by so quickly I was almost locked out at home. My word you youngsters want to mind out, if you should get talking to Dennis about times, don't be too proud of your 1hr. 2mins. or your 2hrs. 6 mins or whatever, I've seen medals belonging to Dennis dated 1946 that show times faster than these. In that year he broke the Club 25 mile record no less than 4 times, 1.4.23, 1.3.25, 1.3.11., and 1.0.21 this was pretty near to top National class all those 22 years ago. Also of considerable interest is that in those days club records could only be broken in Club events. He did not therefore have tip top competition to push him to such fast times, and also the rides were on the local courses which are these days much maligned. No float mornings or drag strips were available either. 50 miles in 2 hrs. 5mins. 33secs., 2 miles unpaced standing start at Preston Park in 4 mins. 36 $\frac{4}{5}$ secs. and 5 miles, same track and same conditions 11 mins. 50 $\frac{4}{5}$ secs. were among other club records that Dennis held in 1947.

It will illustrate the stature that he attained when it is known that he was offered frames and equipment by manufacturers without conditions attached and at a time, after the

war when such items were very nearly impossible to obtain. Dennis also proudly recalls being a member of the team which first won for the Club the coveted Sussex Cyclists Association 25 mile team Championship. This was in 1946 when supported by Sid Seach, Wally Fitch and John Baker they returned the aggregate time of 4hrs. 35 mins. 38 secs.

Both Dennis and Barbara hold very strongly to the view, however, that it was the social side of the Club which in those years gave them so much pleasure and has left them with so many happy memories. They recall club Y.H.A. runs and weekend trips, remember camping at the Club's own site at Soleands Farm on the road between Dan Hill and Adversane, and how the Club runs were so large they regularly had to be divided into two quite separate groups. I was told of a tea often taken at The George and Dragon, Dragons Green. This it appears usually consisted of bread and butter and jam, cakes and jelly and fruit. There would be enormous quantities of everything including giant pots of tea and the price per head... get this ... would be 9d.

Dennis feels as well that it was because the Club at that time had such a strong female membership that it thrived so well. Could it also be this that caused Barbara to join in 1946 some 10 years after Dennis. Being only 14 Dennis had to seek special permission to join, and was then only given such permission on the condition that he remained under the care of his older brother Victor. Still thinking of the girls Dennis recalled that in the event in 1946 for the ladies 5 mile trophy there were no less than 21 starters. Nowadays there are hardly that many in a first class ladies Open Event, what a sad thought.

A An officer of the club in many capacities

Dennis became a life member of the Club in 1957 and has served as a Vice President for an even longer period. Unable to actively participate as a cyclist (although there still is in his loft a hand built frame from the workshop of Jack Lauterwasser) Dennis remains as interested, not just in the sport, but particularly in the fortunes of our Club as he did when he was in that winning 25 mile team. Very busy though he may be with the running of his business Dennis has always time for the Club. As Treasurer I know of his generosity, as a person... I know him and his wife as friends and that is the way they wish to be to the Club and to all its members.

.. .. .

SOLUTION FOR JUNE EDITION CROSSWORD

No correct solution was received. Any queries to DAMNOD please.

M	A	S	H	A	Q	/	B	I	L	L
E	L	I	A	/	U	N	I	T	/	O
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SINGLE GIRLS BEWARE

Certain thoughts came to me one Monday morning as I dumped some particularly dirty racing gear into the washing machine. I offer them as a warning to all those young ladies contemplating marriage with one of the cycle racing fraternity. If there is anything else as unromantic as darning your loved one's socks its dealing with a pair of mud soaked shorts and a racing vest smelling of everything from embrocation and, dare I say it, sweat, to coffee and squashed fruit.

Prior to and during the racing months (9 months or more) you are expected to spend the most part of your weekday evenings in solitude while he is out training. On Saturday nights, particularly before long distance events, the bedroom has a distinct perfume of Eau de Embrocation.

At some unearthly hour of a Sunday morning the alarm bell wakens you and with accompanying groans he heaves himself out of bed and into his clothes. Trying all the while not to disturb his sleeping spouse he snatches some breakfast and heaven help us, climbs into his car and dozily drives to the start or equally dozily cycles there.

The race over and your loved one returns to bath, slumber for an hour or so and depending on his fitness and the distance of the event to bask in glory or gloom according to the achievement.

For long distance events your housekeeping will have to be stretched to include extra quantities of such items as brown sugar, sultanas, bananas, ginger beer and tins of rice pudding. Your stomach will be sorely tried when it comes to mixing various of these items together in

"nourishing" sandwiches which look perfectly revolting when squashed into the back pocket of his racing vest. Some fanatics, though fortunately not mine, drink concoctions of raw egg with sherry or port even green water is said to have beneficial properties. I know of one rider who for many seasons swore by black bananas and black treacle!

They say "See Naples and die" but I say see your better half in a 12 hour or even a 100 and die a thousand times. As you see him ride up seemingly unsurmountable hills and through endless downpours of rain you wonder what on earth its all about, but when at Club gatherings events are discussed you can see the kick it gives them talking about their good and bad moments and their togetherness in the sport is good to see and hear. If they are successful and win a trophy then you get a bit of a kick out of it as well even if it is you that keeps it polished for the coming 12 months, and in any event you'll still love em!

-----ooOoo-----

ROAD SAFETY RALLY

The club turned out well in the running of this cycle rally which we took over this year from the Rotary. 96 children competed in a road test, machine safety and condition checks and several cycle control games.

The mammoth task of marking and totalling these marks with special prizes for age group school teams and sexes perhaps caused the biggest problem but well organised and controlled by Theo Puttick, all was very well done.

This was a credit and an advertisement for the Club. Well done all involved.

SUSSEX CYCLIST'S ASSOCIATION
100 MILE CHAMPIONSHIP

This event incorporating the Club championship is given only a small report for it was most poorly supported. From the whole of Sussex only 13 entries; from the Worthing Club, only 2 entries.

Briefly therefore the event was won with a good ride from Mick Morgan of Central Sussex in 4.28.58. The Worthing riders were Keith Dodman 4.40.05 second; Don Lock 4.43.35 third.

Eight members of the club racing fraternity have expressed an intention during the current season of riding a 100 what a pity that they could not have supported their own Club Championship!

Some blame the clash of the event with the Sussex Road Race Championship and it is obviously stupid for one County to hold two championships on one day. The sooner the promoting organisations get together the better. The thought remains, however..... how many would have ridden, had the Road Race Championship been another day?

.. .. .

John Mansell claims that in the S.C.A. 50 he was intentionally given a wrong direction by Club Marshall Ray Douglass. I think the 'Friendly' rivalry of these two must have prompted the incident for there can hardly be two cyclists in the County with as much knowledge of the course as these two.

The laugh here must be on John however for he actually took notice of Ray for the very first time. It is interesting to note that Keith Dodman just behind John at the time continued on the right course. Could it be that John didn't want to let Keith catch him!

Ed.

AN APPRECIATION

Behind every enterpriseworthy of effort there has to go planning, preparation and co-ordinated assistance.

It is with regard to the latter that I write, I would like so much to thank all those many people, of both sexes, who so very willingly gave their help to my Son, when riding in this year's Catford 24 hr. Without this most valuable backing which was so cheerfully undertaken I doubt if the ride could have been brought to such a satisfactory conclusion.

I think satisfactory is the right word for in my opinion, to be able to ride at the average speed of $17\frac{1}{2}$ m.p.h. for 24 hours is no mean achievement.

Once again my very sincere thanks, Good Luck to you all. I hope to have the pleasure of meeting you all another time ... Down the Road.

Don's Dad

TWO'S COMPANY, EIGHT'S A CROWD

Our route, covering 550 miles in all, took us on the first day through the Meon Valley to lunch in Winchester, and thence via the Dean Valley to the hostel in Salisbury, our party little the worse for an argument with some level crossing gates on the way, or the first of many punctures to be suffered on the tour.

Having negotiated the Wylde Valley the next morning, we inadvertently entered the grounds of Longleat House through an official exit, and, with not a lion in sight, beat an

unhurried retreat through the entrance. On arriving at the Cheddar hostel, we were greeted with a ten minute shower (our only rain during the nine days).

The following day saw us ascending the Quantocks, and later Porlock Hill (the toll road 1 in 14) where the celebrated Devonian ram-with-an-udder was sighted.

Based at the Lynton hostel, we spent the next day attempting an upstream fording of the East/West Lyn (different informants give me different information. Ed.) which ended with all getting soaked and admitting failure. Next day our route led us the whole length of the East Lyn and thence across Exmoor, arriving in Dulverton one minute before closing time. The afternoon found us cruising smoothly down the Exe Valley to Exeter and Steps Bridge, where the hostel is situated. The local bathing facilities here constitute the River Teign, by the side of a Nature Reserve and by the side of a main road. It must have been quite a scene from the road to see us running about clad only in towels!

As a result of our having found a track which took all morning to negotiate we were rather rushed to catch the Starcross Ferry the following day and lunch had to be postponed till 3.15 in Exmouth.

Emerging from the Beer Hostel next morning we found the bridge, near Yetminster, which bears a plaque reading "Any person wilfully injuring any part of this COUNTY BRIDGE will be guilty of felony and upon conviction liable to be transported for life".

That night we spent at the hostel in Marnhull, near Shaftesbury from where we took the Ebbles Valley road and crossed Wiltshire Avon by making use of a white road on the map which turned out to be part of the grounds of Longford Park Castle. Half-way along this road we were accosted by the local speed cop on his beat, who pointed out that the castle (a fairy tale creation) was open to the public on Wednesdays only, but that he did not mind so long as we continued. Having crossed the river, the Dean Valley brought us to Winchester fairly early.

Apart from the 1 in 6 hill at Bignor the route home, via Cocking and Duncton seemed pleasantly flat..... by comparison. We suffered perhaps more than our fair share of punctures, (though a number of splits with steel rims could only have been caused by overheating on steep descents) but we encountered no major mishaps, mechanical or otherwise.

It has been calculated that between the 8 of us, during the 9 days, we consumed approximately 150 Mars bars.

In general we found the group of eight rather too large to prevent a certain amount of friction developing in the space of nine days, however, we amicably split our party on a number of occasions to meet again later, and enjoyed the comparing of notes on our respective adventures. The weather was kind and the touring fruitful, so all had good reason to thoroughly enjoy themselves. (Members of this epic expedition were Dave Lowin, Duncan Bethell, Tony Flumm, Bob Walden, Pete Gallienne, Nigel Barlow, John Besley and Harold Blows (Ed.)

FORTHCOMING EVENTS

- October 6th WORTHING OPEN 25 G. 931
- October 13th SOUTHAMPTON Whs.25 P.2
- October 22nd FILM EVENING. at the
Clubroom. 90 mins including
European Grand Prix, London
Holyhead Cycle Race and
Indianapolis 500 expected to
start at 7.30 p.m.
- November 9th ANNUAL DINNER & DANCE &
PRIZE PRESENTATION at
Richmond Rooms, Stoke
Abbott Road, Worthing.

A D V E R T I S E M E N T

TED'S CYCLES

28 South Street, CYCLES REPAIRED
Tarring BOUGHT AND SOLD
Worthing. HOLDSWORTHY AGENT.
Tel. Wor. 7560

"If I haven't got it then I'll get it"

EDDY TCRR

1968 may be leap year but for Alan Matthews he hasn't been able to leap quick enough and possibly he will think of it as crash year instead. Unlucky Alan was involved with the rear of a stationary vehicle in June which meant a sewing job at Worthing Hospital. Having made a rapid recovery from that he has now been involved in a rather nasty argument with another motor vehicle. My latest information about Alan is that his injuries were serious but his condition, at one time described as critical has now improved sufficiently for him to be allowed home. I hope, and I know all our members will join me in this, that you will soon be right back to full health and strength Alan.

Competition in the 10 mile series has dropped off a little this year, and this can be blamed to some extent on those officials of the Club who frankly made a hash of the small amount of organisation required. Little effort was made to encourage the youngsters to ride, and these events are primarily to introduce them to racing, and to rear, replacements for our senior teams. However- I am sure the magnificent trophy presented to the club by Mr. Frank Hill will quickly restore to these events the support and kind of competition which we saw in 1967. Solid Silver and in a most elegant design this cup will adorn the prize table at this year's presentation. Thank you indeed Mr. Hill.

Ed.

