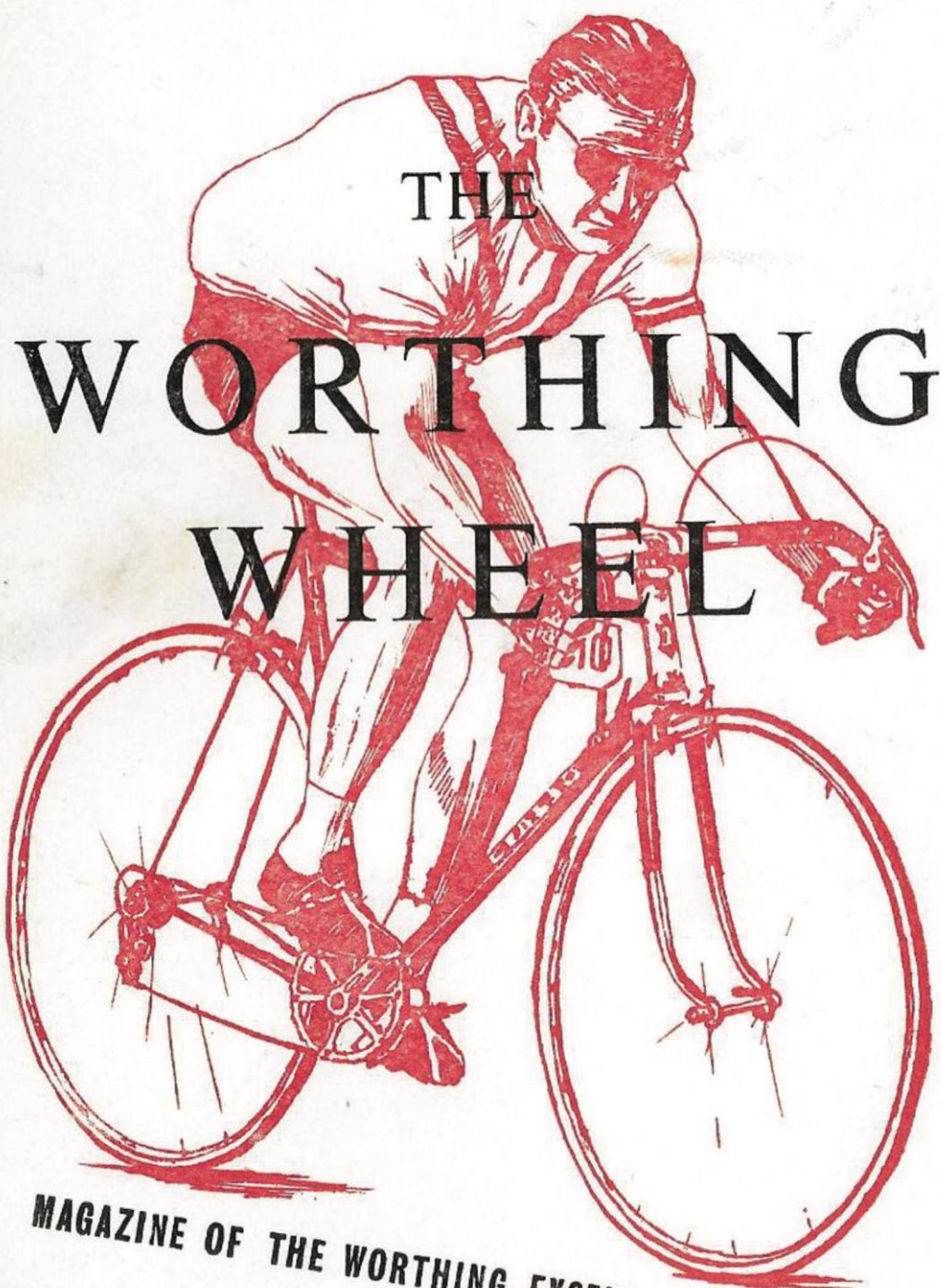


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THE WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 1969

Vol2 No 3

THE WORTHING WHEEL

The Journal of the
WORTHING EXCELSIOR CYCLING CLUB

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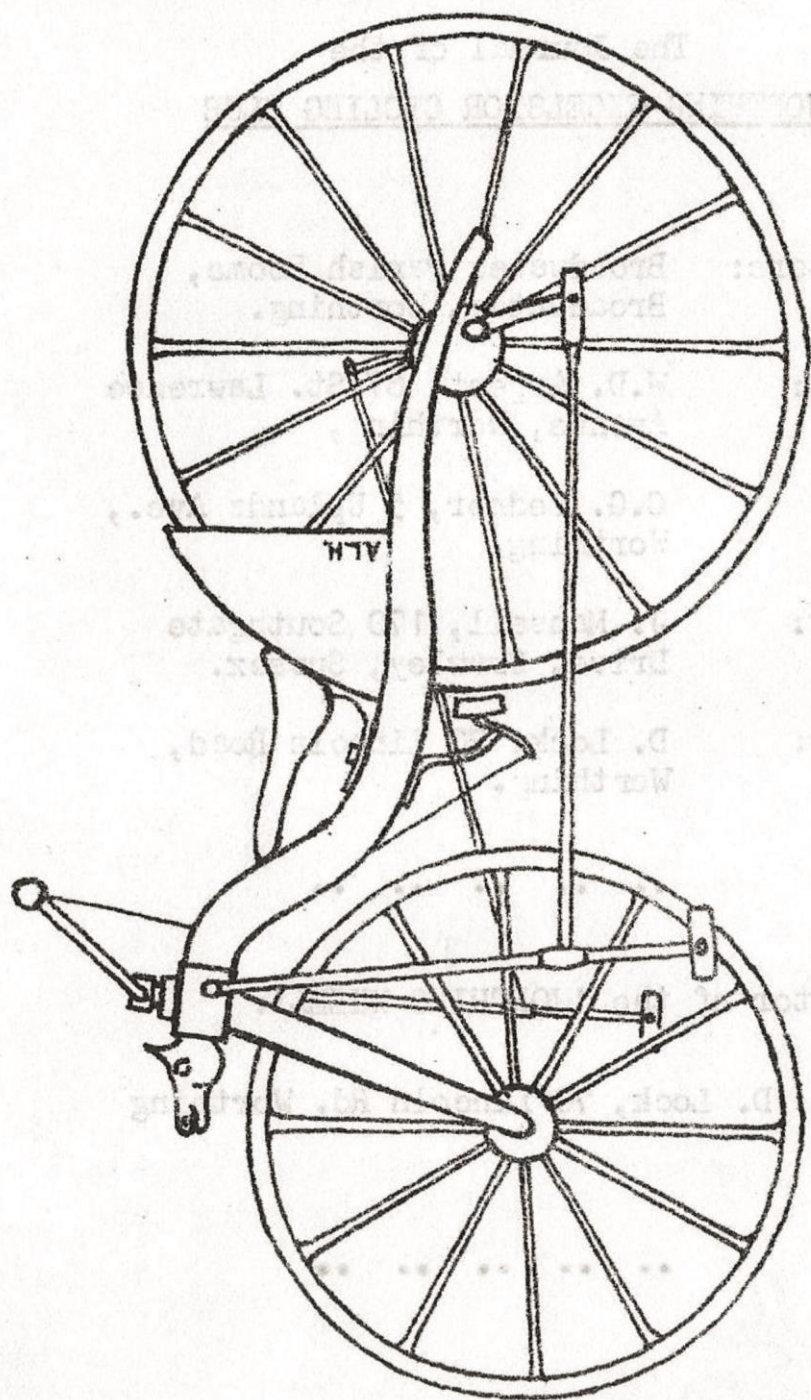
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.. .. .



KIRKPATRICK MACMILLANS BICYCLE OF 1839

KIRKPATRICK MACMILLANS BICYCLE 1839

(illustration opposite)

Scotsman, Kirkpatrick MacMillan was the first person to appreciate that a machine with two wheels in line, could not only be balanced, but also propelled forward by the rider at the same time. The method being the operation of a system of treadless and cranks connected to the hub or centre of the rear wheel. This was really a great technical breakthrough and took the machine from the form of the velocipede very much to the form of the safety bicycle.

Macmillan was an engineer and blacksmith living and working in the village of Courthill in Dumfriesshire. It was from his experience with the repair and maintenance of velocipedes that he formed his brilliant idea.

His product was copied by others and indeed one Gavin Dalzell was for a while credited with the invention. Notwithstanding the fact that it anticipated rear wheel drive by nearly forty years it did not for some reason gain the popularity that one would expect.

In 1842 the first cycling offence to be officially recorded involved Kirkpatrick Macmillan and his machine. He was fined 5/- at the Gorbals Police Court in Glasgow for knocking a young child over.

MISCELLANY

In our June 1968 issue we referred to the battle between Nick Lelliot and John Cornelli over 10 miles. We report now that Nick is in front with the National fastest 21mins. 41 secs. We do learn that John has gone faster in private competitions so the battle continues. Nick has incidentally lowered the Club 10 course record to 22 mins 8 secs.

+ + + + +

Only about once a year does ex club member Ron Bardouveau manage to get down to see us from his home in Maidstone. He does, however, make it worthwhile; he wins for a shilling the ONE HUNDRED POUNDS top prize in our weekly lucky numbers competition. A fund raising scheme run by the Amateur Sports Fund Raising Association. Just think I could have bought the lot for 25/- and still have been £98.15.0 in pocket.

+ + + + +

DON'T FORGET

Club Open '25', October 5th, lets have you out in support and really show that the south can put on events like they do up north.

Annual Dinner, Dance and Prize Presentation on Saturday 8th November, at the Richmond Rooms. Lets get a real swing into the Social Season.

+ + + + +

CLUB 50 CHAMPIONSHIP

8th June, 1969

A rising south westerly wind is essential for good times on our club '50' course and as seems to be the habit of the weatherman in recent years he gave us an easterly one, which consequently made the last 20 miles very tough indeed.

This made the ride of Paul Davis all the more meritorious, in his first attempt at the distance he recorded a very fine 2 hrs. 16 mins. 31 secs. which gave him first handicap and third overall position. It will be interesting to watch his progress as he assays the longer distances, for which he seems to have the right temperament.

The premier position as expected was won by evergreen Mike Venner with a very creditable 2 hrs. 11 mins. 47 secs. despite some traffic delays at Fontwell. Colin Miller thundered round the course in 2 hrs. 14 mins 49 secs. for second place, an extremely strong rider with plenty of power in his legs.

The event was well supported with eleven riders reporting to Time Keeper Brian Weir, and it is a pity that the weather did not give them the assistance that they deserved.

Times as follows:

Mike Venner	2.11.47
Colin Miller	2.14.49
Paul Davis	2.16.31

Duncan Bethell	2.22.35
George Mathews	2.23.42
Tony Rotheram	2.23.46
Tony Hill	2.25. 3.
Mike Poland	2.25. 4.
Ray Douglass	2.30. 4.
Tony Palmer	2.31.35.
Pete Langridge	2.32.16.

---oo0oo---

SUSSEX C.A. CHAMPIONSHIP

- 50 -

6th July, 1969

I do not know the reason but this event compares remarkably with the Club event held just one month beforehand. The winners time 2 hrs. 11 mins., a couple at 2 or 3 minutes and then times right back in the twenties and thirties, and this from a field of twice the size and with many more of the top local riders participating.

A look at the start sheet made one feel that a club team win was a foregone conclusion; as it turned out we were to be hammered into the ground by our friends from the Brighton Excelsior who had three fine rides to give them 1st 2nd and 7th places.

Colin Miller got round a couple of minutes quicker than in his club effort to take third place in 2 hrs. 12 mins.18 secs.

Other Club times were:-

Dave Funnell	2.14.7
Tony Rotheram	2.20.21.
Alan Orman	2.21.
Tony Hill	2.22. 4.
Mike Poland	2.24.27.
Roger Hughes	2.24.55.
Ray Douglass	2.30. 6.

.....

NEW BLOOD

We are pleased to welcome three of the young 'inmates' of Lancing College to the Excelsior.

Nick Houghton
Chris Isaac
David Wood

We hope that your studies will still give you plenty of time for cycling.

.....

We also welcome 'Vet' Harry Letailleur previously a member of the Brighton Premier. Harry is one of those who can actually ride to his Vet. standard. Now with Ray Douglass getting nearer than ever we really need one of our other Vets to get racing fit again. Nice to have you along anyway Harry.

.....

CORRESPONDENCE

It was nice to hear from Nicky and Bob Parker a couple of times during the summer. These two previous members of the Club (now second claim), are at this time practically running the Barnwell Cycle Racing School out in Cambridge.

There is incidentally an invitation open to you for digs if you wish to race in that area. Their immediate course is the F.2. which by all accounts is supposed to be fairly speedy.

They have been down this way on several weekends during the summer and Nicky is the one who has kept our name in ladies racing by riding a number of the S.C.A. promotions for the fair sex.

I do think the club's racing vests look so much nicer on girls, the 'V' in the pattern seems to have so much more point to it!

Look forward to seeing you both when you are down here again.

Ed.

.....

MORE OLD RECORDS

6th August, 1935

It was proposed that any rider who wished to wear shorts in the 12 hour should be allowed to do so. The proposition was LOST.

What will they think of next!

A HANDICAPPERS JOB IS NOT A HAPPY LOT

For a start what do you consider to be the object and purpose of handicapping? Is it to encourage the slow and the new? Should there be a bias in favour of the slower man? Should, ideally, every finisher have the same net time?

Consider also if you will, some of the factors that can turn a handicapping job into a nightmare, was it a good morning - was it a bad morning - was he trying - is it one of those ultra fast courses - who is this chap who won the event anyway - was that the event when the two of them had a fight for twenty miles - how comes he does a 4 for a fifty when he can only do a 4 for a twenty five - should we give him more because we know he hasn't been doing much training etc. etc. etc.

The Road Time Trials Council have considered these problems and a National Handicapping System where something in the form of a ready reckoner from which handicap allowances could be found automatically by cross reference is one of many suggestions that they have, in the light of all expert opinion, turned down. They have found from their detailed investigation and experiments that no system, however comprehensive could ever prove a satisfactory replacement for the human handicapper.

He has to use his skill in estimating what each rider should do, on a specified date some time ahead, and under unpredicable weather conditions. He has only the very limited information on the entry forms to help him

and even this can not be taken literally. A man with a previous best on some 'drag strip' will almost certainly be slower on a slower course - but how much slower? Forecasting a rider's performance with reasonable accuracy may be possible in the case of the scratch men but it becomes far more difficult as one goes down the list. By the time the long mark class is reached, forecasting, whether we like it or not, has become little more than intelligent guesswork.

Who do you think would make the best handicapper; one who keeps constantly in touch with the performances, abilities and training schedules of the riders, or a person completely detached from the 'scene' perhaps even somebody who knows absolutely nothing of cycling. The answer if given quickly will almost be the former but I wonder; certainly with his superior knowledge he will be able to compute a forecast which may indeed turn out to be very accurate, but may he not have taken into account matters in the case of one rider not similarly taken into account for the next. May he not, although with intention to be scrupulously fair, subconsciously have sympathies towards a particular rider or perhaps class or type of rider. The handicapper, however, without any personal knowledge would simply have a mathematics problem and it does seem that the risks of being unfair are less by such a system. O.K. if a rider goes all the way to Yorkshire for an ultra fast

50 should he perhaps not suffer that for the rest of the season and next year as well?

However, it is done and it is obvious that there will always be different methods and conflicting views let at least the riders remember that it is not a simple matter.

The man-made handicap, with all its shortcomings is well established - though substitutes, e.g., grouping and even lotteries have been suggested. It is the opinion of the R.T.T.C. that the majority of riders will always prefer the vacillations of the human handicapper to the cruel efficiency of the robot which can put a man out of the running for ever at the drop of a transistor, and I certainly go along with that.

Don.

+ + + + +

RUMOURS. Our gossip columnist is always on the listen for snippets of juicy rumour. The latest and perhaps the most appetising so far was the remark made by Ray Douglass when explaining that he would not have time for something, he said "I have other interests"!!! He has given up his driving lessons so what else could this mean?

+ + + + +

MR. & MRS. FORD-DUNN Martin and Barbara Married on 28th June just too late for the summer issue. Our very best wishes to you and may your new home have plenty of room for the club duplicator.

REMINISCENCE

The dictionary says, the act, power or fact of recalling past experiences, but what causes one to reminisce? With me its always a photo or post card of some place or other that I have visited, perhaps many years ago.

Just recently I came across a photo in a book of the lovely Surrey village of Abinger Hammer. This took me away from the book and my mind went wandering back some twelve or more years ago to a particularly beautiful spring Sunday afternoon. It was a Club run and the tea destination (booked in advance) was Leith Hill. We had come along the A.25 from Dorking through the little hamlet of Westcott and turned off left at Abinger. There was then the long and steady climb up over Holmbury Common to Friday Street and so on to Leith Hill.

On this occasion I, with another Old'un was leading the bunch. We kept what I thought was a very steady pace, but either because it was still early in the season, or because it was so warm the climb soon sorted the men from the mice. The result was that by the time we reached the top more than half the Club had been burnt off. At this, I was of course verbally attacked in a good natured fashion with 'you in a b.....hurry for your tea or something'. 'whats the so and so hurry' and other typical comments in that vernacular so much a part of the friendly cycling scene.

I recalled the tea, the fight for the bread and butter, the downing of several cups of tea and the most enjoyable run home in the evening. I should think that must have been the last time I burnt anybody off.....

Incidentally I learnt a number of things from the book about Abinger Hammer that might be of interest to you, for I feel sure you all know the village.

The village does not, as one might suppose, get its name from the Jack striking the hours with his hammer on the bell mounted beneath the black and gold clock on the Clock house at the corner in the village. No, the 'Hammer' in the name is just an echo of the past, for this place at one time was a thriving industrial centre, Here good iron ore of the district was smelted and forged. There was ample fuel in the surrounding forests and power for the big trip-hammers was supplied by the waters of the Tillingbourne, a stream that still flows past the green, its waters no longer harnessed. Above the village beside the road you can still see the giant ponds, excavated to contain sufficient head of water for the hammers. Today they are converted to the growing of watercress. If you follow the stream down towards the village you can see the great stones of the dam and the sluices, and the massive mountings of those hammers which once thudded unceasingly in this now quiet place. Only recently men excavating in a builders yard on the site of the smelting works dug up a large cannon ball. How times have changed, ah well lets see whats on the next page.

CAMERA

TOUR OF SOUTH WALES

WHITSUN 1969

The party consisted of Ray Douglass, John Mansell, Keith Dodman, Don Lock and myself. We left Worthing on Friday night and travelled by car to Bath where we stayed the night. It was decided to use Bath as a base from which to cycle.

On Saturday morning after John and Don had found safe parking places for their vehicles, we set off with the aim of reaching Chepstow for lunch. We took a route through the lanes, avoiding Bristol and approaching the Severn Bridge from the east. Unfortunately the weather was not too good with rain threatening all the time, the view off the Bridge being reduced considerably by the mist. By the time we reached Chepstow it was raining and it was hoped that a prolonged break would find the weather improving, this was, however, not to be.

After lunch and with capes on we headed north up the valley of the Wye to Monmouth. This was broken by a stop and look round the ruins of the very fine Cistercian Abbey founded at Tintern in 1131. It was while at Tintern that John noticed a fault on Ray's machine, after a heated discussion it was agreed (somewhat reluctantly on Ray's part) that he, Ray, needed a new front tyre. Ray felt that the inner tube which was showing for quite a section, still had some tread on it!

We arrived in Monmouth, Ray heading for the nearest Cycle Shop and the rest of us trying to find accommodation. A very good Bed and Breakfast place was found, with tea, television and almost the complete run of the house. Perhaps the only drawback was that the lady took a liking to John and put him in charge, he became quite unbearable after that. A wander round Monmouth in the evening and an opportunity to try out some Welsh Ale rounded off an eventful day

On Sunday the weather was brighter and we set off in the hope of having a rain free day. We reached Pandy, had a snack and prepared ourselves for the task ahead, which was to be a ride over the Black Mountains. A steady climb at first through the vale of Ewias and then a final steep section, the top being over 2000 ft. Keith slowly disappeared into the distance on this last section, and the less fit were given to a walk. There was a magnificent view in all directions from the summit, and after a short rest we descended into Hay-on-Wye where we had lunch.

There was some trouble here when Don was accused of 'want a photograph mate' by an Irishman obviously not used to Welsh booze. However we were, with just a verbal defence, soon on our way towards Builth Wells. The afternoon entailed one of Ray's (always to be feared,) 'short cuts', but this one was indeed most pleasant and only the last eight miles were spoiled, by rain.

Builth proved to be a wrong choice for a nights stay because of an influx of cyclists for a cycling rally that partic-

ular weekend. Although our party were split into three separate accommodations all were comfortable and the charges reasonable. The evening was spent playing quoits Welsh style, and this continued until quite late until Ray declared he was getting up early to watch a 25. We wished him well!

Monday morning turned out to be fine and we set off in the general direction of Hereford keeping to the lanes as much as possible. The heavy rains of the previous night had caused flooding in many parts and some roads resembled streams. We passed through Glascwym and reached Kington for midday meal.

A steady pace after lunch saw us in Hereford by late afternoon and it was decided to stay here for the night. Digs were soon found and after a change of 'gear' plans were made for the evening. The film '2001' was recommended by John and Keith and their advice was taken. The film stimulated philosophical thought well into the night.

On Tuesday morning it started raining as we set off and capes were the order all the way to Ross-on-Wye. Our objective was to see the Malvern to Porthcawl stage of the Tour of Britain. Sprinting for the sign in Ross, Don managed to produce a skid and remove four spokes in most spectacular fashion, to the amusement of all, now he takes more care of his spanners. After seeing the

Milk Race riders pass we followed the river Wye south and turned away at Welsh Bicknor to ride through the Forest of Dean to Lydney. In the afternoon, and in lovely sunshine, we returned to Bath by way of Chepstow Severn Bridge and Bristol.

A most enjoyable tour with Ray's short cuts, Don's skid, Keith's Hill climbing, John's last days of freedom and my insatiable appetite for coffee. Perhaps next year will be even more interesting, who knows?

Tony Hill.

- - - - -

IN BRIEF

Congratulations to Tommy Hall who won his first ever cycling award with first handicap in the Junior S.C.A.15 on 27th July. In this event George Matthews took the first place in a time of 37.41. Bob Weitner was 3rd in 38.23 and Pete Langridge returned 40 mins. 11 secs.

.. ..

Well done Keith Dodman. Keith not having as good a year generally as he did in 1968 has achieved two extremely fast rides on northern courses. 2.4.11 in a 50 at Wetherby and now he has beaten the hour 59.13. in the Rockingham 25. No matter what the course is like that's pretty good going. That means that we have 2 under the hour men in the Club, Dave Funnell, Alan Orman and Keith. I should like to think that before this issue comes out we may have another.
Mick Venner

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SUSSEX C.A. 100 27th June, 1969

Last year we reported on the poor support for this championship which includes the Excelsior's own trophy event, there were last season just 13 entries; this year, there were just 14, and again only two from our club so that for the second year running the Club's 100 mile trophy will remain in hibernation. This really is a great shame, for this distance is the real prover of both speed and stamina, and is of sufficient length to allow both tactics and pure endeavour to be employed to the full. It is a 'mans' event and it would seem that we are short of this class of rider, not only in the Club but in Sussex generally.

Keith Dodman rode well to collect third place in 4hrs.39mins.46 secs. although he was hoping to improve on his second place in 1968. Keith was just one and a half minutes behind first and second taken by R.J. Sturt of Brighton Excelsior in 4.38.12. one second only in front of R.C. Johnson, Brighton mitre. Brighton Excelsior club are no very much the team to be reckoned with and they again won the team award, this despite the absence of two of their top men.

Paul Davis was the other club entry and did well to finish in 5.1.39. This was Paul's first attempt at the distance and at the age of 17 was a most creditable ride. He was disappointed at not beating 5.hrs. but he had plenty left at the finish and should regard this as a platform for faster rides to come.

EASTBOURNE ROVERS 25

22nd June, 1969

This attractive and well organised event has always been popular with the Club's short distance men, and after this year should warrant greater support still in 1970.

The course is for the most part situated on the A.22 London/Eastbourne Road between The Boship Roundabout at Lower Dicker and Uckfield and although undulating and having a number of long drags has nevertheless some very fast times to its credit.

The strong Worthing contingent competing this time were, Dave Funnell, Tony Rotheram, Alan Orman, Colin Miller, Keith Dodman, Ray Douglass, Tony Hill and Tony Palmer. On past performances it looked as if our best three would come from Alan, Dave, Colin and Keith and given some good rides from these we must have a chance for the team prize and possibly a place in the individual honours list as well.

The morning was very warm and sunny and there was a troublesome wind that had many riders afterwards arguing as to its direction.

The team event did indeed prove very exciting and soon became a direct confrontation between the Excelsior and the promoting Club, led home with a superb individual winning time of 58 mins. 37 secs. by their star Cliff Sharp. The three fastest rides for the Club were Alan 1 hr. 1 min.

4 secs. Dave 1 hr. 1 min. 50 secs. and Colin 1 hr. 2 mins. 42 secs. to give a team aggregate of 3 hrs. 5 mins. 36 secs. At this point it was up to Ken Stevens to beat 1 hr. 4 mins. 23 secs. to clinch the award for Eastbourne but although riding well to current form he could only manage 1 hr. 4 mins. 49 secs. A team win then for Worthing and one of, but very few so far this season. Alan's time gave him 3rd place in a field of 61. Altogether a successful event for the Excelsior.

Other Club times were:

Keith Dodman	1. 4. 5.
Tony Hill	1. 7.30.
Ray Douglass	1. 9.15.
Tony Rotheram	1. 9.24.
Tony Palmer	1.12.21.

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BACK NUMBERS

Having reached the right old age of seven issues some of you may be interested to know that we can supply back numbers for nearly all issues. The price is still only one shilling they don't count as vintage yet, so let Ray Douglass know if you want any.

---oOo---

VICE PRESIDENTS - HARRY O'TOOLE

It's an old story in Cycling as I expect in any other sport also, that its easy to take from the sport but not so easy to put back. With Harry, however, we have the exception. "No I never did any racing"... "I helped out a bit with timing and that sort of thing". In fact he has been a timekeeper for the Club for the S.C.A. and at Preston Park track over a period of twenty years. At the track he was also a judge for many of those years. "I was always very interested in the racing boys but liked touring and the social side more for my part". So Harry served the racing side but his years of service have been much more general, he was for a long while Club Secretary and Secretary and Treasurer of the S.C.A.

Born in Worthing in 1906 he lives now only a short distance from his birthplace and all his cycling since he first had a machine at the age of 12 has been centred on Sussex. Many tours took him and his wife Rene on tandem to East Anglia, Wales and the West Country. It was in the middle twenties that they became Club members being introduced by Mr. Legge a now deceased Vice President of the Club. They had earlier been members of the Cyclists Touring Club and in their early years with the Club they did much to promote the touring and social side.

Harry still rides a Claud Butler regularly but does not now venture to those touring distances of his earlier days. I think, however, I detected a hint of annoyance when he recounted how a few days earlier he had been unable to catch Cliff

Alford a veteran who was riding in Harry's day. Maybe our V.P. will be getting a few more miles in on his retirement in a couple of of years time!

A Vice President for close to twenty five years his interest is constant and although now he remains very much in the background he is proud of his association with the Excelsior and looks back with great pleasure at those very happy times.

Lots of good wishes to you when you retire from your work, but not from the Club your support is appreciated and needed.

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LEWES CRITERIUM SERIES.

The first in the series coincided with one of the hottest days of the year. The humid atmosphere, however, did nothing to spoil the racing. Twenty five local riders set off promptly at 7.30 p.m. to do battle over thirty six flat miles in six laps. The first lap was very fast indeed. probably due to the flatness of the circuit and typical first lap eagerness. Bob Smith and George Clare both of East Grinstead, caused most of the trouble by their constant attacking, however, although the bunch frequently stretched to breaking point they remained intact and approached the finish in a bunch. On turning into the slightly uphill finish John Lucas unleashed a devastating sprint to leave the whole field in his wake. The first five placings were as follows:-

1. John Lucas
2. R. Smith
3. Mick Venner
4. F. Stonham (Brighton Premier)
5. Dave Hasler.

The second event also took place on a hot evening, Bob Smith, George Clare and Dave Hasler attacking right from the gun and establishing a considerable lead. After two or three miles Dave decided that the break was too early to stay away and free-wheeled into the safety of the bunch. The other two kept plugging away, holding off all challenges from the main group for four laps. On the fifth lap increased activity in the bunch brought back the breakaways, but but also in this circuit Dave Hasler had the misfortune to puncture. Unselfish assistance in the form of Tohy Rotheram giving Dave his bike, and Collin Miller doing his best to to pace him back to the main field were in vain. The pace with the main group was now too energetic by far. At the beginning of the last lap George Clare rode smoothly away from the front not to be seen again until the finish. John Lucas again produced his sprint from the field to take second place and I was sixth.

The points table now read:-

1. John Lucas 3pts.
2. R. Smith 5 pts.
3. F. Stonham 9pts.
4. G. Clare 14 pts.

The scene was now set for the grand finale in the third event. John had only to ensure that Bob Smith finished no more than two places ahead of him and the series was his. East Grinstead realised the situation and made attack after attack, attempting to get their man away, Worthing however were riding superbly as a team (pause for

exclamations of surprise), and marked every attack. With twelve miles to go I was able to make use of the cat and mouse tactics to launch a lone attack. The brilliant teamwork continued behind and I hung on to gain first place. John followed Bob Smith in knowing he had the series in his pocket.

The final overall placings were:-

- 1st John Lucas, Worthing Excelsior
- 2nd Bob Smith, East Grinstead
- 3rd George Clare, East Grinstead
- 4th Fred Stonham, Brighton Premier
- 5th Allan Orman, Worthing Excelsior
- 6th Steve Mawer, Brighton Premier

All in all the series provided excellent racing in excellent weather. It was also very refreshing to see the Worthing riders pulling together as a team. A sign of things to come I hope.

Allan.

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MORE WEDDING CONGRATULATIONS

Tony Hill returned from his Leicestershire homeland at the end of August a married man. We give you our very best wishes for the future. Oh! and by the way you may find you will lose a bit of your speed but gain in stamina, so don't forget your commitment to the 24 hour ride next year.

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CLUB 25 MILE CHAMPIONSHIP AND 'SHERWIN' JUNIOR TROPHY

As in 1968 Mick Venner was the only one of our top short distance riders to ride this championship and again strolled home an easy winner in 1 hr. 1min.39 secs. Keith Dodman and Collin Miller who might perhaps have pushed him a bit were respectively D.N.F. and D.N.S.

In second spot this year was junior George Matthews with a time of 1hr.5mins. 45 secs. just 8 secs ahead of Pete Reeves, third.

Greater interest and indeed greater competition is now enjoyed in the Junior handicap event incorporated, in the Club Championship. As an illustration of this last year's winner, and still a junior, Pete Gallienne who now lives in Plymouth returned to have another go to try and retain the handsome cup. In the event Pete was second to his friend Nigel Barlow. From the full result below it will be seen how close this handicap was.

Full result:- (J.denotes junior)

	Actual time		handicap time
Mick Venner	1. 1.39		1. 1.39
George Matthews	1. 5.45	J	1. 1. 0.
Pete Reeves	1. 5.53		1. 1. 8
Paul Davies	1. 6. 6.	J	59.51.
Bob Weitner	1. 6.43	J	1. 0.43.
Pete Gallienne	1. 8.48	J	59.43
Tony Hill	1. 8.48.		1. 2.38.

	<u>ACTUAL TIME</u>	<u>HANDICAP TIME</u>
Nigel Barlow	1. 8.51 J	58.51
Mike Poland	1. 9.13	1. 0. 3.
Tony Rotheram	1. 9.18.	1. 2. 3.
Pete Langridge	1. 9.55.J	59.55.
Ray Douglass	1.10.51	1. 3. 1.
Stephen Budd	1.11. 1.J	1. 1. 1
Tommy Hall	1.15.57.J	1. 5.57.

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THE 1969 EVENING TEN SERIES

On Thursday 15th May the 1969 evening ten mile competition got under way with eleven entrants appearing before the time-keeper, Ray Douglass. Before the first rider returned it was obvious to many that the new course would be a considerable improvement to the previous one on the Steyning Partridge Green road.

Allan Orman returned the fastest time in that first event recording 24.47, Dave Hasler was second with 25.00 and third was George Matthews in 25.37 giving older riders a taste of things to come.

Event No. 2 was won by Nick Lelliott who completed ten miles in 23.19 beating on the way some of the Polish Tour of Britain team who were our guests for the evening. Nick also took first place the following week with a course record of 22.58.

Twelve riders in event four were lead home by Dave Funnell putting the course

under his wheels in 23.50 with Allan Orman some 54 secs. behind second.

The youngest winner of any of the events was Bob Weitner who beat seven other riders with a time of 25.16 in event number 5.

A disappointing entry in the next one gave Tony Hill a good points score coming home first in 26.36.

George Matthews was a fine winner of events 7 and 8 and this by sheer good riding his times 25.10 and 24.34 respectively.

'Bunny Betts' timed the next event on the 10th July, one of the few wet days of this lovely summer and even Nick Lelliott 'slowed' to 23.6.

'Man from the South-West' Pete Gallienne now a resident of Plymouth on holiday in this area visited the course for event eleven and finished fifth $2\frac{1}{4}$ minutes down on the winner, that young man again, George Matthews who again beat 25 mins. in returning 24.46.

Paul Fish making one of his rare evening appearances took Event No.12 with the fast time of 23.57. Also in this event out of retirement came Harry Beasley, and he only allowed 28 mins.29secs. to slip away during his covering of the course.

George Matthews made his tally of wins up to four in the penultimate event beating senior riders Collin Miller and John Lucas into second and third places.

Really torrential rain in the last event put the dampers on the number of participants and only three, stalwart, or stupid, according to your own thoughts, completed the course. Collin Miller at last had a win after several seconds and thirds. The other two were Steve Richards and Harry Beasley.

Roger Smallman, Chris Beckingham, Ray Douglass, Bob Weitner, Charlie Lednor, Tony Palmer and Harry Beasley took turns in dodging traffic and riders at the turn and the club should be grateful to Mr. Funnell who must surely hold some kind of record for pushing riders on their way. Ray Douglass, Charlie Lednor, 'Bunny' Betts, Alf Dawes and Tony Palmer turned out to time the 32 different riders who entered the competition.

The Overall Winner to hold the

'TED HILL' TROPHY for one year:

GEORGE MATTHEWS.

1st.	George Matthews	4 pts.	Schoolboy
2nd.	Bob Weitner	12 pts.	"
3rd.	Collin Miller	15 pts.	Senior
4th.	Dave Hasler	22 pts.	"
5th.	Tony Hill	25 pts.	"
6th.	Steve Richards	26 pts.	"
7th.	Nigel Barlow	31 pts.	Junior
8th.	Tommy Hall	32 pts.	Schoolboy
9th.	Mike Poland	32 pts.	Senior
10th.	Ray Douglass	37 pts.	"

(Schoolboys 4 rides to count, Others 6 rides to count)

No other riders completed the necessary number of rides but the whole series has been very well supported. In addition to the riders taking part in the competition proper, each evening the club has acted as host to a dozen or more riders from other clubs, and save perhaps for the last event, every evening has been a good opportunity for sport and a get together.

For next year we should aim at a still higher number of finishers of the complete competition and don't forget the fantastic 22 mins 8 secs record that now has to be beaten.

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SUSSEX PURSUIT

Pursuit racing traditionally marks the start of the track season at Preson Park. This year it also heralded the arrival of two other factors, the first being extremely bad weather and the second, extremely bad organisation. More than enough riders were at the park to enable a start to be made on time but this was not possible due to the lack of officials. By the time that the required number of officials had turned up the rain had also put in an appearance. The riders pleas for the evenings racing to be postponed fell on deaf ears and every body splashed around not too happily in the atrocious conditions. I felt also that some of the timekeeping was rather suspect as the officials stayed in the dry and guessed when the rider passed his station rather than going out and standing right

alongside.

However, all the time trials were completed and eight riders went straight into the quarter finals. The method of selection as always was the fastest qualifier against slowest, second fastest against second slowest and so on.

The series went as follows:-

Qualifiers

Mick Venner, Worthing	Allan Orman, Worthing
Alan Temple, Bognor	M. Geoghegan, Bognor
P. Higgs, Bognor	C. Cordes, Bognor
P. Fish, Worthing	D. Hasler, Worthing.

$\frac{1}{4}$ Finals

M. Venner	M. Venner	
D. Hasler		M. Venner
M. Geoghegan	M. Geoghegan	<u>FINAL</u>
P. Higgs		M. Venner
A. Orman	A. Orman	
P. Fish		A. Temple
A. Temple	A. Temple	
C. Cordes		

In my opinion the only ride worth a mention is the final when Mick beat Alan Temple. It really was a first class ride.

All in all it was a very poor show from the point of view of organisation. I gained the impression that the pursuit championship is a necessary evil to the officials which must be dealt with as quickly and as early as possible to make way for the other track events. I cannot understand why the ride offs could not have been incorporated in meetings proper. The interest is here and

a pursuit only takes up six minutes or 10 off the evenings time.

Just to round off the happy string of events the third place ride off never took place purely because nobody could be bothered to organise it. Both riders concerned made themselves available on frequent occasions.

All in all a sorry story, Micks win being the only bright spot out of what should have been a sparkling championship. See you next year when I hope that things will be different.

Allan Orman.

D O N T F O R G E T

THE NEW LIGHTING
REGULATIONS THAT
COME INTO FORCE
ON 1st NOVEMBER

Regulation No B.S. 3648

Number must be marked on
all rear lights, battery
or dynamo.

JOHN MANSELL

(See action photo opposite)

John started cycling with the West Sussex road Club in 1957 and joined the Excelsior in 1961. He is equally at home on a bike or a trike and has on three wheels finished very near to the top of the National Best All Rounder competition.

<u>Personal Bests</u>	<u>Bike</u>	<u>Trike</u>
10 miles	24.42	26.57 X
25 miles	X 1. 3.41	1. 4.41
30 miles	1.15. 6.	1.20.51.
50 miles	2. 8.18.	2.16. 8.
100 miles	X 4.37.50	4.46.38
12 hours	X 239.41 ms.	221.31 ms. (X)

Southern Roads Records Association

Tandem Tricycle 50. 2hrs.0mins.38secs.

Sussex C.A. Worthing-Horsham-Worthing

Record 1hr.48 mins. 23 secs.

Club Tricycle records Worthing-Chichester

Worthing and Worthing-Arundel-Worthing

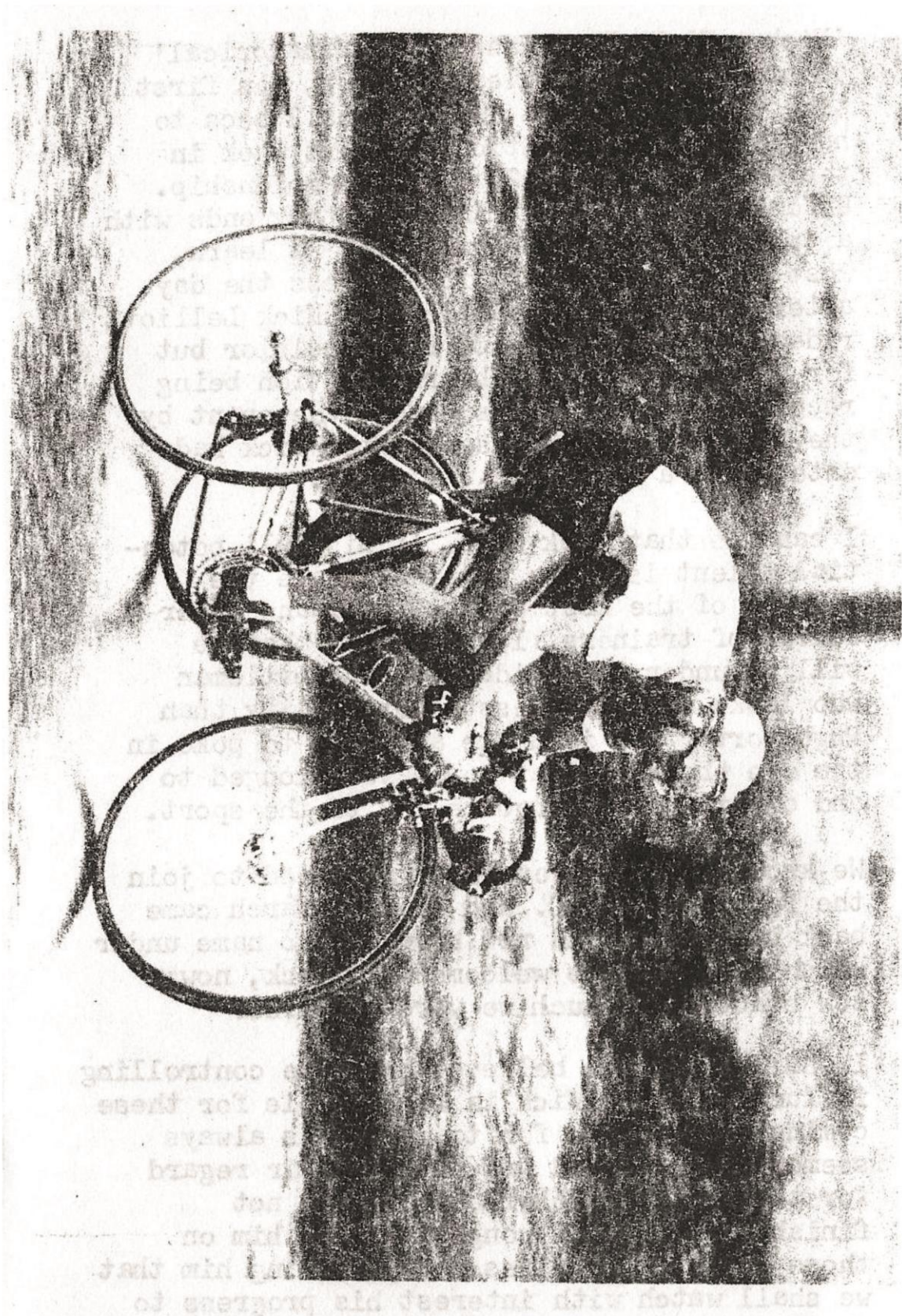
Sussex Division B.C.F.

2nd. 10000 m Spring 1964

Member Excelsior Sussex Pursuit team '64

John, now a married man and at the 'mature' age of 31 plans to continue his racing but is hesitant in being too definite about the future. He continues as Club General Secretary. from his new address in Crawley. We hope the distance will not effect his stalwart Club service.

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EDDY TORR

'Nicky, Nicky Bang Bang' 'Fantasmagorical' 56 minutes for 25 miles one week, the first time under the hour, and 55 mins.2 secs to humiliate the opposition the next week in the National Junior 25 miles Championship. Unfortunately, to my mind the story ends with a 'phut' like a damp squib, for we learn, most of us from the National Press the day after, that in the Championship Nick Lelliott rides not in the name of the Excelsior but for Whitewebbs C.C. The resignation being received only four days before the event by the Club Secretary, indeed after Nick had entered as a member of this Club.

I can see that Nick must, if his full potential talent is to be realised, have the benefit of the most professional and experienced of trainers, I understand that he will be under the guidance of a gentleman who looks after no less a personality than Hugh Porter but is there any need to poke in the eye the club that you have belonged to and did in fact introduce you to the sport.

We know that last year Nick resigned to join the Polytechnic C.C. and then in March came back because he did not have a Club name under which to ride; ~~we~~ welcomed him back, now we see exactly how much we were required.

I shall, however, believe that some controlling influence behind Nick is responsible for these comings and goings for to me he has always seemed level headed and to have fair regard for the Club. Furthermore I shall not finish this without congratulating him on those magnificent rides and promising him that we shall watch with interest his progress to those high sights on which his eyes are set.

