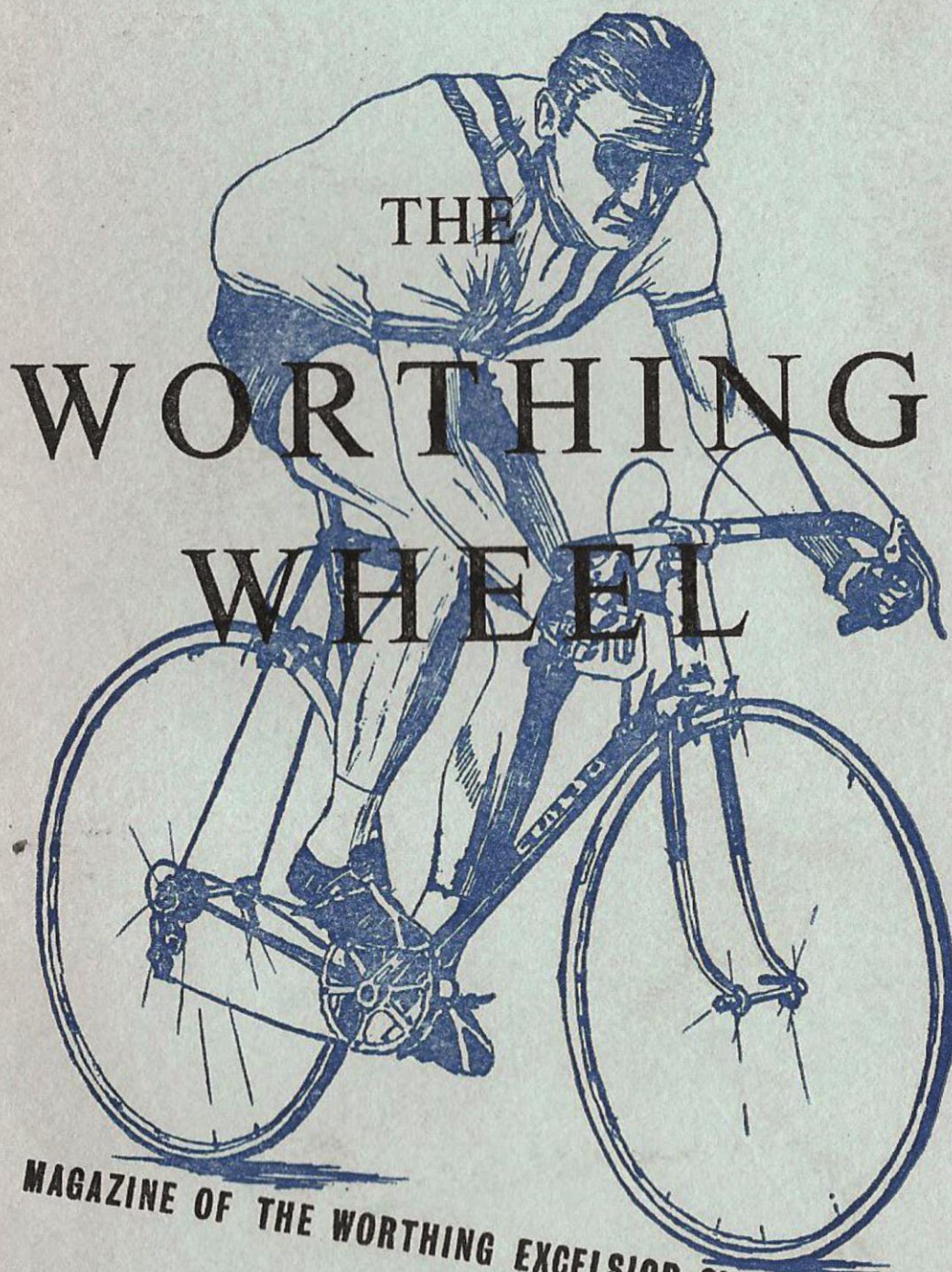


1 Shilling



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1969

Vol 2 No 1

T H E W O R T H I N G W H E E L

The Journal of the Worthing Excelsior Cycling Club

Headquarters: Broadwater Parish Rooms,
Broadwater, Worthing.

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Treasurer : D. Lock 70 Lincoln Road,
Worthing.

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Editor of the Worthing Wheel:-

D. Lock, 70 Lincoln Rd. Worthing.

RACING



TOURING

A WOMANS EYE VIEW

It is about time the cycle racing fanatics of this world came to realise the supreme role played by wives and girl friends in such a sport. The majority of the female species do, after all, display a most tolerant attitude to a pastime as time consuming as this, let us consider the stoic and gallant manner of the gantle sex.

Who else would stand about in all weathers just to raise a hearty cheer and catch a fleet -ing glimpse of their beloved? Who else would be prepared to sacrifice a pleasant Sunday and spend it instead out in the back of beyohd, with nothing but sheep or the local peasants for company? But if it is a lucky day one may perchance meet another fed up female with whom one can share such scintillating occupations. Then add to this list of grievances all the Saturday evenings which have been forfeited "because there's an important race tomorrow" and "you don't mind if I go early because I must have an early night", what difference would it make if we did mind? And who is it that makes sure that you leave equipped with abundant supplies of all those peculiar essentials such as bananas, oranges and countless sugar lumps?

However, sometimes such pastimes can be almost enjoyable if the male concerned gains a victory. Then there is endless affection and good humour for hours. But, what misery when punctures occur at the crucial moment. Then there is sullen silence on the drive home, with the occasional grunt and groan. "Yes it was my fault darling that you didn't go out training when you should have done but may I

remind you that you did say "I just had to see you?" I am penitent of course because I didn't put enough sugar in your coffee and forgot that you prefer jam sandwiches. Naturally I would just rather spend a Wednesday evening catching super goosepimples while you speed round that circle of grey tarmac. Yes thank you I was aware that so and so had done such a world shattering time last Sunday on the E.31 but I do insist that you do not take your bike on holiday with you.

On second thoughts I suppose it isn't really all that bad, but the next time you win remember the patient humble woman behind the victory and that although she did forget to bring your clean shirt this time she wouldn't mind a double gin and orange!

-----ooOoo-----

EVENING TENS

Every Thursday from 15th May to 14th August (inclusive).

..

Support your Club events this season and with good entries you will be surprised how the competition will improve both the event and the performance. Make sure you enter in good time and help the time trials secretary and his assistant by paying all entry fees before the event.

EARLY IN THE SEASON

I stood beside the road on the first Sunday in March and waited expectantly for the first rider. Lurching over the top of the rise he came towards me, a youngster, I could tell, in perhaps his first event. He was trying very hard and harder still when he spotted me ahead. His face showed great effort but his speed was not excessive. I knew though that he was keen and expertise would come. Close behind was number 2, a more experienced man with years of miles in his legs but nevertheless finding his first outing a bit of a tear at the lungs.

Then suddenly Number 5, a champion last year and a rider who had already ridden twice this season. A fast smooth style he would undoubtedly be the first man home and a probable winner. Then number 4, a veteran thoroughly enjoying his racing and even time for a "morning" as he went past.

Number 3 was a non-starter apparently, well it was a darned cold morning and the old bed certainly pulled a lot at 6 a.m.

Next came number 6 one of last years most promising youngsters and known to have started training seriously from the beginning of the year. Riding fixed and in quite a low gear, a sound idea for the early outings. He was riding comfortably and was not a lot down on number 5 either.

The riders followed through at intervals, but how jumbled up; there were those who had trained and those who had not and March is a month for men not mice.

Times would vary in the result by as much as 20 minutes but everyone would have something to aim at next week and in most cases would feel better for having got that first ride over. Someone would be surprised to have won a handicap award and someone else would be surprised to have even finished. The hard and the not so hard parts of the course would be discussed and a warm drink would be downed with cold hands clutched round the hot cup.

Slowly the officials and riders would depart in their different directions and in their two's and threes and so the first club event of another season would be over.

I rather nestalgalically, headed home.

.. ..

EXTRACTS FROM GENUINE INSURANCE CLAIMS

1. "I collided with a stationary tree."
2. "One wheel went into the ditch. My foot jumped from brake to accelerator pedal, leapt across the road to the other side and jumped into the trunk of a tree".
3. "I bumped into a shop window and sustained injuries to my wife".
4. "Coming home, I drove into the wrong house and hit a tree I haven't got".

Dear Mr. Editor,

The heading on page 36 of the last three issues has me baffled.

On my many maps I can find Hay Tor, Bell Tor, Hound Tor, King Tor and Hookney Tor. But I can not find Eddy Torr on any maps.

The dictionary defines Tor (one 'R') as a prominent hill, a rocky height.

Can you find the five Tors that I found?

Chris Beckingham.

(Instead of Editorial I chose something prominent and contrary to the main current! Sorry about the two 'Rs'.

Ed.

.. .. .

FROM THE CLUBS OLD MINUTE BOOKS

24th January 1902. Resolved that the Committee present an honorarium of £3.3.0. to the Secretary for his services.

1925 Annual General Meeting. An honorarium of £10 was voted to the Secretary!

VICE PRESIDENTS- VIC. COWAN

How many men have asked for a bicycle when retiring from a life's work? How many men have purchased a motor scooter at the age of 75? How many men at 83 years of age ride a bicycle every day and look after that machine like a keen youngster with a new track iron? The answer to all these questions is of course very few indeed. It is this along with his tremendous vitality and enthusiasm for cycling that makes Vic such an exceptional character. And before I go on let me just add that he couldn't keep the scooter; the insurance companies have obviously never met him and had never insured anybody of 75 for a scooter.

"Now don't you go printing a lot of rubbish about me" I was told on two or three occasions when I saw Vic, and he was modestly reluctant to recall a great deal of his racing past, but I pause here and wonder how much detail of our racing we shall recall when we have been retired for over 50 years! I resorted to an old album which he gave to the Club sometime ago and found that in June 1907 he won a Club GOLD Medal for 100 miles. I think that the metal of the award demonstrates the ability and prowess needed in those days and under those old time conditions to complete a ride of this distance, in the time allowed, $6\frac{1}{2}$ hours. I saw also how he had ridden 160 miles in twelve hours to win another medal in September of that year.

Vic recalls how these long distance events took Worthing riders up to Croydon and how this prompted a close tie with

London Clubs who used to marshall the northern limits of the course.

Apart from racing Vic was always out on his bike and with particular friends was often getting in almost 200 miles in a days riding.

Boxing and football also occupied some of his time as a youth and he regularly turned out for Worthing Old Boys Football team as Goalkeeper.

Vic was born in Portsmouth of Scottish parents and came to Worthing in 1903. He immediately joined the Excelsior and became their Secretary, which office he held for some years. Vic, also a Life Member of the Club, has been responsible for auditing the Club Annual Accounts for more years than he cares to recall. Vic was not required by the services in time of war; medical evidence showed him to be grade C!

It was good to listen to Vic and to hear of Club days 60 or more years ago. A Clubroom at the Rose and Crown in Montague Street and a Country headquarters at the Frankland Arms at Washington with 40 to 50 riders out on normal runs!

Let me leave you with the thought last mentioned to me as we chatted; a full scale steak and kidney pie dinner 1/-, a bottle of whisky 3/6. All great memories Vic and thanks for telling us a little of them.

DON.

SHOREHAM TOLL BRIDGE AND NEW BY-PASS.

There has been a timber bridge at this site since about 1781 when a private Act of Parliament authorised the construction of a toll bridge to replace the ferry. Doubt though that many of you will remember that! The act referred to the ferry as being dangerous and frequently impassable and stated that it was desirable that a "carriage bridge" should be constructed in its place. The Act also provided protection for the owners of the Toll bridge against owners of adjoining land who permitted other persons to cross the river and so avoid tolls.

In 1830, a turnpike Act authorised the construction of a road bridge and the Trustees of the old bridge received an annuity of £1200 per annum. This new bridge was, of course, the for-runner of the Norfolk Bridge on what is now the A259 coast road. In 1844 further compensation had to be paid because of the construction of the railway bridge.

Finally in 1860, the London Brighton and South Coast Railway Act led to the purchase by the Railway Company of the northern bridge the ferry and the power of levying tolls.

Now 109 years later, the Railways Board the latest in the long line of successors to the London Brighton and South Coast Railway Company still observe conscientiously their rights and obligations under the 1860 Act.

There are only the two bridges across the River Adur in this area, the toll bridge has a carriageway only 18' wide except for

passing places and a weight restriction of 9 tons. The coast road has the Norfolk Bridge with a single carriageway 18' wide with restricted headroom. During 1967, combined flows of traffic over the two bridges was measured and it was found that about two thirds were using the toll free A.259. This is one measure of the inhibiting effect of the toll bridge and it is anticipated that when the new bridge and by-pass now under construction is completed the split between the two roads will be about 55% on the new trunk road and 45% on the A259.

The new by-pass is 2.35 miles long, starting in the west at the Sussex Pad Hotel Lancing it crosses the River Adur valley (the new bridge being about a quarter of a mile upstream from the toll bridge) passes through the chalk downs to the north of Shoreham and rejoins the existing A27 at its junction with Stoney Lane, The main viaduct will be approximately 1,900 long in 13 spans generally of 155 ft. The overall width will be 93 ft. including acceleration and deceleration lanes. The price that has to be paid for this is £2,707,294 at least that is the contract price and the contract also provides for completion on 1st February 1970.

What now for the start of the Sussex 25 mile team championship.....

SOLUTION TO THE WEST SUSSEX PUBS ANAGRAMS
IN THE LAST ISSUE

1. The Shepherd and Dog .. Fulking
2. The Fountain .. Ashurst
3. The Spotted Cow .. Angmering Village
4. The Norfolk Arms .. Arundel
5. The Chequers .. Steyning
6. The Sussex Pad .. North Lancing
7. The Thomas a Becket .. Worthing
8. The Frankland Arms .. Washington
9. The Red Lion .. Shoreham
10. The Sussex Potter .. North Lancing
11. The Globe .. Wick
12. The Shoulder of
Mutton and Cucumbers Yapton.

.. ..

12 HOUR PROMOTION 1970

Brian Weir's proposal that an Open 12 should be promoted was approved by the Annual General Meeting. This comes at a time when longer distance events, especially in this area are losing support. To make it a success and reverse the trend will require a tremendous effort. We shall try and give further information in each forthcoming issue.

HONOUR

We are proud to report that our President W.D. (Duggie) Argent has just been made a freeman of the City of London. The Chamberlain of the Court which granted him the freedom of the City was still called Dick Whittington.

.. ..

CONGRATULATIONS

Rumour has reached the Editors willing ear that a happy event may be coming at 29 Northbrook Road, Worthing not many months ahead. We hope that all will go perfectly. By the way do not forget to contact the Treasurer for an Associate Membership application, or of course more than one if you think it necessary. Every good wish to Mike and Ann.

.... ..

WELCOME

To Brian Rogers. Brian, a Ray Douglass discovery at the Bunce and Co. emporium, has already entered enthusiastically into the Club's activities. The Observation ride he found quite easy and the Reliability Trial proved he is not short of courage.

We hope that you will have a long and happy membership.

.. ..

LIFE MEMBERSHIP

Behind every great man.....
Congratulations to Vera Puttick voted a Life Member by the Annual General Meeting on February 19th. 21 years of membership and active support.

SLIDE SHOW

28th January, 1969

Many thanks are due to Chris Beckingham for putting on a most interesting and amusing projection of slides. With room darkened and a large screen it was as good as the 'Odeon'.

A large selection of shots of clubmen in action showed the styles of the racing men in last year's Hill Climb championship and in the Open 25. Track riders were seen whilst participating at Preston Park and the Tourist or Hardriders were viewed while taking part in those events of '68. The show was very varied and shots of night time soup runs, club runs, touring and camping scenes provided a well balanced programme.

Of particular interest were a selection of aerial views of Worthing Town, coast line and district.

Hope you will be able to manage another evening like this perhaps at the end of this year. Possibly before Christmas there would be greater attendance, as there would not be so many out training for the new season.

.. .. .

RELIABILITY TRIAL

FEBRUARY, 16th.

Arctic conditions prevailing at the start, and in other areas of Sussex at the time that possible entrants would be leaving home, cut down the number of starters to 21. The conditions also prompted organiser Brian Weir to reduce the distance to some 33 miles. In the event it turned out less snowy than at first promised and there is no doubt that many of the qualifiers could have done the full distance, 50 miles in either the 4 or $3\frac{1}{2}$ hours standard.

Despite the bitterest of winds - north east blowing with some considerable force the event was a success and enjoyed by all and the hills and the pace saw to it that nobody got cold. Relishing the idea of the reduced course the club's track specialists Mike Venner and Paul Fish both obviously very fit were soon pushing along at speeds more akin to summer evening training runs than winter reliability trials. Slowly they broke up their leading bunch and in the main most other riders rode to their own pace and ability although yours truly paid terrible penalties over the last few miles for trying to hang on to Mike Poland's back wheel. Looks like Mike may have his eye on another Clapshaw win this year.

Tony Hill and Dave Hasler were puncture victims and Dave also troubled with a cold weather nose bleed were the only casualties.

The route was out to Arundel, up to White-ways lodge roundabout down Houghton Hill to Storrington. From there, to Thakeham and Dan

Hill Cross Roads on to Ashington and then to Steyning via Rock Crossroads. Brian then with a distorted sense of humour sent riders up Steyning Bostal to finish about a mile over the top.

Thanks are due to Brian for putting on the event and to the other marshalls and helpers who turned out especially Jim and Con with lots of hot drinks.

FINISHERS AND TIMES

Mike Venner	W.E.C.C.	1hr. 54 mins.
Paul Fish	"	1hr. 54 mins.
Pete Reeves	"	1hr. 59 mins.
George Matthews	"	2hr. 4 mins.
Nigel Barlow	"	2hr. 6 mins.
Duncan Bethell	"	2hr. 6 mins.
Ken Pearce	"	2hr. 9 mins.
Mike Poland	"	2hr. 9 mins.
Bob Walden	"	2hr. 16 mins.
Trevor Budgen	East Grinstead	2hr. 16 mins.
Don Lock	W.E.C.C.	2hr. 17 mins.
Ron Ewart	Central Sussex	2hr. 19 mins.
John Lucas	W.E.C.C.	2hr. 23 mins.
Dave Hasler	"	2hr. 23 mins.
Ray Douglas	"	2hr. 31 mins.

Non Qualifiers

Paul Davis
P. Langridge
Tony Hill
Brian Rogers

Non Finishers

John Mansell
Dave Lowin

Some may think that times should not be given but these reliability trials are not like they used to be. Originally you had to be sure and not get in too early or too late!

SOME FORTHCOMING TIME TRIALS

30th March	Club 25 mile two-up team time trial
20th April	Sussex C.A. two-up team time trial
27th April	Club Junior 15 mile
4th May	Club Championship 30 mile
18th May	Club Championship 25 mile and incorporating "Sherwin" trophy Junior 25 handicap.
1st June	Sussex C.A. team championship 25 mile
7th June	G.M.S. Memorial School- boys 10 mile - Crawley
8th June	Club Championship 50 mile.
8th June	Club Junior 15 mile
15th June	Southern Counties C.U. 25 mile.

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MY HOLIDAY IN THE SOVIET UNION

For many years I had wanted to visit Russia and try to explore some of this vast continent. The first step towards this reality was to learn the Russian language. This I did at evening school, and after 4 years with a fair working knowledge of Russian the time was ripe. The date was fixed for August 15th, 1965.

We took off from Gatwick at 12 noon in a TU104B twin jet airliner. In only a few minutes we crossed the River Thames and then left the English coast at Great Yarmouth. Already we had reached our ceiling of 37,000 ft. and were flying at 630 mph. A good old English lunch of Roast Beef was downed while we were crossing Denmark and we could see the large port of Luebeck. Visibility was good and we could see for many miles out into the Baltic Sea. The flight continued over Latvia and Lithuania the western Baltic states of Russia. About 30 mins. flying time from Leningrad 2 Mig 21 jet fighters flew past us very fast, we could make out the red stars on the wings. Very soon we made our approach to Leningrad Airport, with fastened seat belts we made a good landing, the flight had taken 3 hrs. 30 mins, non stop. After a long delay at the Customs we travelled by coach to our Hotel Europe which was right in the centre of Leningrad. We were met here by Sonia Khraphkova our interpreter and friend for the duration of our visit. A Jew of Russian decent with avowed black market intentions was my room mate. I felt it would be best not to become too involved with this character.

The following day was spent touring Leningrad. We visited many interesting places

including the famous Hermitage Museum with its many art treasures and the cruiser ~~Arrora~~ which took an active part in the October Revolution of 1917. We also walked along the famous Nevsky Prospect a long main road comprising the main shopping centre of Leningrad. It gets dark very late at this time of the year and we watched the sun set at 1.am. over the River Neva. Although Leningrad was very badly damaged during the last war it is now completely rebuilt and is a very beautiful and modern city. We departed from Leningrad at an early hour on the next stage of our journey. This was to Sochi, a town on the Black Sea Coast, 1100 miles by air from Leningrad. We flew for $3\frac{1}{2}$ hours in an Ilyshin 18 airliner and had a pleasant flight, crossing on the way the Sea of Uzov.

We arrived in Sochi in time for lunch. We had thought it was warm in Leningrad but it was much hotter in Sochi, the temperature was 90 degrees in the shade. We stayed in a modern hotel only a stones throw from the sea and with excellent food. Because of the sub-tropical climate the area is widely used for rest homes and sanatoria. Palm trees and tropical plants abound including tea and coffee plantations. No winter snows in these parts. We spent one week at Sochi, swimming a lot in the warm sea. Nearly all the Russian females seemed to wear bikinis whether 18 or 80 it did not seem to matter to them. I also did some long walks into the mountains and forests. On one particular walk I took cheese rolls and drink with me and strolled all day in the hot sun. The forest I passed through was very dense and it took me over two hours to get through it. I came across a farm in a clearing

and replenished my water supply. The peasants were most friendly and I spoke to them for a while before wending my way back to Sochi. I was pleased to have met these people and seen a little of their way of life including their cooking on an out-door stove.

The last night in Sochi we had a party on behalf of Intourist, the Russian Travel Agency well organised by Sonia. Early the following morning we left for the last part of our Holiday the visit to Moscow. We departed on our coach to Adler Aerodrome 40 miles to the south along the winding coast road. We had a good flight in good weather and arrived at Vnukovno Airport at 3 p.m. Driving along their Auto Bahn with large pine forests in the distance, we could see near the outskirts of Moscow reminders of how close the Germans came to Moscow in the 1939-45 war, in the form of anti-tank defences. We saw many blocks of flats and shops and then passed the Kremlin with its large domed spires. Our hotel was called the October Hotel and was again modern and comfortable. On our first evening we went to a theatre and enjoyed a good show.

We started our explorations next morning with a visit to the University and The Kremlin. Whilst in the Kremlin we saw President Nasser drive past with motor cycle escort. Lenin seems to be resting peacefully in his tomb although his suit begins to look a bit dated! In the afternoon we visited the Exhibition of Industrial and Economic Achievements. This was most interesting being so arranged that each of the 15 republics has its own pavilion. We were

shown a film of Gagarin's space flight and the prototype of the TU104 airliner. The exhibition was set in beautiful garden surroundings with many lovely fountains.

That evening we left for the airport and en route spotted The Bolshoi Theatre and the Offices of the Pravda newspaper. We also saw Red Square the Ukraine Hotel and many other interesting places. We took off in an Ilyshin 18 at 11.p.m. and arrived in Leningrad at 12.15 a.m. 400 miles in just over the hour. We had interesting discussions with Russian passengers on these flights and we were made very comfortable, with plenty to eat. A very short nights stay in Leningrad and then off at 8 a.m. for our flight back to distant England. Sonia came to see us off and she was given a transistor as a thank you from all of us for her part in making us so welcome. She wished each of us a safe journey and expressed the hope that we would some day return. We had an uneventful flight home over the Baltic States and Poland and Denmark at 37000 ft. and a speed of 630 mph. The weather was clear and we could make out many towns below. As we neared the east coast of England we saw some R.A.F. Vulcan Bombers flying below us. We then descended to land safely at Gatwick. It was good to be met by ones family here, and driven home in style. I was rather tired but none the worse for my wonderful journey. The holiday including air flights, Hotels, meals and excursions in the Soviet Union cost just £104.

My second visit was one year later but I will tell you about that in another edition.

MIKE POLAND

OBSERVATION RIDE

FEBRUARY 9th

A Ray Douglass inovation into the Club's Calendar which should become an Annual Event, That is my opinion of this event which attracted 18 entries, and support from many others.

The route to be followed led from Broadwater through Findon Village, Washington, Sullington, Storrington and on to Pulborough for the half way point. The second section passed north to Adversane and Billingshurst before circling back to Wiggonholt Common near Pulborough, via Coolham and West Chiltington. A very attractive route and the event being blessed with cold but otherwise perfect weather made the day most enjoyable.

Ray had issued each rider with details of all items to be observed en route, some detail being in the form of clues and others stated to be catch questions. Churches had to be visited to discover the name of the patron Saint and most will admit to having been in more Churches in one day than ever before.

Treasure in the form of "the largest piece of rag" the "highest priced bus ticket" and a "printed place name farthest from Worthing other than from book or newspaper" had to be found and points would be added to observation scores.

Jim and Con met competitors at Washington in the morning and Jim's "naughty photos" and catch question also added to the general interest and in no small way to the conversation that followed!

A sandwich lunch liberally downed with beer sufficed for most at the Rose and Crown at Pulborough. And then suitably refreshed the afternoon session began. It is perhaps interesting to note here that the only persons to go off course during the day were Jim and Con. I can only think that Connie was cross about that photo and Jim wasn't concentrating properly!

Contrary Lady - Adversane - or for those who still don't see it Advers An E phonetically at least its a good one and this with "cold meat" at Cool/ham were some of the Douglasisms that brought riders back to Wiggonholt Common.

There was little doubt that all would safely return for a Theo Puttick meal spectacular was planned. They were not let down, the Menu comprised, Chicken Soup, Shepherds Pie, Plum Duff and custard and a cup of tea. Quite remarkable Theo and thanks very much.

The surprise of the day, well in my opinion the winner.

FULL RESULT INDIVIDUAL

1st.	Don Lock	39 pts.
2nd.	Nigel Barlow	37 pts.
3rd.	Pete Gallienne	36 pts.
4th.	Chris Beckingham	33 pts.
5th.	Tony Hill	26 pts.
6th.	Paul Davies	24 pts.
7th.	P. Langridge	23 pts.
8th	Duncan Bethell	21 pts.

OBSERVATION RIDE continued

Tandem Results

1st.	Jim Besley	32 pts
	Bob Walden	
2nd	Geoff Allibone	29 pts
	Alan Matthews	
3rd	Harold Blows	24 pts
	Chris Woodcock	

.. .. .

THOUGHTS ON THOSE WINTER SOUP RUNS

All is blackness save for the long string of weaving red glows. The pace is violently uneven and the sweat forms thickly on the forehead and in the small of the back. Into the unknown we plunge with some strange trust in the red light furthest to the front. The multitude of lefts and rights leaves most of us in complete ignorance of our position or direction. We begin to think only of the promise of hot soup at Theo's Waggon, stationed as though by magic at that exact location in the night through which we are being drawn in this mysterious manner. There is perhaps one other thought above this, however, which prompts our obedient following to the soup rendezvous; it is a growing and grim determination to burn the hide off that darned leader as soon as we are headed for home!!!

TWO ABREAST

Your Committee felt need to write to both your MP's on what they consider is a further restriction on the rights of the cyclist. We publish here the Club's letter to Mr. Higgins and the reply that he obtained from the Ministry of Transport. Obviously many holes can be found in the typical politician's letter but at least we, and I understand hundreds of other clubs have made known their feelings. We must hope that reasonableness in all cases will be applied both by the cyclist and the law.

.. .. .

Dear Mr. Higgins,

I have been instructed by my Committee to write to you on a matter of great concern to us, as a cycling club, and indeed to all cyclists. This is with regard to the proposed alteration to the wording of the Highway Code in the section dealing with cycling. At the moment the Highway Code only advises cyclists to ride in single file when road or traffic conditions require it. The proposed new wording says that cyclists should not ride two abreast in narrow or busy roads. We would like to know why it is not possible for the Ministry of Transport to retain the original wording instead of placing the onus on the cyclists to decide when a road is too busy or narrow. This could mean that a policeman, or other interested party, could claim that a road is too narrow or too busy and the cyclist could be prosecuted.

Whilst we appreciate that the Highway

Code is not law, magistrates do tend to look with extreme disfavour on anyone who disregards it. Who is to decide when a road is too narrow or too busy - the cyclists or the police Officer? It is obvious that at the courts the policeman's opinion is the one that will count. Placing the onus on the cyclist is completely unfair.

For the sake of the many cyclists who like to ride out into our fast vanishing countryside in the company of companions of alike nature we would be glad if you would make the strongest possible representations to the Ministry of Transport to restore the original and sensible wording of the Code. If it is not now possible to alter this new discriminatory wording we should be glad if you could use your mandate as our Member of Parliament to have the former wording restored in the next printing of the Highway Code.

A similar letter has been sent to Capt. Kerby as some of our members live in his constituency.

Thank you.

Yours sincerely,

J.P. Mansell

Hon. Gen. Sec.

From the Parliamentary Secretary.

St. Christopher House,
Southwark Street,
LONDON S.E.1.

Dear Mr. Higgins,

As I have a special responsibility for road safety, the Minister has asked me to reply to your letter of 14th December with this one from Mr. J.P. Mansell of the Worthing Excelsior Cycling Club, about rule 132 in the new Highway Code which advises cyclists to "Ride in single file on busy or narrow roads."

We considered the new rule very carefully indeed. We knew how much importance cyclists attach to the rule in the existing Code. But unfortunately the words in the present Code to ride in single file "when road or traffic conditions require it" can mean anything or nothing. Our sad but true experience is that the road user cannot always be left to judge for himself what to do, and investigations by the Road Research Laboratory have shown that many readers of the present Code do not understand the meaning of such abstract phrases. In drafting the new Code we therefore had to make it much more simple and much more precise. So it seemed best to define the conditions in which single file riding should apply. In other words, we have defined more precisely the meaning which we thought lay behind the words "when road or traffic conditions require it". This simplifying and sharpening up process has been used throughout the Code, and not just on this rule.

We understand that cyclists generally do not quarrel with the stipulation that they should ride in single file on busy roads. They are concerned about narrow roads. But narrow roads also occur in towns either because they were built that way or because parked vehicles have artificially narrowed them. There are over-whelming traffic and safety reasons for single file riding on such roads. And narrow country roads often have high hedges and sharp bends and are therefore hazardous. Cyclists may not always be able to get into single file in time to avoid being involved in an accident.

There are also strong safety arguments in favour of the new Rule. There are fewer cyclists each year and few cycling casualties. But each cyclist left is becoming more and more liable to be involved in accidents. Their casualty rate has increased and so has the involvement of cycles in injuring accidents. In 1959 the casualty rate for cyclists was 616 per hundred million cycling miles; in 1967 it was 771 per hundred million cycling miles. In 1959 the number of cycles involved in injury accidents per hundred million cycling miles was 696; the corresponding figure for 1967 was 827. The cyclist is thus becoming more and more prone to accidents, and precise instructions about when to ride in single file would we are sure help to prevent this accident rate from getting even worse.

It was not an easy decision to make on this rule. We know how keenly cyclists feel about it and how they feel that we are making conditions on the road less comfortable and less pleasant for them. But we concluded that,

on balance, the new rule was better in that it is clearer and more in line with modern traffic conditions.

We have no wish to place impediments in the way of sporting or recreational cycling, it is a cheap, healthy pastime which gives pleasure to tens of thousands of people. And we have enough confidence in the cycling organisations to recognise that bona fide cycling clubs are properly run; they understand the problems and will themselves be able to follow a rule which is pure common sense. It is not law, it is advise. We do not think that the new rule will in practice raise the problems which many cyclists seem to fear.

As you know, the Highway Code has now been approved by both Houses.

Mr. Mansell has also written to Capt. Kerby, and I shall be replying to him in the same terms.

Yours sincerely,

Robert C. Brown

ANNUAL GENERAL MEETING: Officers Elected for '69

In addition to those on page One all reelected for another year your officers are:-

Assistant Secretary:	Nigel Barlow
Social Secretary:	Theo Puttick
Time Trials Sec:	Tony Palmer
Ass. T/T Sec:	Ray Douglass
Road Track Sec:	Tony Rotheram
Touring Sec:	Chris Beckingham
Run Sec:	Geoff Allibone
Press Sec:	N. Barlow
B.C.F. Sec:	Colin Miller

Runs Committee

Paul Davis
Pete Gallienne
Nigel Barlow

Racing Committee

M. Ford-Dunn
D. Funnell
Handicappers

Ray Betts
Theo Puttick
Don Lock
Tom Lednor
Brian Weir

Youth Council

Steve Richards

Social Committee

Ray Douglass
Geoff Allibone
Connie Hughes

Timekeepers

Charlie Lednor
Brian Weir
Ray Betts
Alf Dawes
Ray Douglass

Assistants

Tony Palmer
Martin Ford-Dunn

Now you know who should deal with your problem; we hope you don't have too many!

.. ..

SPOT THE ENGLISH PLACE NAMES

1. Marchers in the cause of peace have no fear of being arrested.
2. The battleship Graf Spee was scuttled in a South American Harbour
3. The children were playing ball on Donald's lawn.
4. That child is such a bright one that he should be at the top of the class.
5. The sign said beware of the Bull.
6. The class will meet here for dancing lessons.
7. The crew from the sunken ship were at sea for days in an open boat.
8. The nazis made a list of books that no-one was allowed to read in Germany.
9. According to the nursery rhyme the cow jumped over the moon.
10. The goods were placed in a box for delivery to the dock yard.
11. Change to winter woolies now or thin garments will bring winter ills.
12. It was agreed that he was the best rider by a clear minute over 25 miles.
13. The sign on the seat said "Stop Rest on here a while".
14. Briefly the fight was hit chin one ten out.
15. To keep in with the selectors you had best OK everything they do.
16. Kith kind or kin gives a meaning of relationship.

MIKE VENNER

(See action photo opposite)

Like Dave Funnell, in our last issue, Mike Venner started his racing career in 1960. With an enforced two year break whilst abroad in 1964 and 1965, he has concentrated mainly on the short distance and track events.

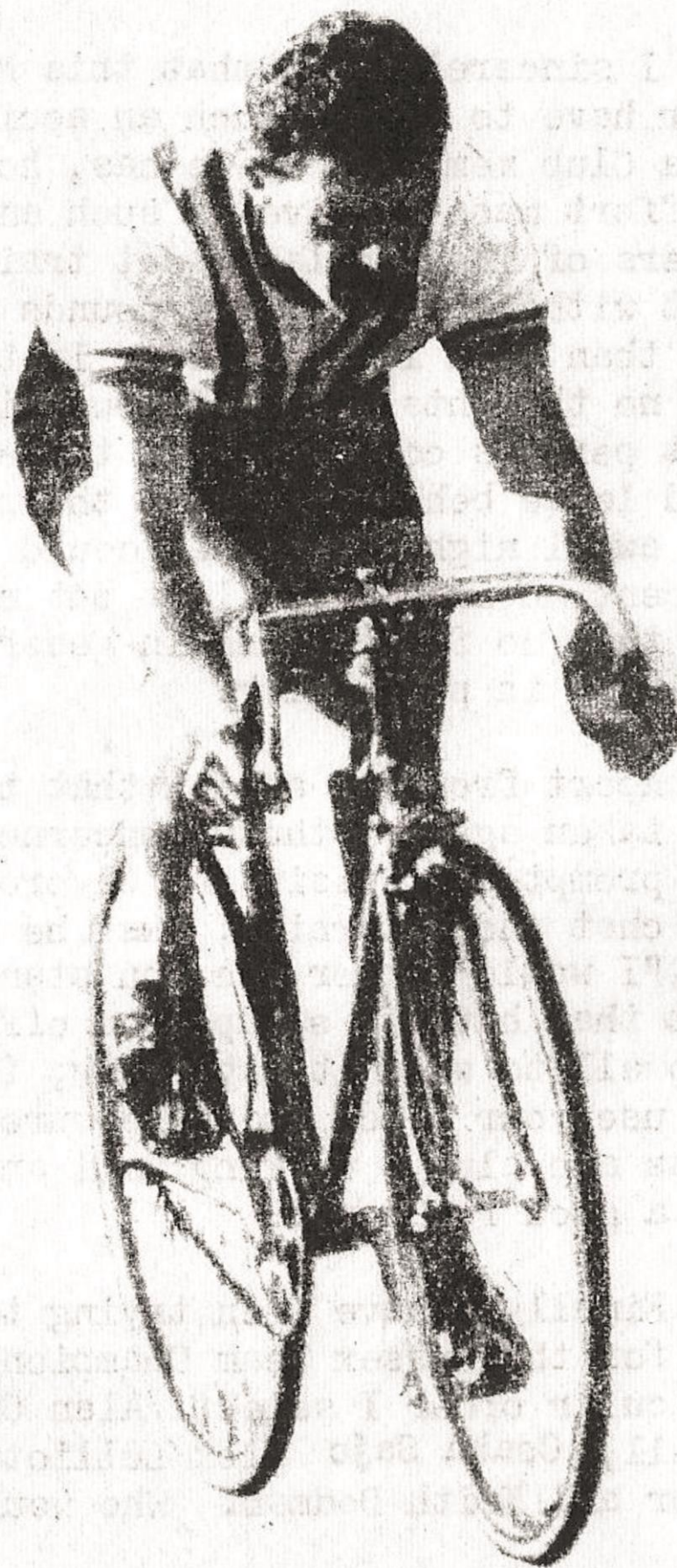
TIME TRIALS

10 Mile	23 mins. 18 secs.
25 Mile	1 hr. 0 mins. 5 secs.
30 Mile	1 hr. 16 mins. 6 secs.
50 Mile	2 hrs. 10 mins. 16 secs.
100 Mile	4 hrs. 50 mins. 28 secs.

Four times Club 25 mile champion; twice winner of the Club hill climb championship and on three occasions winner of the Club Hardriders event.

At Preston Park track Mike has been a Sussex Individual Pursuit semi-finalist, three years. More success however in the team pursuit where he has four times been a member of the Club winning team. In 1966 he won the Sussex 10 mile title and the following year clinched the 5 mile title.

Road racing is to be his concentration in 1969 and he hopes to make this his most successful year at this type of competition. He has found a likeness for the criterium style event believing that they suit him best.



M. VENNER

EDDYTORR

In the last issue appeared an article "Sawdust marked the Spot" which some found gruesome to say the least.

I sincerely hope that this Magazine will never have to report such an accident involving a Club member. There has, however, been an effort made to give us such an opportunity; Members of The Excelsior out training at night without lights. It sounds absurd, its more than that its lunatic. If these members have no thoughts for their own lives, they might perhaps consider what tragedy they would leave behind them, in their families; what awful nightmares they could cause some innocent motòrist, and last but not least what they do for cycling in general and the Excelsior in particular.

Apart from any action that the Police have taken against those concerned they have been prompted to visit our clubroom and give us a chat and a warning. As the Constable said, "I would rather see you standing up in Court than have to scrape you off the road". So to all to whom it may apply, for goodness sake use your heads and make sure that your lights are always working well and that you have a good reflector.

Finally I have been trying to pick our team for the Sussex Team Championship. In no particular order I select. Alan Orman, Dave Funnell, Csaba Sajo Nick Lelliott, Mike Venner and Keith Dodman. Who would you choose?

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