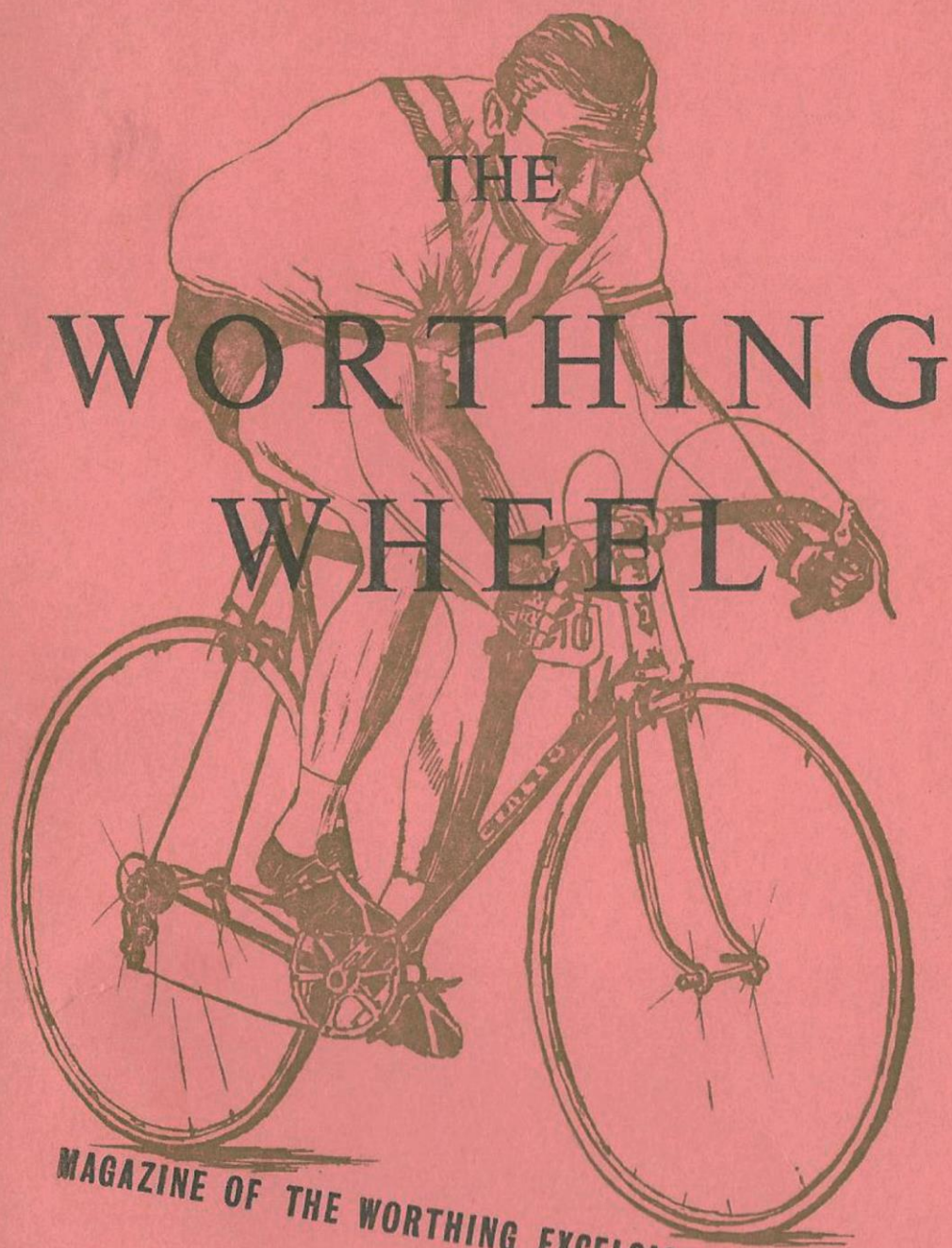


1 Shilling



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1970

Vol 3 No 1

THE WORTHING WHEEL

The Journal of the  
Worthing Excelsior Cycling Club

Headquarters: Broadwater Parish Rooms,  
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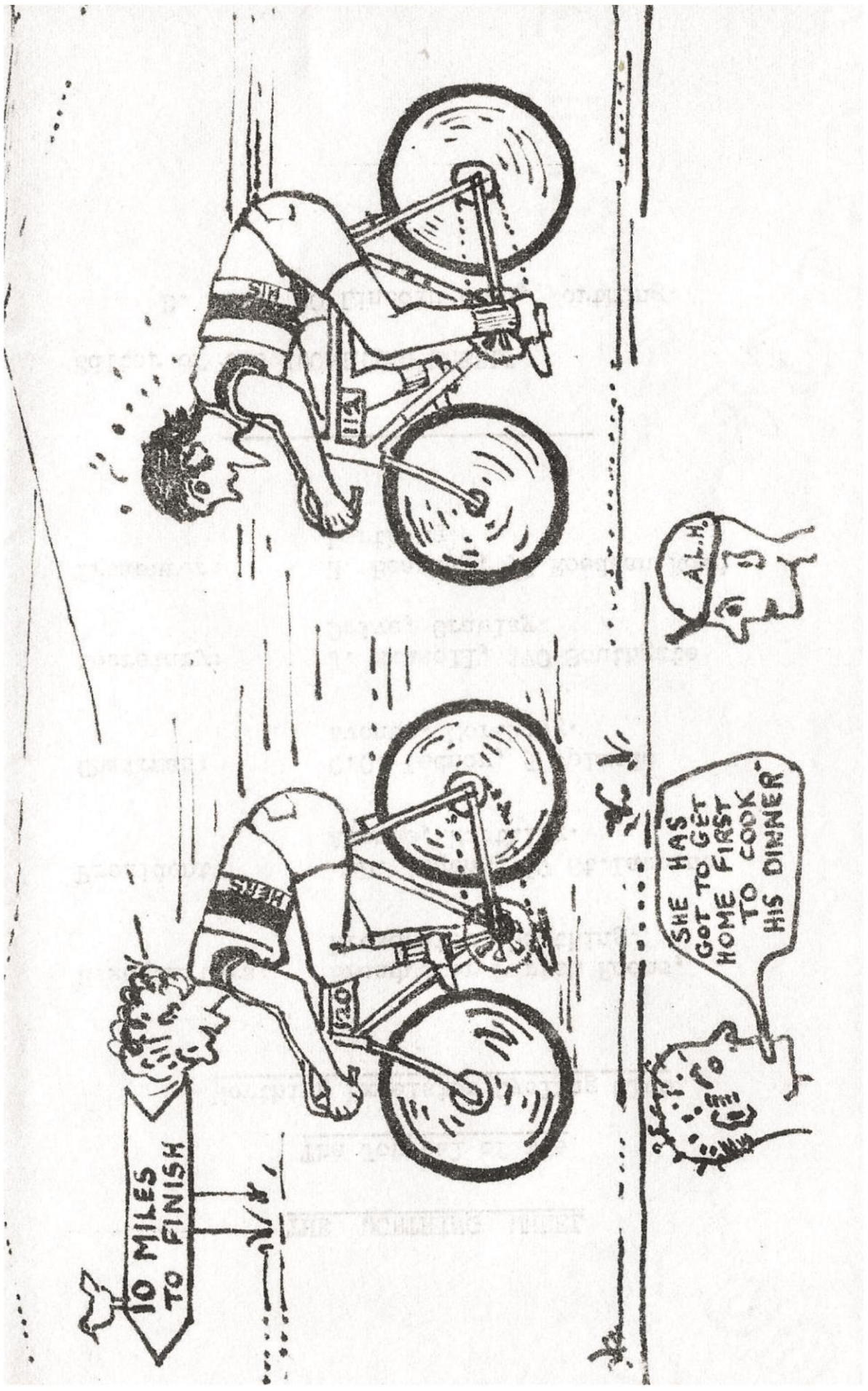
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Editor of the "WORTHING WHEEL"

D. Lock, 70 Lincoln Road, Worthing.







## OLYMPIC SQUAD

Like Alf Ramsey and Association Football so also now, the British Cycling Federation Racing Selection Committee; not World Cups at stake but English International Cycling prestige, which took such a hard knock in the Mexico Games in 1968.

The first seventeen have been named and the group is expected to be enlarged to 30 in due course. Nick Lelliott, ex-club member, is among those named at this initial stage, and it will be of great interest to us all to see just how well he can progress to International and World standard.

He is now being grouped with others of his own or perhaps greater ability and the opportunity he has craved for the greater competition and expertise is now surely his. Let us hope that he will profit from this as much as he himself hopes to.

The Munich Olympics are about 30 months ahead, and Nick should by then be physically ready to tackle the best. It must be hoped that all his training and coaching will go well for dedication most certainly exists.

As a footnote almost I would add that Ray Douglass in the Club has made preliminary arrangements to see the Munich championships in 1972. I understand he hopes to stay with Pete Andrews who now resides in Germany and was for some years a stalwart Club Member. It would be rather special to be able to look at an Olympic competitor and say "Oh. I remember when he rode his first Club event".



# FORTHCOMING TIME TRIALS

April 5th	Club 25 m. 2-Up	Local
12th	De Laune 25	Crawley
	East Surrey S'Boys and Juniors 10	G 113
	East Sussex S'Boys and Junior 10	G 811
18th	Eastbourne Rovers men, S'Boys, Juniors and Women 10	.G 813
19th	S.C.A. 2-Up 25	Local
26th	Club Junior 15 Championship.	Local
<hr/>		
May 3rd	Club Championship 30	
	Clarence Whs. S'Boys and Juniors 10	G 112
10th	Club 25 Championship	Local
16th	London South Heat 'G.H.S.' 10 (W.E.C.C. Organising)	Crawley
24th	Club Championship 50	Local
31st	S.C.A. Team Championship 25	Local
<hr/>		
June 6th	Tour of Britain T.T. Madeira Drive	Brighton
7th	East Sussex C.A. Open 25	Dicker
14th	Southern Coy's C.U. 25	Local
20th/21st	Catford 24 hr.	Pease Pottage
21st	East Surrey S'Boys and Juniors 10	G 112
24th	Addiscombe S'Boys and Junior 10 7p.m.	G 112
28th	Eastbourne Rovers 25	G 831

EVENING TENS (LITTLEHAMPTON ROAD) MAY 14th to  
AUGUST 20th



## UPON AN IMPULSE

There is great satisfaction in planning ahead for cycle trips, whether long or short. Sometimes however, the 'spur of the moment' rides give just as much enjoyment. Such was the case of a ride undertaken one afternoon in October. The sudden urge to be amidst the Sussex countryside could not be resisted, so a quick change into cycling garb was made and then away.

Having only a vague idea of a route my wheels pointed northwards and with a following wind Washington was soon behind me. A left turn and into the peaceful and traffic free lanes I cruised. The surrounding trees in their Autumn guise were radiant as the sun broke through the thin layer of cloud. The lanes were strewn with recently fallen leaves and in places acorns crunched and cracked under my wheels. A lower gear selected and up into Warminghurst. This tiny Parish has its place in history for it was here that William Penn, Quaker and founder of Pennsylvania, lived when he drafted the first constitution of Pennsylvania.

On past the 13th century church then left down a rough farm track which leads eventually into that most attractive village, Thakeham. Ham is a Sussex termination meaning house or manor and it is thought that Thakeham may have signified the village of thatched houses. St. Mary's Church dates from 1150 and is built mostly of local sandstone and ironstone. The walls of the nave are late Norman and the fine tower is of the 15th century. The restored and renovated cottages, brilliant in the sunshine completed a superb scene.



A short climb and then a fast sweep down between high hedges. Rounding a bend I was suddenly confronted by two jet black ponies galloping towards me, followed by a van. They were not very large ponies but they appeared to be doing about 'evens' and had determined looks on their faces so I prepared to plunge into the hedge. Fortunately I was spared this by the intervention of a farm worker who managed to cut them off, thereby ending their short taste of freedom.

On once again, winding through the picturesque lanes, resisting a tempting display of strawberries and cream and other fruitful delights on a wayside stall. Coming to rest at a junction I noticed horse chestnuts (conkers to you) in abundance along the edge of the road. As my six year old son had demolished his supply a few days earlier I began to collect a few handfulls. As I gathered them others were falling giving a reminder that winter would soon be upon us.

The A.24 loomed up but was quickly left as my wheels turned into the quietude of a 'B' road. The miles passed almost unnoticed as I threaded my way along pleasant lanes lined with trees whose colours gradually changed into deeper shades of gold and green as the sun slowly declined. Soon Steyning was entered, where in ancient times there was a safe harbour but which was gradually silted up and is now built over and virtually unidentifiable. As I wanted to keep off main roads I decided to take on the Steyning Bostal and was soon puffing and panting my way up this stiff climb.



After recovering at the top I absorbed the oft seen, but always appreciated view. Evening was not far off and the hills and valleys were shrouded in a thin mist giving the countryside an enchanted appearance. A little further on a tractor was ploughing a field and was followed by hundreds of seagulls, screeching and zooming and looking like a scene from Alfred Hitchcocks thriller "The Birds".

Then followed the exhilarating descent into Sompting, past the church with a helm roof to its tower which is not only unique in Sussex but in the Country. Then wheels were turned towards home where conkers were duly distributed, a hearty meal downed and an evening spent reviewing the pleasures of an unplanned afternoon of cycling at its best.

Harry Beasley

.. ..

BOB FUNNELL, brother of Dave and long standing member of the Club was married at Christmas in Wellington, New Zealand. We understand the 'MAG' reaches you Bob, so every good wish from all your old mates.

... ..



## CLUB CIRCUIT EVENT

March 1st heralded the commencement of the Clubs Time Trials Calendar for 1970, with the Circuit Event. With a distance of 20 miles or so, the course is designed to try out the riders early season fitness. Starting by Sompting Church the course goes along to Offington Corner, up Findon Valley then left at the roundabout and across Long Furlong to the Arundel Road. Left again, along to Offington Corner and the circuit is repeated once more and then back to Sompting Church. The course includes fast stretches, long hard stretches short steep stretches and a flat-out downhill section. All tastes are catered for.

The morning was very cold but dry with only a light wind at first which gradually increased and provided useful assistance to the finish. The honour of first man away was given to Tony Hill resplendent on his refurbished machine. Clad in a variety of cold combating garments the field moved off at their allotted times.

The beginning of the first circuit up through Findon soon sorted the riders out, with George Matthews, Paul Fish, Colin Miller and Mick Venner catching their minute men. Young Clive Roberts unfortunately punctured and as he was on pressures had to borrow an outfit to carry out the repair and decided to withdraw. Bob Sparks also had to stop to tighten up a loose bottom bracket spindle but was soon on his way.



First man up Long Furlong on the second circuit was George Matthews, climbing stylishly and strongly having pulled out nearly two minutes on next man through, Tony Hill. Paul Fish was next and then at about a minute Bernie Bethell. Then came Mick Venner with his smooth powerful style. The riders were well spread out all trying hard to conquer the increasing wind.

Back at the finish the now frozen time-keepers counted down the seconds as the riders crossed the finishing line. A special cheer went out for Paul Hampton and Bob Sparks for bravely finishing their first event.

The final result was a first class win by Mick Venner with Bernie Bethell taking the Handicap award.

#### Full Result

		<u>Actual</u> <u>Time</u>	<u>Handicap</u>
1st	Mick Venner	55.15	55.15
2nd	George Matthews	59.13	55.13
3rd	Colin Miller	60.15	57.15
4th	Bernie Bethell	60.32	55. 2
5th	Paul Fish	60.44	59.14
6th	Pete Langridge	63.00	56.30
7th	Tony Hill	65.25	59.55
8th	Paul Hampton	78.09	68.09
9th	Bob Sparks	80.35	70.35

... ..



## EARLY MILES

What are the advantages to be gained from those miles, stacked into ones timetable in the first two months of the year? How much difference is made by the "severity" of the social season? Must we all turn out on those bitter winter days and evenings, when cycling is the last thing we really feel like doing?

The questions are endless, but the answers will always encourage those who are prepared to seek their successes by the dint of their early season labours.

Many top riders will cover as much as 300 miles a week in those first eight weeks of the season and will soon be proving the value to those who still doubt or are unwilling to believe.

In a recent Club survey Paul Fish heads the list with nearly 1600 miles and his plans for extensive track racing this season will be watched with interest.

Keith Dodman has covered 1000 miles simply riding back and fro to work and this, his usual early season form of mileage, will serve him well when he starts his seasons racing. Ray Douglass, Mick Venner, George Matthews, Colin Miler and Bernie Bethell have all covered 800/900 miles, but Tony Hill who plans to ride the National 24 hour championship is at present some way down the list at 600/700 miles. Alan Orman who has been without a machine for some weeks is now training hard



and has now notched up 400. Harry Beasley who plans to do some racing later on is up to 400 but John Mansell who has just bought a new bike! is struggling at 120. It will be interesting to refer to this later on in the season.

.. .. .

### THE DO'S OF OTHER CLUBS

(By various roving reporters)

The BOGNOR REGIS C.C. Annual Dinner was held at Barnham and was as usual a very friendly and enjoyable function. This year the Club were fortunate in having two speakers who between them know Cycling inside out! Ken Whitmarsh of Southampton Wheelers ex 100 mile champion and Harry Jackson of Portsmouth, North End C.C. Olympic rider of note. Altogether a happy evening in congenial company.

- - - - -

The SUSSEX C.A. luncheon unfortunately this year was not well supported which was a great pity because this should be a good gathering for local clubs, something of importance when cycling in the area is at present somewhat in the doldrums. Our Club were guilty in this respect with not one of many prize winners being present. However, the meal was good and the speeches brief and informal. Let us hope for a better attendance next year.

- - - - -



EASTBOURNE C.C. Dinner at the Pier Hotel Eastbourne was again a very good evening out. Enjoyed by Chairman Charlie Lednor and Mike and Ann Poland. For some years now this has been a separate function from their Athletics section and is a continuing success.

- - - - -

The EAST GRINSTEAD C.C. Dinner and Dance held at the Red Barn Hotel Lingfield gets better livelier and more novel every year. Dancing and even cabaret continued until 1a.m. There is great emphasis on road racing in this club now and they do of course have George Clare, on the Scottish short list for the Empire Games. Their guests included no less than four pro-riders, in Vin Denson, Colin Lewis, Dave Bonner and Keith Butler.

- - - - -

The SUSSEX AND SURREY V.T.T.A. Luncheon held at the Surrey Hills Hotel, Beare Green, near Dorking, Surrey surely had the oldest assembly in years but the youngest in spirit of all the Dinners that I have attended this year. Cross toasts were numerous and mostly very amusing. The meal was sumptuous to say the least and worth every penny of the 22/6 paid. These Vets seem to enjoy their food as much as they enjoy their racing. Some of the prize winners times would make riders 20 years younger envious. A really wonderful occasion and I shall certainly try and make it again next year.

- - - - -



## ISLE OF WIGHT EPISODE

A groping hand slid from beneath warm sheets to silence a jangling alarm clock announcing that another morning had arrived. The clock hands showed six o'clock and as I prepared to face the dark cold morn I tried to recall whose idea it was to venture to the Isle of Wight in early December. Low murmurings from below my window interrupted my thoughts and a glance through the curtains showed a group of cycling clad individuals huddled below. Somewhat taken aback I looked at my wristwatch which disclosed that it was, in fact, 6.50 a.m. and we had arranged to meet at 6.45 a.m.

The next ten minutes saw frantic activity and finally, with bikes secured on to the two cars, the first leg of our journey began. Portsmouth was the destination and an 8.30 a.m. ferry the target.

We, that is Ray, Don, Keith, Tony, Dave and myself, arrived in good time and were soon ensconced in the warmth of the ferry's saloon making short work of hot coffee. With a surge of white foam we were underway. Through a porthole we could see a bloodred sun framed in dark grey clouds which looked very picturesque but remembering the shepherds warning was rather ominous. Ryde loomed out of the half light, disembarkation was soon completed and the perilous journey along the pier with its slippery wheel catching boards began.

On reaching dry land, with our route roughly decided upon, we quickly settled down to a leisurely pace towards Bembridge. It was



pleasantly quiet, as few of the residents had yet stirred. We passed Brading harbour which in summertime is crammed with yachts but was then almost deserted. Shortly after climbing out of Bembridge a windmill was espied and we stopped to allow Tony "Don Quixote" Hill to make an inspection. As we remounted a few spots of rain began to fall. With occasional reference to the map we wound our way along narrow lanes, passing many attractive cottages built of local stone. The rain gradually increased and some of us stopped to don our capes. Soon a call for nourishment rang out and we were lucky to find a delightful restaurant in the village of Godshill.

Fortified once more, we remounted our now very wet steeds and into the byways we rode. Our route was now a little more hilly but nevertheless very pleasant despite the persistent rain. A shout from the rear summoned us to stop, Tony having punctured. Repairs were carried out with much verbal assistance from one and all and we were on our way once more. Our sights were set on Yarmouth for lunch and because of the delay we decided not to tackle the steep climb through Brightonstone Forest. Still keeping to the lanes we meandered onwards until Yarmouth was entered and like hounds sniffing out their prey, our noses led us to a house of sustenance.

Well filled, we faced the elements once again, seeking the peace of minor roads. Before long another shout of 'puncture' assailed our ears and the victim this time was Dave. A barn nearby received six temporary squatters whilst the offending tyre was repaired. Remounting, we decided to carry on straight to



Ryde as we had a date with a ferry. Carisbrooke Castle was passed without closer inspection. Newports slippery streets negotiated and the long hilly road to Ryde attacked. Legs were beginning to feel the effects of the long damp day but Ryde soon was reached and once more we were in the warmth of the now crowded ferry.

One of our party did suggest that we hijack the ferry to take us straight to Worthing but this idea was vetoed. Soon back on terra firma we made our way to the parked cars and with bikes stowed away and heaters on full blast the final stage began.

Even with the weather having been unkind to us we all agreed that it had been a pleasant day out and one that must be repeated in the not too distant future.

HARRY.

---ooOoo---

### OPPORTUNITY KNOCKS

It isn't only vets that grow old; we all do and many of the Club's faster men are passing into the autumn of their racing careers.

With Mick Venner, Allan Orman and Keith Dodman we have of course stalwarts like Colin Miller, Tony Hill, and evergreen Ray Douglass. We will have again John Gilbert, a cousin of Allan Orman and just as fast, we may also have rides from John Mansell, Dave Hasler and perhaps Tony Palmer. We have those of a younger grade who should already have made their pre-



sence felt, like Paul Davis, Pete Reeves, Nigel Barlow, Pete Langridge and Steve Richards, but who despite promise seem not to have that amount of dedication required to reach good local standard.

The opportunity for these and also George Matthews, Peter Ragg, Tony Flumm, Bob Weitner, Bob Minchin, Stephen Budd and Tommy Hall is easy to see. With the faster men looking for ultra fast rides on distant courses, the Club Championships become wide open.

All of the youngsters should be able to reach a fitness for up to 30 mile events and 50 miles should be well within the range of any over say 16 who have trained to the distance. The very long distances should not be tackled too early, but Paul Davis showed that 100 miles is well within his capabilities. New blood is vital at these longer distances if the Club's former team prowess is to be restored.

George Matthews proved how the senior riders could be beaten in the evening 10 series last year, so let us have full support for all the Club events. Plan your season now, right through to September or October, organise yourselves into teams to ride particular events.

Do not forget either, the Club place to place records, designed especially for School-boys and Juniors. The Club has a programme for you, so grasp your opportunity in 1970.

Some times picked out from last year should give a spur to greater things from all concerned.



I noticed particularly John Antram's first race for some years, he rode an evening 10 and will not leave 32.29 at that I'm sure. An early season 25 by Duncan Bethell in 1.6.0. Tony Flumm's S.C.A. 25, 1.8.55., Paul Davis's 50, 2.16.31., and Pete Langridge's 1.6.58 in the Bognor 25. Steve Richard's most improved 1.8.48., and the great rides of Bob Weitner (only 13) a 25 in 1.6.43 and a 10 in 24.49.

Finally two other youngsters, Tommy Hall, improving all the time in the evening 10 series, to get down to 27.8 and then 2 25's only just outside evens, and Stephen Budd's first 25 finished in 1.11.1.

.. ..

#### MISCELLANY

DEFINITIONS Have you heard these?

Sex. What 'Posh' people keep their coal in.

Junipers. Hebrew children

IN BRIEF Ray Douglass buys new machine to add to this stable.

Alan Orman, Tony Palmer Tony Hill and others have had resprays ..... I wonder if that hurts at all!

Mike Poland hits road with chin, road unhurt ..... Mike O.K. now.

John Mansell, it is rumoured, plans a full racing season for 1970.



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## WHEN WERE WE BORN?

The generally accepted date is 1887, for many years, and in any discussion with older members on the subject this is the date which is put forward as being the year of our foundation. However, in the ten years in which I have been associated with the Club there has always appeared to be some doubt in peoples minds. It certainly appears that we existed in that year, but may we not have been born before then. In a special "Worthing Excelsior" Review" published by the Club in 1951 Editor Tony Hamer writes "It is doubtful whether the Club referred to in 1884 had any connection with the Excelsior formed in 1887, but we may well speculate whether or not we are an older Club than is at present thought". Notice again the the doubt which is expressed and whilst the Club referred to earlier in that article was called the Worthing Cycling Club could there not have been a mere change of name? In addition the Worthing Gazette of 14th August 1884 giving details of a grass track race in Beach House Park, showed the riders with the initials W.B.C. after their names. This is most probably Worthing Bicycle Club so could there have been an amalgamation?

I think that there are some good reasons for believing our roots may go further back than our note paper indicates and I would be very interested to hear from any reader who can throw any light on this subject.

DON



## THE DELIGHTS OF DERBYSHIRE.

Soon after we arrived in Chesterfield it did not take us long to discover the beautiful countryside which surrounds the area. Our Sunday excursions, by car I'm afraid, in all directions, became almost as regular as the Club run.

Chesterfield itself is situated in the top right hand corner of the County and is only 12 miles from Sheffield which is in Yorkshire to the North and about the same distance from Mansfield and Worksop (of Carlton Cycles fame) which are in Nottinghamshire to the east. The town is a mixed contrast of ancient and modern, when I say ancient, I mean ancient! For lady readers it may be of interest that the shopping facilities are dominated by the small holders market. They are so powerful that they possess a Royal charter which gives them the right of preventing the Supermarket giants entering the Town.

We live in Wingerworth, which despite its odd name, is a village which is separated and is situated to the south of the Town and only five miles from the M.I., our lifeline to Worthing! To the east but mercifully obscured by a wooded ridge of hills are the coal fields and chemical plants of the industrial area. Hardly beautiful but interesting - a trip round the mining villages is rewarding and one feels very close to the Industrial Revolution.

To the west the contrast is fantastic and my words can not nearly describe its splendour.



The land profile on the western aspect is basically a steep ridge which rises up within a few yards of my back garden. Once over this barrier there is a gradual slope which rises up to a plateau of wild moorland, with miles of heather and rocky outcrops and dry stone walls. At the other end of the plateau the land falls away like a cliff edge and the views are wonderful with beautiful wooded slopes and the valley sides cascade in a variety of gradients and perpetually change direction. It makes driving exhilarating but on a bike would be really great going down and a real test of strength going up.

To the south down the valley lies Matlock, which is only 8 miles from my home. Looking down on the town is like a fairy land scene. On top of one of the Tors is Ribber Castle, where one expects to see the Wizard of Oz.

This is the area known as the Peak District and Matlock is virtually the gateway into this wonderland, as one proceeds northwards the countryside becomes more rugged and the land masses more dominating. In the early summertime the heather colours the Tors into awe inspiring shades of mauve, leaving a vivid impression on the mind. This is a walkers paradise, with ruck sacks, climbing boots and ropes, young and old alike are seen in every direction. Cyclists are conspicuous by their absence. Occasionally a track suited road man can be seen, probably from Sheffield but this is a rare sight.

Further north still is the beautiful Lady Bower Dam, only a few miles from Sheffield where the Derwent assumes the appearance of the Lake District. The distance between Sheffield and Manchester is 45 miles and it is strange to



think that these two giant conurbations are separated by these rugged Pennine foothills without the development along the roadside which spoils so many southern counties.

Space permitting I would like to describe in a future issue a journey of just twenty miles out and back from my home.

#### PETE SIDFORD

#### MISCELLANY

THOSE OLD RECORDS With British Cycling Federation affiliations going up by 25% to 25/- p.a. for seniors. How do these minutes of 4th February 1930 strike you?

"Resolved that the Annual subscription be 2/6 or 4/- inclusive of membership of the National Cyclist's Union."

-----  
A BIT OF STRING At a recent committee meeting Tony Palmer suggested that a racing rule should be amended. The discussion was long and heated, it ranged far and many opinions were expressed. It was then, that Tony said "well he had only wished to discuss the matter, and what rule was it we were talking about anyway!" He was allowed to leave without actually suffering bodily hard....



## ANNUAL GENERAL MEETING

Very well-attended with some 46 members turning up, the meeting was as is becoming usual, fairly stormy, but at the same time informative, and plenty of good discussion was forthcoming.

There was no difficulty in filling positions for officers or committee members and this augurs well for the future management of the Club's affairs.

The following is a list of your President, Vice Presidents and Principal Officers and Committee together with addresses where it is thought these may prove useful:

President: W.D. Argent  
Vice Presidents: Mrs. Argent  
M. Reeve Black  
F. Hill  
A. Thomson  
D. Dean  
C. Heazelton  
J. Rennie  
W.F. Blackwell  
J. Hughes  
Mrs. C. Hughes  
C. Coleman  
G. Clark.  
T. Puttick  
R. Douglass

### Life Vice Presidents

V. Cowan  
H. O'Toole  
C.G. Lednor

### Chairman

C.G. Lednor



Secretary: J. Mansell,  
170 Southgate Drive, Crawley

Assistant Secretary:  
R. Smallman,  
27 Chatham Road, Worthing.

Treasurer: H. Beasley  
50 Roedean Road, Worthing.

Social Secretary:  
T. Puttick  
167 Dominion Road, Worthing

Time Trials Secretary:  
T. Palmer, 23 Brentwood Cres.  
Hollingdean, Brighton.

Assistant T/T Secretary:  
R. Douglass  
25 Guildford Road, Worthing.

Road/Track Secretary:  
A. Rotheram  
7 Grover Avenue, Lancing.

Touring Secretary:  
D. Hudson,  
15 Southview Close, Southwick

Runs Committee:  
G. Allibone(Sec), D. Hudson  
J. Beasley. A. Hill

Social Committee:  
Mrs. C. Hughes R. Douglass  
G. Allibone

Racing Committee:  
D. Funnell M. Ford-Dunn

Handicappers: T. Puttick  
R. Betts, B. Weir, D. Lock, T.N. Lednor

Timekeepers: B. Weir, A. Dawes, A. Palmer.  
R. Douglass, C. Lednor, R. Betts.

-----ooOoo-----



# SOLUTION TO "SPORTING CROSSWORD"

( By Damnod )

Christmas Issue

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## ANSWER

To that Damnod Problem . . . .

according to Damnod . . . Two bearers

One turns back after the first day,

the other after the second day.



## SUSSEX C.A. PROMOTIONS, 22nd MARCH '70

The Club did not participate very fully in the wide range of events having only 5 riders in the 5 events and many of our established racing men appear to be very apprehensive about starting the season. Prepared enough to turn Reliability Trails into races but the need to demonstrate a true performance under time trial conditions seems to tone down their confidence.

The Club has, however, to thank those who did compete for a most encouraging start to the season for from those five rides we carried off two first places and a team win. Mick Venner won the senior 25 with a remarkably good time for so early in the season, his 1.1.51 being over 3 minutes too good for anybody else in the 30 strong field. Supported by Collin Miller and Tony Hill who returned the fair times of 1.7.14 and 1.8.19. this aggregate 3.17.24 was just sufficient for the three of them to clinch the team prize although by the narrowest of margins; Brighton Excelsior C.C. with three good performances were only 5 seconds slower in 3.17.29. As these were the only three riders we had in this event it was a particularly good team contribution.

We have a number of active 'Vets' on our books but none found the courage to ride the 25 with special prizes for the over 40's. The best we could muster was one marshall and a couple of spectators.

The Schoolboys 10 showed just what opposition will be coming soon to our senior squad from the Brighton and Bognor areas and it was a shame that only young Clive Roberts should have



represented us. These events are put on for you youngsters and it is up to you to really find out what is on and start participating. Clive was unlucky being first man away but returned the very reasonable time of 31 mins. 54 secs. He should have no difficulty in lowering that to within 30 minutes in the course of the next event or two.

Again in the Junior 10 we had only one entry and again we are left to wonder where all you 16 to 18 year olds get to on Sunday mornings. Our one entry was, however, George Matthews, long legged, strongly built and very modest! "Did you win" he was asked, "of course" he replied. Not really big headed, just larking about, but as a joint scratch man who had just beaten his even mark rider by nearly a minute he had every reason to be pleased. George's time of 24 minutes 59 secs. is the fastest in the club this year and George should soon be turning out some 25's in that same speed.

Results were good but the entry was poor and without good entries which brings better competition there cannot be better times and indeed the efforts of those who do ride will also suffer.



## 7TH ANNUAL RELIABILITY TRIAL

An unfortunate misunderstanding over dates did not leave Promoter, Brian Weir, very much time in which to organise this event, but nevertheless, given, as he was, a most beautiful March morning the event was carried out, by fewer than was hoped, but all the same most successfully.

The basic details of the route sheet showed us that this promotion was to leave the Clubroom at 9.30 on the morning of the 8th March and there were two standards to choose from; 4 hours for the uncertain and  $3\frac{1}{2}$  hours for those who have been getting in the early miles. For those who knew their state of fitness would not get them back and fro across the downs about four times in one morning, the event promised a nice ride round in a car or a long morning in bed, The route first went westwards to Arundel. followed by the drag up to Whiteways Lodge, after this, and a Murray "the too good to hurry" mint from Connie it took to the lanes passing through Eartham and out to the Duncton Hill main road. The descent safely negotiated including the right turn at the bottom, the course again went into the byways to Sutton, Bignor (see that hill) West Burton and out to "A" class roads at the foot of Bury Hill. This hill which, of course, had to be included should not be an "A" road, to my mind it is very much a "B" road. It was however nice to find Jim and Con still at the top and warm blackcurrant heated with the aid of Theo's mobile kitchen went down very nicely indeed. The route from here was down Houghton



Hill to Amberley and Storrington, north to Dan Hill Cross Roads, east to Ashington, out then to Steyning and then, of course, up Steyning Bostal to finish at the top.

A tortuous ride, and given the sort of weather that March normally provides, one that can be an extremely hard test of fitness in the time allowances. Because of the excellent conditions and perhaps in view of the obvious fitness of some of the Club's riders, many are now concerned that in 1971 Brian may decide to make it somewhat harder and this conjures up pictures of struggling riders grovelling up even bigger hills and perhaps more of them. I'm sure if he tried Brian could work it so that we went up Duncton and Houghton instead of down them!

First home was George Matthews followed closely by Bernie Bethell and Collin Miller. Mick Venner who started late and rode on his own the entire way was also home in around  $2\frac{3}{4}$  hours. Just over 3 hours were Pete Reeves, John Mansell and myself. John's riding looking particularly impressive for one who claims to have done only a few miles this year. Tony Hill, Harry Beasley Ray Douglass, and Tim Horsfield were also home in less than  $3\frac{1}{2}$  hours, a fine effort of Tim's at this his first trial of this kind.

One of the most unfortunate rides was that of new member Bob Sparks. Bob only 15 and without all the cycling equipment and gear, which we are all inclined to regard as absolutely necessary rode magnificently to keep close attendance on the senior riders for 45 miles, even on the hills he refused to lose contact. It was in fact only just outside Steyning that Bob



experienced, perhaps for the first time, a "Blow Up" of the sort that we have all experienced at one time or another. He was however not dismayed and indeed should not be for it was a fine strong ride and successes will be bound to follow in due course.

All in all an enjoyable morning out without the arctic conditions which prevailed last year and without the 20 miles ride to and from the finish which I suffered in 1968.

Ed.

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#### BOOK REVIEWS

Well, I doubt that it will be a regular feature but the annual edition of the Road Time Trials Council Handbook is something which is always eagerly awaited, and not only because it is always so late in arriving. The 1970 Edition contains as is its main purpose, full details of all events coming within its jurisdiction. Stretching now from February 15th to 25's on Christmas Day, those of us wishing for a full season should have no reason to complain. There are in addition some 55 pages of time trial records both ancient and modern which will provide much interesting reading.

An interesting two page section, which in view of performances in recent reliability trials, we would do well to read, is to be found on pages 193/4. Particularly interesting to those who finish those events so far ahead of the permitted time!



## ISLE OF WIGHT ROAD RACE

Mick Venner riding in the Senior Amateurs event at Ryde Isle of Wight on Easter Sunday really stirred things up and had the good crowd of spectators on their toes. The event, 60 laps of a  $\frac{3}{4}$  mile circuit on Ryde Promenade had a field of 30 top class amateurs, but Mick no respecter of reputations and obviously feeling good and confident went away on his own after just two laps. He was later joined by four others including the very fast Brown brothers from Portsmouth. These five then put on a great show for those watching by fighting their way over 27 long laps to eventually gain a complete lap on the remainder of the field.

You would think that at this stage a rest was called for but after only a few laps Mick went strongly off the front again to win a sprint : prime. Mick now curses himself for this because although that sprint did not kill him it nevertheless cost him his chance of the major honours. Easing after his prime win, he was caught completely off guard by a new attack from two others of that original group of five, with only a short distance now to be covered they were away for first and second places but Mick proved how strong he remained by outsprinting the rest of the field to confirm in no uncertain terms a very fine 3rd place.

Well done Mick this is what road racing is all about and crowds will always come to watch this sort of action.



## VICE PRESIDENTS.

### Jim Rennie

What did I know about Jim? Well, in fact not very much, except that he always came to our Annual Dinner and seemed always to enjoy himself, entering wholeheartedly in to the spirit of the occasion. Oh! yes and he lives in a "Paddock" off Haynes Road. Also I know him to be a friend of our President Duggie Argent so he must be a good sort.

What I now know is that Jim came to Worthing in 1936 in the reign of Edward VIII and thats before most of you will have been thought of. Jim's business occupation was that of a Master Baker, having a bakery in South Street, Tarring not far from where he now lives. This Bakery which during the early years of the 2nd world war, was to provide nightly shelter and sustenance for "supposedly" on duty, War Reserve Constable Charles Lednor Esq. was first contact with the Club.

Second contact was when Jim's only daughter married the only son of President Duggie Argent.

Rotarians have recognised also his interests and work in many organisations and he was selected to join the newly formed West Worthing Rotary Club.



I must also list a few more of his connections; President of the Master Bakers Association, President of West Worthing Rotary Club, Chairman of Worthing Horticultural Society and Winner of many prizes at their annual shows and Chairman of the Worthing Caladonian Society.

The list of these is perhaps most interesting as it informs us that Jim comes from north of the Border, and how does he feel about living right down here in the south of England along with all us Sassenachs; having travelled all over Britain during his life he feels there is no place like Worthing.

We are honoured to have you along Mr. Rennie and trust you will continue your association with us for many years to come.

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#### STOP PRESS

Evening 10 course will be different by ruling of R.T.T.C. It will now be almost a circuit Littlehampton Road-Thomas-a-Becket Offington Roundabout-Patching Pond-Angmering-Littlehampton Road. Start and finish will however be a short distance apart.

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Racing Committee are I believe trying to re-arrange dates for Club 25 and 50 Championships which clash with other events. Watch for new dates.



ALAN ORMAN

(see action photo opposite)

Alan burst into the Club and the racing section with what must be one of the fastest ever first 25's. While most are content with 1.10.0. or anything better than evens this young upstart returned 1.2.40.

His best time trial performances subsequently are:

10 miles	23 mins. 20 secs.
25 miles	58 mins. 09 secs.
30 miles	1 hr. 12 mins. 00 secs.
50 miles	2 hr. 9 mins. 50 secs.

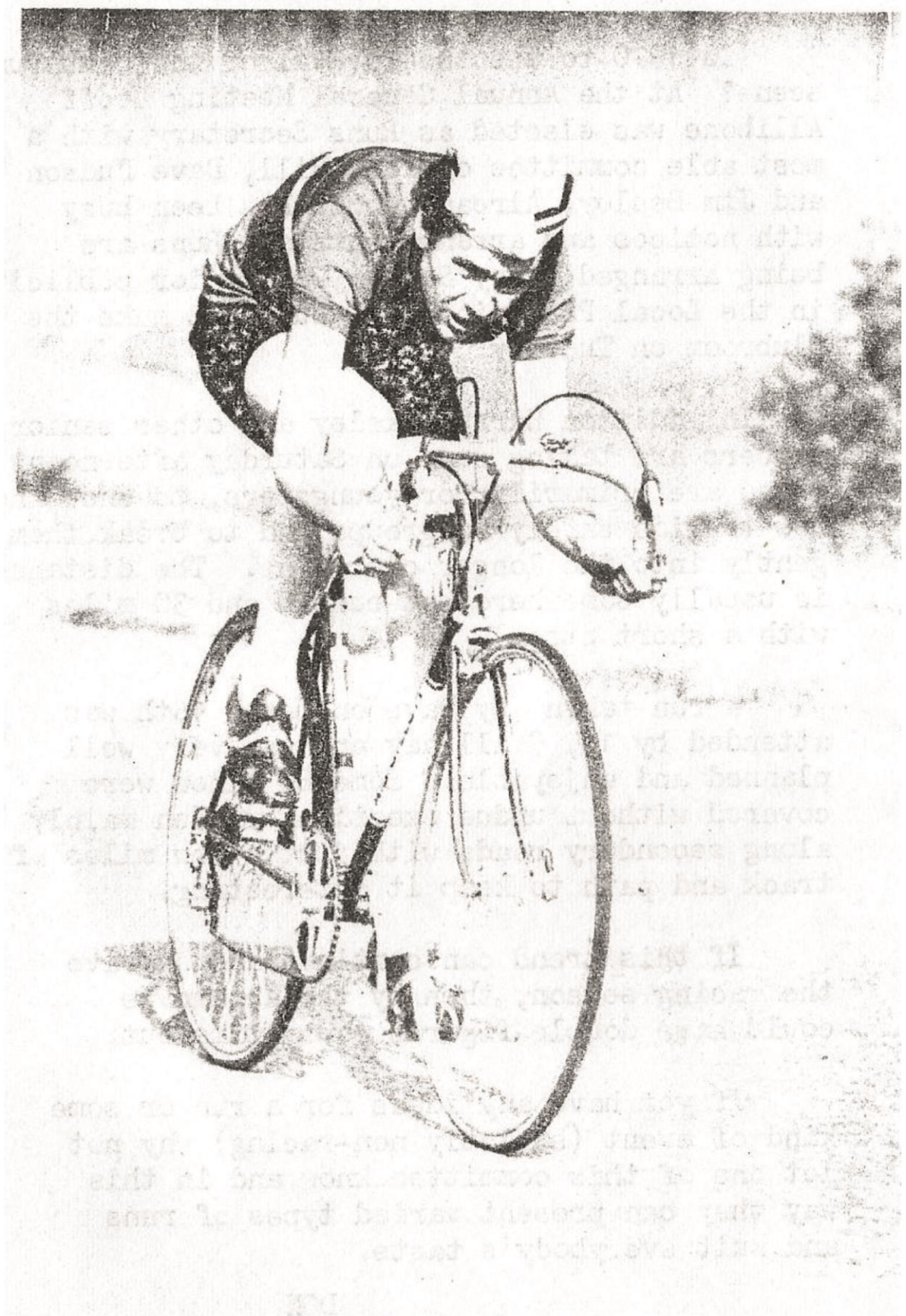
Alan has ridden with Dave Funnell to win the West Kent 2-up in 1966 and with Dave and John Gilbert to win the S.C.A. 3-up the same year. Winner of four Open 25's in his short career including in 1966 the Sussex Championship with a time of 1.1.43.

At present a Member of Club record teams at both 25 and 30 miles Alan should perhaps during 1970 with maybe Keith Dodman and John Gilbert add the 50 team to this collection.

Apart from time trials he has ridden many road races and with a fair amount of success; 1st. in the Farnham Criterium in 1968 and winner of the 3rd stage of the Lewes Criterium in 1969.

Alan has given very valuable service to the Club's racing squad as is born out by his consistent appearance in Club team wins. This is common to Time Trials, Road Teams and also on the Track where Alan has twice been in the Club's team pursuit team winning the Sussex event.







EDDY TORR

Club Runs Scene: Revival

Is 1970 to see the revival of the Club runs scene? At the Annual General Meeting Geoff Allibone was elected as Runs Secretary with a most able committee of Tony Hill, Dave Hudson and Jim Besley. Already Geoff has been busy with notices and arrangements and Runs are being arranged every Sunday with prior publicity in the Local Press in case you don't make the Clubroom on Tuesday.

In addition Harry Beasley and other senior members are taking runs on Saturday afternoons. These are primarily for youngsters, to show them how to ride safely in groups and to break them gently into the longer club runs. The distance is usually somewhere between 20 and 30 miles with a short stop.

A run taken by Dave on March 15th was attended by 10, 9 all day and was very well planned and enjoyable. Some 80 miles were covered without undue exertion, ridden mainly along secondary roads with just a few miles of track and path to keep it interesting.

If this trend can continue and survive the racing season, then by the autumn we could have double figures every time out.

If you have any ideas for a run or some kind of event (strictly non-racing) why not let one of this committee know and in this way they can present varied types of runs and suit everybody's taste.

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