THE

WORTHING WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

WORTHING WHEEL

The Journal of the Worthing Excelsion Cycling Club

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Worthing.

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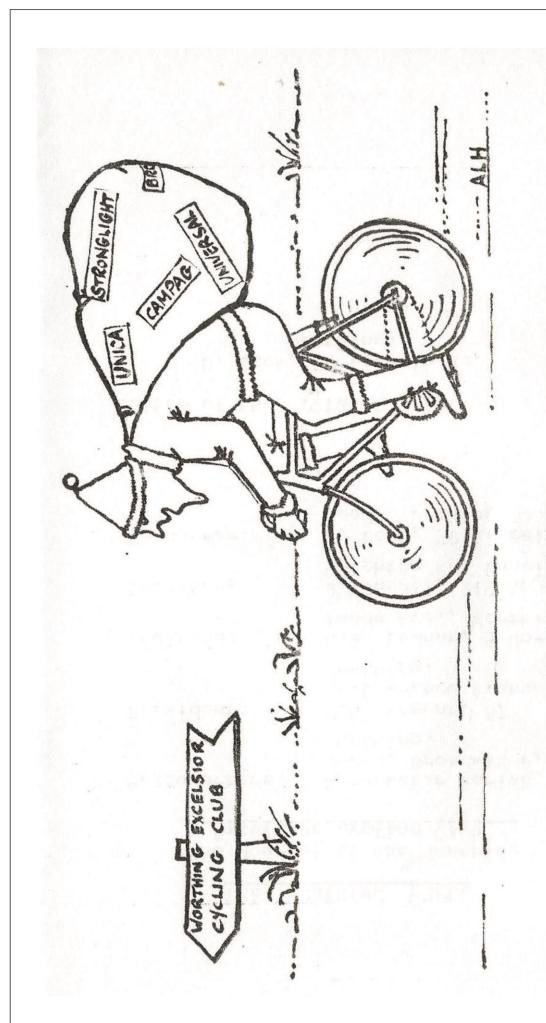
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A MERRY CHRISTMAS TO ALL

JUNIOR BEST ALL ROUNDER

As will have been noticed from the magazine report on the evening ten series our Junior of the year has undoubtedly been George Matthews. His times over 10,15 and 25 miles would satisfy many a senior rider and show great promise for the future. He has the makings of a Dave Funnell; long legs and slim build, lets hope that he can make the kind of allrounder that Dave was.

George's times over the three distances were:-

10 miles 24 mins. 34 secs. 24.423 mph 15 miles 37 mins. 41 secs 23.889 mph 25 miles 1hr.4 mins. 0 secs 23.438 mph

His average miles per hour 23.917 mph.

MOST IMPROVED RIDER AWARD

This prize went for 1969 to Steve Richards who does not figure very frequently in the prize lists. Steve's best 25 prior to 1969 was 1 hr.15 mins.1sec. and he lowered this by nearly eight minutes with his 1969 best of 1 hr. 7 mins.24 secs. Well done Steve, bet you don't take eight minutes off it in 1970!

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AUTUMN MINI TOUR

Five club members, Keith Dodman, Harry Beasley, John Mansell, Tony Hill and yours truly accompanied by my friend Pete Brooker from the East Grinstead C.C. made a motorised dash into the East Anglia area on the evening of Friday 26th September. Bury St. Edmunds was to be the centre for this latest club effort to take a look at other parts of our Island.

The plans were not ambitious and something in the region of 60 miles a day was reckoned on. On the Saturday a curving north easterly run to Norwich took us through Barnham, Euston, (not the one with the Station), Knettishall, East Harling; a stop here for elevenses, at the "Swan", on to Watton and to East Dereham for lunch. We had by this time realised how vastly different life is in this part of the Country. Where in Sussex could you ride along an "A" class road on a Saturday morning and hardly meet a Car. After lunch I was forced into continuing as chief guide and map reader and we rode north to Reepham then South Easterly through Cawston and Newton St. Faith inclusion some six miles from Norwich of a little roughstuff was greeted with much ribald comment, but John and Harry demonstrated how much at home they were on the surface, and the rest of us were left some minutes in arrear.

East Anglia may for the most part be flat but it has so many other attractions,

its quiet villages, its charming rural towns, unusual churches, rivers and fords. The less dense population brings with it less traffic, less dirt less noise, and for many the flatness itself is not unattractive, especially if you are not too fit!

In the heart of Norfolk sits the "Head-quarters", Norwich. I had not visited this City before and was impressed with the way in which it has managed to control its development. It has retained its wonderful old buildings, splendid in their contrast to the modern buildings but, at the same time, complimentary, in this thriving City. Norwich has many colourful and attractive streets, it is a place that one could explore for several days.

Leaving our digs about 10 a.m. on the Sunday the route back to Bury St. Eds. was planned, firstly a direct south westerly run to New Buckenham and Banham for a late elevenses; it seems important to fit this particular halt into the itinerary. After this we pushed on to Thetford for a good lunch. The establishment was described by the local constable as a "Posh Joint" and whilst it may not have done our pockets much good, it certainly did our stomachs proud.

From the use of the word "pushed" you will gather that we had it somewhat hard. There was indeed a strong south wester right in our faces and a turn on the back became something which took ar awful lot of cunning to achieve.

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Tony Hill took us a little off course in the final run in but the route was pleasant

the Lanual Commel meeting in February

and having turned due south was not so hard.

He was let off, like I was, with a few warnings from John about what would happen to
him in the forthcoming Tourist Trial.

its quiet villages, its charming rural touns,

The journey home was safely and uneventfully made and all agreed that the two days had been well spent. Plans are now in hand for Whitsun 1970.

CONGRATULATIONS

Ray Douglass our most energetic and long riding vet. has attained a first class standard Vets. Certificate with a 25 mile ride of 1 hr.6 mins.12 secs. A time that riders half his age would like to achieve has been won after a season's dedication to this short distance event.

their out to dust the majorn

GOOD WISHES

To Club members Brian and Ann Weir. Ann is expecting another addition to the family in the Spring 1970. We hope that everything goes well for you.

ALAS

Due to the failure of financial sponsorship arrangements the Club's General Committee have had to give up the idea of running an Open 12 hr. event in 1970. The Committee will be reporting fully to the Annual General meeting in February.

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force among the court of the a

A RIDE FOR CHARITY

Accompanied by two friends a host of interested infants some 40 persons on horseback and a few on foot, Geoff Allibone set out on an intrepid 25 mile journey over the lesser known parts of the Sussex Downs in aid of The Save The Children Fund. It nearly turned out to be a save the Geoff Fund, but on that day, 17th August 1969, Geoff proved that although the does not possess great speed he certainly has guts. With only short pauses for refreshment, not I understand the usual alcoholic kind, Geoff propelled two wheels to places where no two wheels have every been propelled before. He probably suffered more that day than he ever has whilst racing and as for you touring types, have you covered this route?

Start: at Nepcote Green - Findon - Tormere Farm - Long Furlong - Chantry Hill - Blackpatch Hill - Myrtlegrove - Long Furlong - Lee Farm Road - Kithurst Hill/Rackham Hill Car Park - Chantry Hill - South Downs Way - Barnsform Hill - Chanctonbury Ring - South Downs Way Steyning Round Hill - Steepdown - Cissbury - Finish at Nepcote Green.

There was apparently some considerable arg ment en-route between horse and machine, questions of right of way bringing much heated and assignate discussion, to the journey. Other interesting stages of the event involved some of the young ladies on horseback, but it is egretted, we have been unable to obtain reliable reports of those, no doubt interesting conversations or 'happenings'.

Geoff raced all his four, and two, legged friends home and raised some £4 or £5 towards a most deserving cause.

WHITHER SUSSEX....?

The County of Sussex is still very beautiful and the people who live there have a really valuable heritage; the Cyclist's of Sussex are able to enjoy much lovely countryside even today despite the spread of urbanisation from London which is bringing increased pressures of houses, factories, roads, airports, new towns etc. Already the coastal fringe of Sussex has become very congested and 'developed' in these last few years and it makes one wonder what will happen soon to the 'meat in the sandwich' as the coastal congestion grows and as the London expansion increases relentlessly. One organisation supported by voluntary contributions which is doing what it can is the National Trust; however, is Sussex doing anything for the Trust? For example, the inhabitants of Surrey recognise their danger and have some 17,300 members which even then is only 1.8% of its population. Sussex have 9,600 members, or 0.8% only! During the last financial year Surrey County Council gave the Trust £3400 towards maintaining the many Trust properties, Box Hill, Leith Hill, Polesdon Lacey etc., which it recognised are amenities enjoyed by its Surrey residents and visitors alike. Sussex did not contribbeing a regard of way beinging to east

Contributions to the National Trust are urgently required, individual membership cost £2 per annum. Perhaps members of the Worthing Excelsior would care to support the Trusts work by becoming a Corporate member, in which case a transferable admission card to Trust Properties etc. at the rate of

friends home and redised come ff or ff towards :

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£3 per annum would be available, in addition the Trust Newsletter at four monthly intervals etc., How about it?

Whither Sussex....Don't let Sussex Whither.

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WEDDING CONGRATULATIONS

To Colin Miller and his wife Dawn
married on October 11th at the Church in
Stanmer Park, Brighton. Colin and Dawn have
launched themselves into the world of
"married bliss" at 4 Redfers Road, Moulscomb
Brighton.

The Editor is given to understand that Colin's send off the previous evening was quite something. Apparently the well wishers were approximately 50% cyclists and 50% master plumbers. The plumbers are supposed to have given up when after four public house visits the Cyclists went on to a Chinese Restaurant! Could there have been a plumbing difficulty perhaps!

DUKE OF EDINBURGH AWARD SCHEME

This scheme has been responsible for the new membership of the Club of 18 year old Dave Hudson. Dave is after one of those coveted medals and we are going to do our best to see that he gets it. Dave has entered into the Club spirit in great style and we hope he will have a long and enjoyable membership.

MILES OR METRES?

Does it matter? Do you care? If you are a roadman it will probably make little or no difference, but a time trialist will for the remainder of his career and probably afterwards as well, no matter when the change comes, continue to convert distances and speeds for the comparison with former records and performances.

I suppose in due course it may well be impossible to cling to 25, 50 and 100 miles, and we shall have to start familiarising ourselves with 40 kilometres, 80 milometres and so on. I notice the United States still measures in miles and yards, indeed the laser beam equipment left on the moon has enabled them to measure the distance of the moon from the earth down to an error of only 5 yards; or was it feet, I'm not sure, but I know it wasn't metres.

Perhaps I don't feel "European", what an awful word, but then of course time trials are rather a British institution aren't they.

CLUB RUNS and aldtenogues med san emedica strill

What a treat to see so many out on October 12th after the Hardriders event. Particularly noted near the back was Jim Besley and Lady companion on Tandem!

CLAPSHAW 25

This, the handicap championship of the Club, or as some would have it the Mike Poland benefit, was held this year on 7th September and again 'the Poland' was there or thereabouts finishing second to this season's new and worthy winner Chris Woodcock.

Chris doesn't emerge often enough from behind his Butchers counter, but demonstrated his potential in this ride of 1hr.10 mins. 48 secs. (actual) allowance 10 mins. to give him a net time of 1.0.48.

Yet another dry morning in that lovely summer saw eleven starters away from time. -keeper Brian Weir, but by general consent it was a hard morning and three failed to complete the course to illustrate this.

The full result:-

reta.n	diffus a dilu gr	H'cap	Net Time			
1st	Chris Woodcock	10 118 33	1. 0.48.			
2nd	Mike Poland	7.30	1. 1. 0.			
3rd	Ray Douglass	7.30	1. 1.36.			
4th	Tony Hill	6	1. 1.55.			
5th	Alan Orman	Scrt.	1. 2.46			
6th	Steve Richards	7Briation L	1. 2. 46			
7th	George Matthews	4	1. 4.29.			
8th	Duncan Bethell		1. 4.58.			
cor be.	List valual evel	mes Liano	an drapting			

Tony Palmer)
Nigel Barlow) D.N.F.
Pete Langridge)

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COFFEE AND MARS FOR RECORD 'Hardriders' 12th Oct. 1969

Mick Venner generously acknowledged the help of Barbara and Martin Ford-Dunn after he had won this event. In need of a drink and sustenance, it was current course and event record holder Martin who came to the rescue with coffee and Mars Bars, and so became, in just a small way, responsible for handing over that record. Mick's ride of power and style reduced the time for the course from 1 hr.32 mins.54 secs to 1hr.31 mins.12secs.

A constant threat to his final ascendency was posed by Keith Dodman and Alan Orman but they eventually finished well beaten with times of 1hr.34mins.40secs and 1hr.34mins.54secs. to take second and third places respectively.

A humid grey morning with a south easterly wind was not at all designed for record breaking and an under 90 minutes ride must be now quite on the cards for next year's event.

As is usual with this event there were a good number of marshalls and supporters out and the whole thing went off very well.

Duncan Bethell and Dave Hasler failed to return to timekeeper Brian Weir. Both claiming lack of training, were duly recorded D.N.F. Several younger riders, however, attacked the hills and general rugged terrain with considerable success as will be seen from the Full result:-

	MILLE	Actual	<u>Handicap</u>
1st	Mick Venner	1.31.12	1.29.17.
2nd	Keith Dodman	1.34.40.	1.34.25.
3rd	Alan Orman	1.34.54.	1.32.14.
4th	George Matthews	1.39.34.	1.32.59.
5th	Mike Poland	1.40.13.	1.28.18.
6th	Tony Hill	1.42.07.	1.32.17.
7th.	Pete Langridge	1.43.40.	1.32.55.
8th	Tony Flumm	1.43.50.	1.35.15.
9th	Steve Richards	1.45.24	1.34.14.
rgleman	wes in the team,	Mad Deale 103	THE PART AND A

High Venner and myself. Roy Humphreys and one stateline a POINTS CUP vehicle entitled

John Locar, Oglina, Miller, . Ubve Hesler,

accompanied us.

Awarded annually to the rider with the lowest total handicap placings in Club events. This year the trophy goes to Mike Poland, and is justly awarded for his tremendous support of the events, and his ability to always get a little bit extra out of the handicapper! on the outsidets.

First ten for 1969 were:-

	defail easis s of 20	Of al acole beauty
44-	Mike Poland	32 points
	George Matthews	39
4.4	Mick Venner	45 dadt asenthers
	Tony Hill	50 the dam
	Pete Langridge	58
4.5	Tony Rotheram	-59 and docut
4 m	Faul Davis	61 significant
is a con-	Alan Orman	62 a sai mark salw
And Salata	Duncan Bethell	64 teril out full
er bordet i d	Nigel Barlow	66

27 riders competed in club events in 1969.

5th CRITERIUM

coorbush

FRANCO-BRITTANIQUE

Twelve Sussex cyclists met at Newhaven Harbour in the early morning gloom of Saturday 13th September. The reason was to travel to Dieppe to do battle with twelve French cyclists in conjunction with the Sussex Normandy Fair. Worthing Excelsior had five representatives in the team, namely: John Lucas, Colinn Miller, Dave Hasler, Mick Venner and myself. Roy Humphreys and Phillipe Vandevelde were the officials who accompanied us.

Once on board the cross chamnel boat everbody settled down to 3 hours of relaxation. The crossing was calm and misty.

On arrival in Dieppe we were met by our hosts from the Cycle Club-Dieppois and whisked off through the town to an hotel on the outskirts. In fact it was on the very road that the Tour-de-France had passed along in 1965 to a stage finish in Dieppe. We regarded the road with great reverence and hoped that a little of the greatness that had passed along it might rub off.

Lunch was served at 1'o'clock and it was difficult to refrain from drinking more wine than was good for you, bearing in mind that the first race was only three hours away. Roy and Phillipe however saw to it that their share was considerably more than ours.

The racing consisted of two events, one of 20 kilometres and the other of 15 kilometres, round a four hundred yard circuit on the Marechal-Foch Boulevard which is right on the seafront. The French riders had a very professional appearance with their Peugot vests and machines. Soon we were off on the first race and I was delighted to find that it was not going to be as hard as I had feared. However, at the end of the seventh lap my back wheel collapsed depositing me on t the road. Although two laps are allowed for rejoining we discovered that the frame itself had twisted and a replacement wheel was not going to be of any use. That aside, the others John Lucas and Mick Venner especially, were riding very well picking up invaluable points at the end of every five laps in the sprints. The sprint for the last lap carried double points and the Sussex contingent were very happy to see this won by Ted Richardson.

In between the two main events the French held a one lap time trial for their own riders only. It was interesting to see the number that crashed due to their tubulars rolling off. Never complain about machine checks because this is what happens when they are non-existant.

I was very fortunate to be able to borrow a French riders bike for the second race. The pattern of this event was the same as the first with the exception of W. Hill (Sussex) who broke away on his own for several laps while the rest of us tried to block the bunch.

The final classification gave first three places to Normandy with Sussex riders filling the next two places. A win for Normandy.

After the races we were all taken to the reception and presentation. After this it was back to the hotel for a superb dinner which took about two hours to plough through.

Next day we were taken to see the exhibition which was very good indeed. We even tried some snails which were very tasty.

We all thoroughly enjoyed ourselves and the foreign hospitality was great. I hope that when they visit us next year we can do the same for them. Also I hope that we can beat them.

By the way, I have found out why French cyclists go so much faster than us. If their food does the same to them as it did to me they have got to move very, very fast indeed or else the consequences......

Alan Orman.

held a one lep time_1000-11 their own riders

In between the two main events the French

antifor amount SLIDE SHOW! out bada and fadt

Many thanks to Chris Beckingham for a most interesting selection of slides. Shown in the Clubroom on the evening of Tuesday 18th Nov. A good number of members and friends were well entertained for about three quarters of an hour.

As well as clubmen in action other slides provided by members, showed touring in France, and the Tulip Rally at Spalding in Lincolnshire Martin Ford-Dunn contributed some slides of the Apollo 11 mission; first man on the moon and all that. Perhaps we have at last learned where Martin does his secret training.

CLUB ANNUAL DINNER

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Our Club Annual Dinner this year was different, or as one of our speakers said, revolutionary. Due to an unfortunate misunderstanding with our usual caterers they were unable to be of service to us. As there were no other caterers available this presented organiser Theo Puttick with a King size headache, but Theo, never one to be daunted by seemingly impossible difficulties surmounted this one by calling in the aid of Mrs. Solomon, Worthing Corporation's Catering Manageress, whereupon a most excellent meal was provided, which proved to be no more cold collation. There were some doubts as to the success of this venture but these were soon assuaged. Liberal portions of meats and salad, trifle gateaux and ice cream, were provided and consumed by all even the younger members being well satisfied (shades of Club teas of yesteryear). This followed, if you could manage them, with cheese and biscuits and coffee comprised a menu of both quality and quantity. Betterm victories they but galant

At the top table were our worthy President and his wife, Mr. and Mr. 'Dugg_e' Argent, the Mayor and Mayoress, Councillor and Mrs. Chapman and Mr. and Mrs. Rennie.

The speeches this year were brief but to the point. Our guest speaker was Ken Atkins of the Central Sussex C.C. who used the word "IT" for his unusual theme. I am left in some doubt as to the meaning he had in mind, it seems to have many connotations. Whatever "IT" was our Club apparently had it, and I think that he was intending to be complimentary. The reply for the Club was given

by Charlie Lednor, I wonder how many times Charlie has spoken at Club Dinners, it must be a record of some kind, and a record that not many would care to try and break. By the way Charlie we don't think you are the "gauleiter of the Findon Road". The Mayor in his speech spoke of the New Sports Centre and Sports Arena to be provided in the Town in the near future and promised the Club full use of the facilities; this is most welcome.

It was very pleasant to see so many parents, past members, friends of the Club and younger members with their girl friends. I must say cyclists seem to have a keen eye for a good looker, the girl friends seem to be prettier every year.

The main prize winner was Mike Venner who has the enviable task of keeping three Club Trophies clean plus numerous miniatures and medals. Nick Lelliott, Club record holder at 10 and 25 miles received a loud ovation when he went to the prize table. His great rides during the year certainly merited the reception he was given. The prizes were presented by the Mayoress.

Dancing as usual followed, only interrupted by the Draw. There were many very good prizes which were gathered together by Dave Funnell. He must have a wonderful line in persuasion, (or coercion), to achieve such a good display. Dancing then resumed until midnight, the last waltz and the end of a very enjoyable evening.

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tain's that he was intending to be compli-

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W. HUGILL

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Mice Venner starting No.5 returned his bounds would enumed on his local course and with a time of thre hain 35 secs. hold the

OCTOBER 5th 1969

Once again the Club was blessed with a warm and sunny morning for its Open 25 promotion, and once again it was a very successful event.

Timekeepers Alf Dawes and Charlie Janman saw 86 riders off from the Sussex Pad start, out of a total entry of 97 and with some big names and strong team entries good competitive racing was assured.

Brian Weir held a watch at the $12\frac{1}{2}$ mile point and the pattern of the final result was already emerging. Under 30 minutes at this stage were Worthing's Mick Venner, Cliff Sharp of Eastbourne, R. Sewell North Road C.C., T.E. Sacker Bellingham Wheelers, Jeff Marshall, Hounslow & District C.C. and no less than five riders from the very fast Portsmouth C.C. Fastest was Dennis Brown of the Pompey Club in 28 mins. 12 secs., and it looked as if the event record, created by last year's winner Martyn Roach 57mins. 55 secs. could indeed be lowered.

As the race developed further, however, it became obvious, that for fast and slow alike, the second part of the course was proving harder. Some found the final stretch along the Sompting Bypass to be a real heartbreak when up to then times had been looking like personal bests.

Mick Venner starting No.5 returned his usual stirling performance on his local course and with a time of 1hr.1min.35secs. held the

lead for half an hour. Until Cliff Sharp finished in 1hr. 1min. 15 secs. Mick was only pressed by another fine Worthing effort. namely that by Alan Orman of Thr. 2mins. 40sees. The positions of these three remained until Dennis Brown (news of his half way time having already reached the finish) hurtled over the line in 58mins, This proved unbeatable although Jeff Marshall 59mins. and Dave Silk of Portsmouth club 1hr. 0.38. came closer than any others to take those second and third prizes. and the has an patheen votne willer I

Portsmouth of course won the team prize and must certainly be the strongest club anywhere along the south coast. Their aggregate time 3hrs.1min.47secs.

The handicap section was dominated by Sussex riders, Robin Johnson of Brighton Mitre turning in one of his best rides of the season clinched first place with 52 mins. 15secs. (allowance 10.45). Second was P.D. Davenport of Eastbourne and third Pete Burberry of Lewes. Alan Orman's effort scraped him a 4th handicap prize.

Dave Funnell must be congratulated on the promotion which was extremely well organised, marshalled and eatered for. Jim and Con Hughes, Theo Puttick and Vera and Vivian Hill (wife of Tony) worked extremely hard serving the refreshments and the complimentary remarks in "CYCLING" were very well deserved.

with how few bearers can an explorer make nerted victulosse in agores forest top ate a desert, if he and the bearing our each carry

CORRESPONDENCE

19 Spierbridge Rd, Storrington, 17th October, 1969

and westons vd bessend

Dear Mr. Lock,

Just a line to thank you very much for sending the "Worthing Wheel" along to me. I really enjoy reading it and it brings back happy memories of my Cycling days in the Excelsior.

. Intell tyrical order the little to Parint.

Please find enclosed a small cheque for 1969/70 of Worthing Wheel, sorry it is not more, but have been on the sick list for nearly eight months with heart trouble, still there are plenty worse off, I can at least potter around at home and stroll to the village.

Well cheerio and good wheeling to you.

Yours sincerely,

ERIC R. DAVISON

P.S. My regards to any of the older members.

backway (wants in all of the contract of the c

A PROBLEM BY DAMNOD

With how few bearers can an explorer make a six day march across an absolutely barren desert, if he and the bearers can each carry only enough food and water to last one man four days?

CORRESPONDENCE

65 Deerlands Rd., Wingerworth. showing blower Lie of an and Chesterfield.

Dear Don, yes not shown I is word as Jel ob

Thank you very much for sending me the latest copy of Worthing Wheel. It occurred to me that I have received more copies than I originally paid for. If I do owe the Club any money, perhaps you would be good enough to advise me. I sather all scovers 1

friendship which I welle very made aldebroini

traffic stemplet to be

May I congratulate all those responsible for the production of the magazine, I think it is first class, especially for a person such as myself since it is the only link with the Club. It would be appreciated if you would convey my thanks to the Committee.

I was wondering if you would accept an article from me, although I don't cycle these days I have explored the magnificent countryside which starts from my back garden. feel sure that a "cars eye view" of the Peak District would fit in with the sub ect matter of the magazine. Perhaps you will let me know if I can qualify.

Such a lot has happened since we left Worthing that it would fill several large volumes to describe it all. The children are growing up fast and are richly endowed with a northern accent, much to Sheila's horror. Remote as we are everything about Worthing is still very much with us. Kevin often talks about helping me marshall the various events and can describe the exact

Jrae 1. If you this wolvers a ri

spots. Everytime he sees a Racing Cyclist (which are few and far between) with glasses, he always says 'there's Ray'.

Please remember me to all my old friends
- friendship which I value very much - and
do let me know if I do owe you any money.

edd en guilded Yours sincerely,

daily safe swo oh PETE SIDFORD an will sain bec

P.S. If anyone is riding on Yorkshire courses, we could put someone up (only one I'm afraid) we are only 5 miles off the M.1.

ne traces and set of expend varyermon without as the contract of the contract

such as myself since it is the only limb with

the Chab, It would be appreciated if you

Ray Douglass and John Mansell have a £5 bet on who can ride the Dulwich Paragon 25 fastest. The event is just before Christmas, and the agreed rules are that no mechanical or physical mishap or delay will be accepted as excuse; deadly serious? Well, these two have continued a friendly antagonism (a contradiction in terms if ever there was one) for all the years that I have known them.

wolune to describe it all line children

It must be remembered, although Ray will perhaps not appreciate my mentioning it, that Ray is some years John's senior. John this year has not raced except for two or three evening tens, whereas Ray has had a full season, riding every weekend, and concentrating particularly on the 25 mile distance. As reported in a previous item Ray this Sept. returned 1.6.12. for 25 miles, his fastest

for a considerable time. He is fit and is a. continuing to train regularly up to the date of the event. John, is at Crawley and we are not quite sure how much cycling he is doing, although it is noticeable that he has had some runs down to the Clubroom on his bike since the wager was made.

I asked John and Ray to give me briefly their thoughts about the wager. These are published below; Ray's is hopeful but reconciled, John's is confident even arrogant and of course highly original.

I think they will both do 1.10..... and I can't see more than a few seconds separating them. It should be very interesting and the event will be discussed for a long time afterwards. chanding and an amove DON svitesdays wiedt

I have been asked by the Editor to put on paper my thoughts with regard to a wager made with John Mansell. This wager, proposed by John, not me I might add, was that he would ride a faster 25 than I in the Dulwich Paragon event at Christman.

Normally not being of a betting disposition I, however, accepted this one because it would give me great personal pleasure to win it. despite on reflection rather heavy odds against me. John is an excellent rider when he has a mind to be, as his personal best times show, so to beat him would not be an easy task. So what can I say except "Let the best man win" but I do hope it is me.

RAY

AN EASY FIVER - A short Two act Play

Dramatis PersonnaE (Purely in order of appearance and not ability.)

their thoughts circuit the weger.

Edenaid Latyn two i bedeliden

Aged Racing man
Fast man
Young Racing Cyclist.

ACT. 1.

The scene is the Clubroom on an early October Club night.

The aged racing cyclist and the Fast man are just concluding a conversation in which the A.R.C. is declining, again, the F.M's invitation to a modest wager on the outcome of their respective endeavours in the forthcoming Dulwich Paragon Christmas "25".

The Young Racing Cyclist enters, and hearing the conversation jocularly says:-

Y.R.C. "Thats typical of your A.R.C. - you're always chickening out of bets - I tell you what, I'll bet you a fiver that I can screw you in the Paragon "25".

At this the A.R.C. realizes that although he, himself, has ridden about a million miles since Easter the Y.R.C. has hardly looked at his bike since last Christmas, and

"ale asm tood put tel" freeze you I ame tak

knowing that this would be his final chance to fulfil his life's ambition, before arthritic joints and rheumy eyes take their final, inevitable, toll, croacks:-

A.R.C. "Alright young man - you're on".

And thereupon - it being past the hour of 'Your Hundred Best Tunes' hobbles home to bed to plan his training campaign and preserve his energy for the forthcoming fray.

beacous bluce facily CURTAIN Las (Vasers view

(Act Two in next issue)

Dear Editor, bus some moleso sadis danks and

I agree a Handicapper's lot is not a happy one, but it gives one a certain amount of satisfaction when the job is done; the event over and more than half the field are within 2 or 3 minutes of the scratchmark. It is some compensation for having spent 4 hours of a lovely, sunny, Sunday morning just looking at figures.

It is no more difficult to calculate long markers also'very long markers' than than the fast boys. Reference to the Club Open result sheet will show this. The scratchman for this event was 54.30. Entry form items, 7, 8, 9 and D give all the information that is necessary, this coupled with ones own experience, I feel is enough.

Let's hope that the present system will remain.

ALF DAWES

HILL CLIMB CHAMPIONSHIP

In last Christmas's Mag we reported how Mick (Mountain Goat) Venner shot himself over Steyning Bostal to win our Hill climb champ. we also observed how he was only 8 secs. outside Dave Funnell's 1965 record. We can now inform you that the same mountain Goat has gone up that same hill even faster to improve that old record by no less than 10 secs.

Under conditions that made it pleasant to watch but hazardous to ride, (the road was very greasy), only the stylest could proceed without going backwards as much as forward, Mick left the opposition literally grovelling in his wake.

To top Steyning Bostal in 4 mins. 20 secs is a first class performance and one wonders what he could do in some of the classic opens against better riders and in keen competition.

With three Q.N.S. and two D.N.F. the result sheet is somewhat reduced, the event was nevertheless quite well supported. For those who may keep a note of these things it was run in the afternoon of 19th October.

1st.	Mick Venner	4	mins.	20	secs.
2nd	Pete Reeves	5	mins.	11	secs.
3rd	Steve Richards	5	mins	26	secs
4th	Ken Pearce	. 5	mins.	54	secs.

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formation that is necessary, this coupled with account.

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(By Damnod)

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- Clues Across: West Brom. and England Centre forward. (4,5) 3.
- Stake at poker (4)
- ---- Sobers 36 runs off one over (8)
- 10. Norman ---- N.S.W. and Australian (6)

- 13. Kenyan who won the 1500 mtrs. at Mexico (5)
- 14. Titch..... of Kent. 304 wickets in a Season (7)
- 15. Famous British Racing car. (3)
- 16. Rik ... still a popular racing cyclist on the continent (3, 4)
- 17. To "... away" in cricket, you don't need a bat. (3, 2)
- 21. To perform "....." at billiards you need to pocket the ball from an awkward angle (1, 5)
- 22. No old raver at the net. (3, 5)
- 23. ".... ran" (4)
- 24. He won a gold medal for the longest leap in Mexico (3, 6).

DOWN

- 1. Wife of Emil Zatopek. Took javelin gold in 1952 (9)
- 2. The marathon originated when they were warned that the Persians were at sea. (9)
- 4. Two under par (5)
- 5. "..... smash" wrestling term (7)
- 6. "To close to the wind boating term (4)
- 7. "... whites" Preston North End (4)
- 11. Bailey 10.2 100 mtrs (1, 8)
- -12. B.B.A.R. 1969 (3, 6)

- 14. C.B. --- . Cricket, Soccer, Long . Jump world record. (3)
- 15. Same World Cup Group as Peru and Argentina (7)
- 18. Monte (4) Live in Jeans of hevevior
- 19. Game of Prince Philip (4)
- 20. The Worthing Excelsior Cycling (4).

TOURIST TRIAL 1969

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The course went, indirectly through Aliris-

Entries 18
Starters 15
Finishers 5

These figures summarise this year's tourist trial fairly well - an excellent entry, the highest for many years, justifying, promotor Brian Weir's not inconsiderable efforts - a high percentage of starters, showing that the weather was of favourable disposition - and a majority of non-finishers proving that, 'tho the weather remained kind, Brians course did not.

I do not mean that the route was a bad one - far from it - with just the right balance being maintained between lanes, main roads and rough stuff, it was excellent, nor do I mean that it was a

difficult route to find but rather that it was a swine of a course to ride, it seeming to me to be 90% uphill, tho this, of course, could just be a reflection of my fitness at the time.

The great majority of riders were conveyed to and from the start and finish point, near Firle Beacon, by motor vehicle, the idea being to transport the competition to an area, perhaps not quite as well known as that immediately surrounding Worthing. The course went, indirectly through Alfriston. Polegate and Wartling to lunch at Ninfield and then by way of Cowbeech and Heathfield to the finish, where we were greeted, by, what is now a tradition at these events, Theo's kitchen and a magnificent repast of soup, chicken, spotted dick and tea.

RESULT

- 1. John Mansell
- 2. Tony Palmer
 3. Chris Beckingham
 4. Tony Hill
 5. Jim Besley

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non-finishers proving that, 'the the weather remained kind, Brians source did

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lanes, main roads and rough attiff, it was

"Mheelers", Valebridge Rd. Burgess Hill. 10.12.69

Dear Don,

May I, through your columns thank the Worthing Excel. for the opportunity of speaking at your dinner.

I must congratulate the Club for having the courage to try a new format for this function and I feel I must apologise for a r rotton speech. Perhaps you will get a better one next year.

Please accept my best wishes for a most successful season in 1970, but watch out for the Team Championship Shield.

Yours sincerely
KEN ATKINS
Central Sussex C.C.

FLASH NEWS

John Mansell 1.9c44 Ray Douglass 1.10.39

A very satisfactory result to the Dulwich Paragon '25; even Ray was happy, as £5 changed hands.

KEITH DODMAN

The photograph opposite should be familiar to you all, but if not compare with front cover.

Keith joined the Worthing Excelsior from the West Sussex Road Club and is currently among our fastest riders. Almost entirely concerned with time trials, so far as competition is concerned, Keith's personal bests are:-

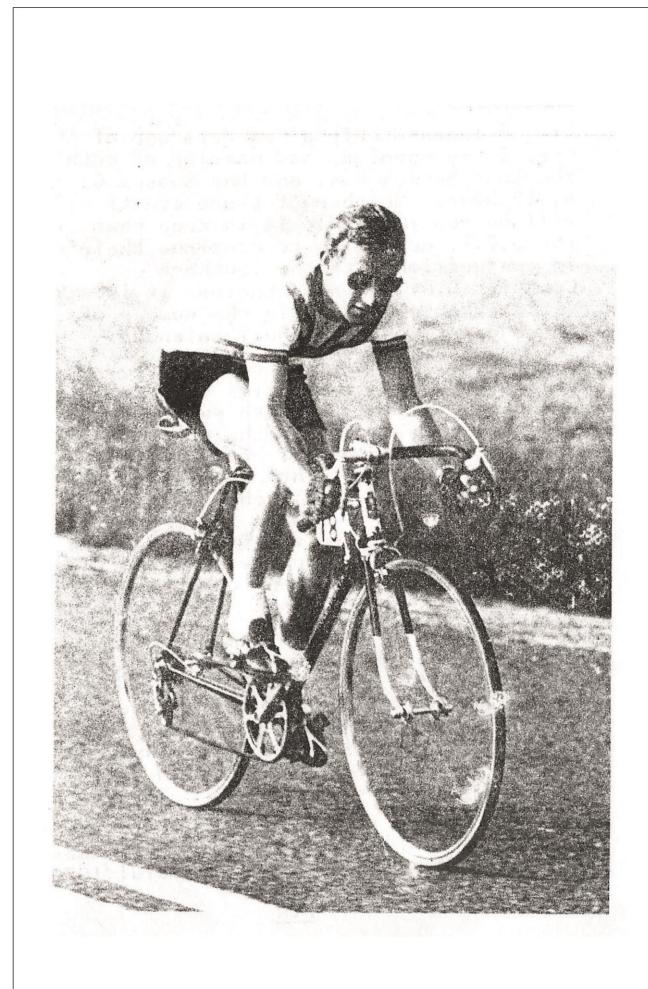
10 miles	25 mins 10 secs	
25 miles	59 mins 13 secs	
30 miles	1hr.15 mins 30 secs	
50 miles	2hr. 4 mins 2 secs	1
100 miles	4hr.37 mins 46 secs	
12 hours	237.5 miles	

Keith obviously greatly encouraged with his considerable improved rides over 25 and 50 miles, plans next year to improve existing club records at 50 and 100 miles. Dave Funnell holds both at present with times of 2.0.6 and 4.21.24., and the size of the required effort is quickly apparent.

A person with many diverse and fascinating interests Keith is quite at home in any discussion on space, science astromomy, or such down to earth things as flies, beetles, butterflies, moths or birds. He is well versed in literature, painting and the theatre. I sometimes, wonder where he ever gets the time to do his training. Back and fro to work as a printer I suppose.

... abanah bannah

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EDDY TORR

I learned only a few days ago of the, in my openion, sad passing of both the East Sussex C.A. and the Sussex C. A. 12 hour. Neither of these events will be run in 1970. It is true that the S.C.A. are going to continue their's in conjunction with the Southern Counties C.U. but nevertheless it is yet another reduction in the number of these events on the annual calendar.

The magical difference in these events from run of the mill standard distances, is the complete switch round of hours and minutes on the one hand and miles on the other. Even for the top men it is still "how much more time have I got?" not "how much farther?" Whether you can do 180 or 280 the sense of really being involved in an event is tremendous, and the achievement in finishing is not felt in any other event except of course a 24.

The Club 12 and its B.A.R. competition suffered this year from the same lack of support; not one 12 was ridden. I have heard a number of members indicate that they might have a go next year. I sincerely hope you do because the way things are going you will not be getting many more chances.

Well that's enough from me this year I hope you all have a wonderful Christmas and a really pleasant and successful 1970

DON

