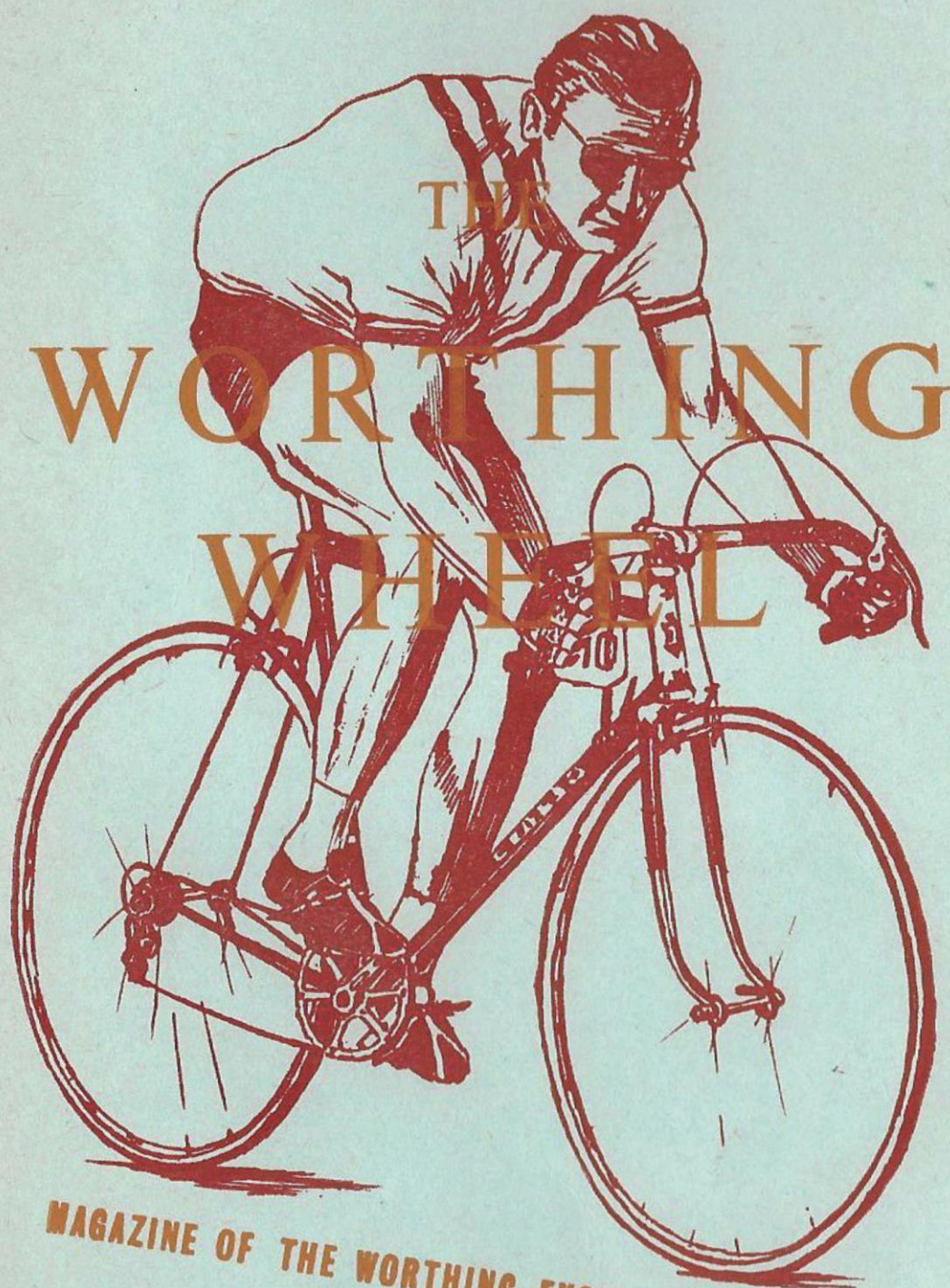


1 Shilling



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SUMMER 1970

Vol 3 No 2

THE WORTHING WHEEL

The Journal of the

WORTHING EXCELSIOR CYCLING CLUB

Headquarters: Broadwater Parish Rooms, Broad-
water, Worthing.

President: W.D. Argent, 67 St. Lawrence
Avenue, Worthing.

Chairman: C.G. Lednor, 5 Uplands Avenue,
Worthing.

Secretary: J. Mansell, 170 Southgate Drive,
Crawley.

Treasurer: H. Beasley, 50 Roedean Road,
Worthing.

.....

Editor of the "WORTHING WHEEL"

D. Lock, 70 Lincoln Road,
Worthing.



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Limited*

CLUB 30 MILE CHAMPIONSHIP

The elegant Pressley Trophy which has adorned Mick Venner's mantelpiece for the past year is destined to remain unmoved, certainly for another twelve months, and I shouldn't be surprised to see it there even longer.

This year's event was an easier win for Mike than last year's, $3\frac{1}{4}$ minute margin: it was indeed stretched to the almost "walk-over" margin of 5 minutes. The winning time was, however, down from the 1.14.31 to 1.15.15 and this fact would seem to indicate a generally poorer standard.

There was a lot of interest in the field of 14 riders, for Alan Orman and George Matthews were entered, and both were expected to provide some stout opposition to a repeat of the 1969 win. The event in fact lost much of its colour before the off, for both Alan and also Keith Dodman failed to report to timekeeper Tony Palmer. George started tremendously well and throughout the early stages of the race kept Mick within a 10 to 15 seconds gap but this ended most disappointedly when a cotterless chainset started to become bikeless, and George was forced to D.N.F.

Other non-starters included Tony Rotheram and John Mansell, and Pete Reeves gave up when unable to hold George Matthews when caught after about five miles. At half way, therefore, the field was down to about half the entered number and main interest was centred on the fight for

the minor placings. These were being resolved between Colin Miller, Duncan Bethell and Tony Hill, with the gaps being gradually and fairly evenly pulled out as the event progressed. Colin gaining 40 seconds on Duncan and Tony finishing a further minute down. Tony had only returned from a week long school hike through the Peaks of Lancashire with 40 schoolboys the day before and his legs were still feeling as if they had mountaineering boots on.

Your Hon. Ed. had spent some time on trying to work out the various handicap allowances for the entrants and succeeded in bringing the first six to within 2 minutes of the winner. Mike Poland, who must hold some kind of record for handicap wins, managed it once again, but deservedly so for his 23.39 was nearer to form than others managed.

Full Result

	<u>Actual</u>	<u>Handicap</u>
1st. Mick Venner	1.15.15	1.15.15
2nd Colin Miller	1.20.13	1.16.13
3rd Duncan Bethell	1.20.53	1.15.23
4th Tony Hill	1.22. 6.	1.15.21
5th Mike Poland	1.23.39	1.14.24
6th Ray Douglass	1.24.11.	1.16.11
7th John Herbert	1.30.21	1.22.21
8th Chris Woodcock	1.31.50	1.22.20

.....

DEFINITIONS

Batchelor: A man who never Mrs. anything.

Blunderbuss: A pram.

PRESTON PARK TRACK

The League meetings are now well under way and some of the earlier results appear elsewhere in this issue.

There is a meeting every Wednesday evening until August 12th and there was the big evening of the year on July 8th when Brighton Corporation sponsored the International Sash meeting.

As well as domestic, Sussex Cycle Racing League meetings there are several other Open meetings and the various promoters have all made sure that schoolboys and juniors are well provided for.

Track admission for the 1970 season is 2/- adults, 6d. children and Programmes are normally 6d. The Worthing Club have accepted responsibility for Gate control on June 17th and July 29th and as many people as possible are required on these particular evenings. Your track Secretary is Tony Rotheram, and he would be pleased to have the names of those who can assist.

Whether or not we shall do as well as we did in 1969 is something that time will show, but it may be of interest to some of you not so familiar with the track scene to see the League results for last season

1st.	N. Lelliott	Worthing	46 $\frac{1}{2}$ pts.
2nd	J. Lucas	"	35 "
3rd	M. Venner	"	32 "
4th	K. Duncumb	East Surrey	16 "
5th	A. Orman	Worthing	15 "
6th	C. Cordes	Bognor	10 $\frac{1}{2}$ "
7th	C. Miller	Worthing	9 "

A pretty remarkable effort don't you think?

A DERBYSHIRE RIDE

From Wingerworth just south of Chesterfield

We start by joining the Derby Road and head for the centre of Chesterfield, a somewhat dismal start. Passing the industrial area of the town and on our way to the Church with a crooked spire. This ridiculous construction stands proudly on top of a hill and defies nature, the steeple leaning and twisting so that whatever direction it is viewed from it is always out of true. The road turns round the Church, which presents a tremendous traffic obstacle for the numerous heavy vehicles plying between Sheffield and the South, then on to the Newhold Road, through the more pleasant residential areas. Suddenly there is this countryside, no gradually reducing development it is almost as if they built a wall round the boundary line, built up to it, then removed the wall. Through the village of Barlow the road winds through a wide valley and gradually climbs to the end of the valley then more rapidly passes through a heavily wooded glade. Dramatically the trees open out and the whole hillside is a mass of rhododendrons. When they are in bloom this is one of the most remarkable natural sights I have ever seen. Just imagine Cissbury Ring a beautiful red. At the end of the climb lies Owler Bar which consists of a magnificent Pub and a cross road.

Crossing over the Matlock to Sheffield Road our route traverses a wilderness of heather, stone-walls and apart from traffic, complete loneliness. Despite its elevation this part of the route would

make an ideal ten mile course, dead straight and virtually level. Once again it appears as if you have arrived at the edge of the world. The road tumbles down and round the side of the mountainous cliff face, through the trees to Hathersage, which lies right under the giant granite peaks which encircle it. Only the Derwent has made an impression on this rugged landscape and the lush green valley provides the only escape route. Through the tree lined valley and under the peaks the road takes us to Baslow, a tourist attraction which owes its existence to nearby Chatsworth House. Our route takes the right fork at the village boundary and once again it climbs upwards through the trees to the open moorlands, passing a delightful waterfall which spills over the edge of the plateau down to the valley below. Soon the road levels out and then begins the gradual descent into Chesterfield but before the town boundary is reached we take a right hand turn into a narrow lane which leads to a pleasant village with the lovely name of Holymoorside. Our road zig-zags violently and rears up and down a series of steep hills and eventually straightens out at a real gem of beauty. A very attractive lake ringed with trees and protected by a gentle ridge of elevated ground. This really is a most peaceful spot and even in midsummer is deserted and this is just two miles from where I live. As we go round the lake and on to the road for home our short but so wonderful trip is at an end. There is, however, only one way to enjoy these areas of so natural beauty, and that, of course, is to come and see for yourself.

Pete Sidford

JUNIOR 15, APRIL 26th

The first of the Junior events to count towards the Junior Best All Rounder was certainly not the non-event of 1969, yet it might so easily have been. The north wester, which seemed intent on preventing anyone from reaching Findon Roundabout, was enough to send lesser mortals back to the sheets and blankets, but in fact five youngsters ploughed their way round the course in times that did not disgrace them at all.

Firstly there was that 'MAN' still under 18, George Matthews; George must have had the wind behind him all the way I think, for how else does a 'JUNIOR' get round in 39 mins. 6 secs., in such conditions.... Secondly, four riders taking part in, if not their first then only their second ride ever; It is to be hoped that the agonies of this ride will not deter them for they did well to record the following times:

2nd	Clive Roberts	48 mins. 37 secs
3rd	Nigel Dell	50 mins. 51 secs
4th	Paul Hampton	52 mins. 22 secs.
5th	Derek Pearce	53 mins. 49 secs.

A number of 'old stagers' still wishing they were juniors turned out for a ride. I suppose they thought it would encourage the younger ones. Paul Fish 38 mins.29 secs. was the only one not to get beaten by a Junior. Other times were Pete Reeves 42.53, John Mansell 44.12, Mike Poland 44.43, John Antram 45.26 and John Lucas 48.20.

THE SOUTH DOWNS WAY

We have in an earlier issue discovered part of the route taken by this cross country bridleway, but now its whole length has been defined and designated as a "long distance route" under the National Parks and Access to the Countryside Act 1949. The greater part of the way is within countryside again defined by the Act this time as an "area of outstanding natural beauty". Let us therefore consider the possibilities which this offers, in greater detail.

The length is approximately 80 miles, it has its eastern end at the boundary of the County Borough of Eastbourne and stretches westwards to the Hampshire border and the village of Buriton close to Petersfield. The route is mostly along the ridge of the South Downs, and so avoids the coastal resorts, dormitory towns and trunk roads. The latter being seen only when necessary to cross their north/south traverse of our County. The route has the distinction of being the first to be designated as a "long distance bridleway" in the whole of the Country.

The Countryside Commission is responsible for proposing routes along which the public can make extensive journeys by foot, horseback or cycle and eleven have so far been proposed and approved by the Minister of Housing and Local Government, although, for only two, the Pennine Way (250 miles) and the Cleveland Way (93 miles) have rights of way been negotiated over the whole distance.

Special oak signs bearing the words "South Downs Way" are used, usually where the route leaves a defined way or at junctions with other rights of way. Small stone plinths bearing the same words are used on the more open stretches

where there is likely to be any difficulty in identifying the correct route. Both types of sign incorporate the Commission's Long Distance Route Waymarking Symbol, a stylised acorn, which is also used by itself at intermediate points, either in metal plaque form or stencil painted on gate posts, stiles wall or fences.

As indicated above there are at present one or two breaks in the route where rights of way have yet to be negotiated. It is not difficult, however, to get round these by using the temporary diversions.

The route provides fine views northwards over the Weald, outstanding points being, Windover Hill, Firle Beacon and Ditchling Beacon. Two of the best southerly views are across the Ouse and Cuckmere Valley.

Further westwards the character of the bridleway and landscape changes. Open views are fewer and the countryside is more wooded. In the extreme west the way is enclosed with woodland on both sides there are still good views however from Bignor Hill, Cocking Down and Harting Down.

From Eastbourne the way is to Willingdon Hill, then passing above the Long man of Wilmington to Jevington and then sharply down to Alfriston. The alternative start between Eastbourne and Alfriston is stated to be for pedestrians only and not suitable for horse, or cyclist, (there's a challenge). This is by way of Beachy Head and Seven Sisters, and then along the valley of the Cuckmere River. From Alfriston it continues along the north face for 7 miles over Firle and on to South-east. It then takes a wide sweep south and

west of Lewes crossing the A.27 at The Newmarket Inn to a point just above the village of Plumpton. Here it turns west to Pyecombe, via Ditchling Beacon, over the main London Brighton Road on to Devil's Dyke and Edburton Hill where we enter West Sussex.

The route continues to Truleigh Hill down to the Adur Valley through Upper Beeding, Bramber and Steyning, then above Wiston Park to Chanctonbury. We cross the main Worthing Road at the top of the old Washington Bostal Hill thence by way of Barnsfarm, Sullington, Kithurst and Rackham Hills and Amberley Mount the way reaches the Arun Valley, and the villages of Amberley and Houghton. From Houghton across Bury, Westburton and Bignor Hills, it crosses Stane Street above Bignor. It crosses the A.285 at Littleton Farm near Upwaltham and then proceeds by Graffham and Manorfarm Downs to the Chichester Road just south of Cocking.

The way then goes by Cocking Down, Linch Down and Didding Hill to Philliswood Down where it turns north west close by Buriton Farm to reach Pen Hill. It then passes Beacon Hill and across Harting Downs to Tower Hill. After crossing the B2141 and B2146 roads it follows Forty Acre Lane to the Hampshire boundary, where it ends at a point near Sunwood Farm.

It could provide a most interesting and rewarding journey but at least two days would be required if it was to be enjoyed and three would be better.

Remember, if you are on a bike you should give way to both pedestrians and equestrians.

Further information can be obtained from Local Authorities through whose area the way passes and a most interesting Ramblers Association Booklet "The South Downs Way" by Ernest Green, price 1/- (plus postage), is obtainable from that Association at 124 Finchley Road, London, N.W.3.

-----ooOoo-----

UNDER THAT MAGIC HOUR

Not an individual effort, but a very fine joint one from Mick Venner and George Matthews. The event; the Sussex C.A. 2-Up, 25, held on April 19th on the undulating A.24 between Washington and Broadbridge Heath.

Mick we knew had all the power and speed that was necessary to carry off the major prize but who was to be a really competent partner? In the Club event he had ridden with Keith Dodman, but they had only managed 1 hr. 4 mins. and Keith did not seem to have reached a sufficient peak of fitness. When it was known that the partner was going to be young George Matthews some wondered if he would be strong enough, others doubted that he even had quite sufficient speed. In the event George matched with grit, determination and enthusiasm, everything that Mick had to offer in power and speed, and the result was a tremendous team which stormed through the remainder of the opposition to the tune of a clear 2 mins.

A good morning, perhaps one of the best so far this season, saw 18 teams start and of these four were entered by the Excelsior. Apart from Mick and George we had another fancied team in Alan Orman and Colin Miller, and also Tony Rotheram and John Mansell and Peter Ragg with Duncan Bethell.

Mechanical trouble befell Colin just after the turn when his front wheel set in to a gradual collapse which was to cause some frustrating delay and rob them of any chance of a place.

John Mansell proved too strong for Tony, who, quite exhausted had to retire before the finish.

Peter Ragg and Duncan rode well to finish the course in eleventh place.

Full Result

1st.	M. Venner		
	R.G. Matthews	59.46	
2nd.	S. Morley	(Bognor)	1. 1.37
	A. Temple		
3rd	J. Yardley	(Brighton)	1. 1.48
	A. Morris		
7th	C. Miller		1. 3. 3.
	A. Orman		
11th	D. Bethell		1. 6.32
	P. Ragg		

- - - - -

APOLOGY

The name of our Vice President should indeed be C. Hazelden and not Heazelton, our apologies.

A KENTISH TOURLET

Time, Roger, Ian and myself set off on a Saturday in May to explore some of the wilder parts of East Sussex and Kent. With an always welcome tail wind, we made our way quickly through that part of the route which we know too well, from Worthing to Brighton and on to Lewes. From there we sailed on to Halland, Blackboys (bad this name in view of the Race Relations Act), Cross in Hand, Stonegate and then Ticehurst. We were here able to enjoy the sight of a milk lorry shedding a crate of empties....beware punctures in this area. We had made very good progress and stopped at Flimwell for lunch.

The weather now intervened in an unwelcome manner and we were soon climbing up to Goudhurst in our capes of many colours, in the rain. Undaunted, however, we pressed on to Sissinghurst and some of the more remote parts of this County called the Garden of England.

Egerton near Charing houses, Roger's Aunt, so a well earned afternoon four'ses was taken here where we enjoyed chocolate biscuits and other goodies that would have frightened any keen racing man.

On then in the early evening hours to our destination, Doddington, where we spent the night in the Youth Hostel.

The next day we had problems with undesirable escapes of air from tyres and tubes, which were to cause us some considerable delay. Mine was quite untraceable and a new inner tube was the only solution.

Our route home was very enjoyable through Headcorn, Sissinghurst, Goudhurst, Mayfield and back once more to Lewes. We had a good couple of days touring despite the rain and the punctures. We covered about 140 miles in the two days so we didn't do too badly.

We might call it our Doddington doddle.... anyone interested in another one soon.....?

Dave Hudson

1970 CLUB 25 MILE CHAMPIONSHIP

17th May, 1970

SEVEN SECONDS! That was the Oh! such a small margin that was to decide the result of this event. That was the invaluable period of time which enabled Mick Venner to hang on to his Trophy.

Under difficult conditions Mick had fought his way round the local course in a good 1.2.57. His start had been a little slower than usual and an unofficial time check after 5 miles showed him, very surprisingly, back in third place.

George Matthews starting in a favourable position right behind Mick had started like a rocket, with a grim determination to keep Mick within range.

With two turns at Angmering and at Findon two checks were possible and George fighting every inch of the way knew, as of course did Mick, that it was absolutely neck and neck and the result shows how tightly this race was fought. George finishing in a personal best time of 1.3.4. is now a real challenge to the short distance supremacy of Mick and perhaps this is what is needed to push Mick to that sub 60 minute ride which has been on the cards for so long.

The failure of Alan Orman to start for the second time this season was unfortunate and it would have been interesting to see if Paul Fish, so powerful over ten miles, could have lasted the longer distance. Paul has obvious potential but never seems to settle for any particular form of racing. It was a pity that these two did not start for they should both have been there competing for a place, and adding generally to the competition.

The race had the additional incentive for riders, provided by the meeting of the Race Committee, sitting after the event to select the Club's entry in the Sussex Team Championship. A number of riders appeared to be regaining something like true form, Duncan Bethell filled third place with 1.6.46 and Keith Dodman still recovering from a knee injury, was 4th in 1.7.5.

Other times:

5th	Your Hon. Ed.	1.7.8
6th	Colin Miller	1.7.32
7th	Tony Hill	1.8.14
8th	Pete Reeves	1.9.2.

9th	Mike Poland	1.10.32
10th	John Herbert	1.12.15
11th	Steve Richards	1.13.55

Two members Pete Langridge and Tony Flumm who had not entered the event rode private trials and returned 1.7.56 and 1.10.24 respectively. The handicap event was won by George but this was no consolation for those seven seconds.

IN BRIEF

ONE UP-MANSHIP Have you seen Ray Douglass's cycling shorts? He now sports a badge from the NAS A Space Center.

BAD SHOW Two senior Committee members cautioned by off duty Policeman for pacing on Upper Brighton Road. One in car, one on bike.

BIGGER HAT NEEDED Ever since Tony Hill was informed that he had been recognised in the S.C.A. Team championship event by his droopy moustache and his smooth pedalling style.

EASTWARDS PLEASE Distantly based member Richard Shipton has now moved in from Kent to Eastbourne and asks whether some Club runs might go that way. Whats the matter Richard too far to ride to the start?

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"M A D N E S S"

..... and Madness it was that caused one of the Club's "lesser" members to force a young member of the fair sex to join him on a tandem in the first of this season's evening tens. Upon what impulse, other than one of complete insanity, this ancient tradition was revived goodness only knows!

Arriving from London that afternoon (the impulse had already occurred) it took a great deal of persuasion (or was it coercion) to appropriate a rear wheel for the machine. A rapid repair was executed to the front tyre and having fixed the first available gear;117.8 the "Passion Waggon" hit the road, indeed, it nearly did that as well.

Filled with pre-race nerves, and waited upon by the better half's no less attractive Mother with cups of tea, the daring duo set out on their intrepid journey to the start.... but where was it?

The start eventually located soon found these two in poll position on the starting grid and with rears of approval from the "crowd", and roars of protestation from the machine, the gallant pair set out in a manner that would have done Jack Brabham proud. If he'd been in a wheel chair.....

First off then on this the new ten course, off to set up a new course tandem record for a mixed crew, off with every determination of being first ones home, and off their silly

rockers.... We shall skip the awful interim details, sufficient to say that amidst groaning wheels, aching legs, and burning lungs, machine and riders stayed together without mishap. They were across the finish line in front of all others who surely had considerable advantage riding on their own; and they had beaten evens.

Unfortunately an immediate return to the metropolis prevented the Pilot from staying for Press and news reporters.

Thank you Miss Davis for an exhilarating excursion and in my book your quite the most attractive stoker I've ever had.

Chris Woodcock

NATIONAL SCHOOLBOYS 10 MILES

TIME TRIAL CHAMPIONSHIP

LONDON SOUTH HEAT

16th May, 1970

A series of congratulations are due after the running of this event on Saturday 16th May. Firstly to Nigel Barlow who undertook this, his first promotion with enthusiasm and efficiency, and completed the job on the Club's behalf so successfully. Secondly to the riders; there were 35 entries, 35 starters, and 35 finishers. All at school and under the age of 16, many of

them having never before competed in an event, yet their times were bracketed between, fastest 23.23 and slowest 31.16. A really fine effort from them all. Thirdly, might we not congratulate ourselves; the support was excellent with helpers at start and finish and at all points along the course. Good, clear boards were visible to indicate start and finish and "Caution Cyclists" boards were stationed at all approach roads to the main "Turn" roundabout at Broadbridge Heath. Half way times were taken and were quickly on the result board. 5, 4, 3, 2, 1 miles to go boards were also on display to assist the riders. The boards painted by Roger Smallman and the Result Board prepared by Tony Palmer are just two of the ways in which members helped to make this so successful. A first class turn out in every respect.

The winner was R.M. Edwards and with a time of 23 mins. 23 secs. he must be a strong contender for the championship when the final comes along. Some Club members may regret that this lad is not local to Worthing, but we should not be discouraged. Bob Sparkes riding his first time trial walked off with the prize for the fastest novice, defined for this event as not having previously competed, and his time 27.3 should easily be improved on on the faster club course. Bob is very well built and the strength which he showed in the early season reliability trial should enable him to ride over 25 miles with equal ability.

In addition to Bob a local find not yet a Club member is S. Grenfell a pupil of Andrew Cairns School at Littlehampton. Stephen Grenfell is in Tony Hill's class so he should receive the right kind of tuition and encouragement. Stephen returning 27.49 was also very close to that Novice prize.

The course starting on the dual carriageway a mile south of Southwater went north to Broad-bridge Heath on the Horsham Bypass and then returned along the A.24 to finish about half a mile south of the start. It is undulating and with some long drags but a real test for the young legs, it should stand in well for those who are to represent this area in the final.

Local riders times:

R.J. Sparkes	27.3
S.T. Hughes	27.49
C.B. Roberts	28.2
N. Dell	28.24
C.M. Isaac	28.34
P. Hampton	28.37
I. Sunderland	28.59
N.J. Houghton	29.39
S.J. Grenfell	30.16
P.S. Ward	31. 2
S.S. Gray	31.16

ROAD SAFETY QUIZ, 1970

Another resounding victory for the Club in the Town's Annual Road Safety Quiz, shows the motorist, and local public generally that the Excelsior is fully aware of the responsibilities that all road users should bear in mind.

The Club entered three teams in this well organised, and well supported event held in the Town Hall on May 13th. The teams were arranged at the last minute and comprised:

"A" Team, John Mansell, Nigel Barlow, Harry Beasley and Roger Smallman. "B" Team, Tony Hill, Tony Palmer Alan Matthews and Don Lock. "C" Team, Geoff Allibone, Jim Besley and two girl friends; associates for the evening.

In 1969 we had won first and second places and we were hopeful of repeating this success, but the competition was very keen and several new commercial teams were entered.

Divided into three sections, competitors first perused a road layout and endeavoured to correctly record all the deliberate mistakes that were to be observed. Secondly twenty road signs had to be identified in a relatively short space of time, and finally, section three, was the always feared confrontation with a panel of judges and the face to face questions on the Highway Code.

There were a maximum of 80 points for each part and it will be seen how difficult the competition was when in the final result the highest mark by any team, in any section was 65, which mark was achieved by only Worthing Excelsior "A" and Worthing Eagle Motor Club.

In the layout section the Excelsior "A" team leapt into an early lead with 56 points next best being BENCO with 52 and then the Worthing Technical High School (Junior) Team with 44. Excelsior "B" were here trailing on 40 and the "C" Team further down on 36.

Section two, Road Signs, saw a fine effort by the School side with 64 points and a good 59 from Post Office Engineers. At this stage

Excelsior "A" lead the field with 109, the School had pulled up well to 108 and the Worthing Motor Cycle Club moved into third spot with 100. The Club's "B" Team had dropped to equal sixth place with the "C" Team on 90 points.

The final straight saw a fine finish from the reigning champions, a highest mark of 65 in the quiz saw them safely home again with a total of 174. The school side lost 5 points here to finish second on 168. Third were the P.O. Engineers with 156 and fourth finishing well was the Club's "B" Team on 150. The Club's third entry lost a little ground in the latter stages but still came a very creditable 7th out of a total entry of 17 teams.

Free films, coffee and biscuits completed an absorbing and entertaining evening and an effort should be made next year to better organise the teams, and get even more entries. The publicity alone was worth the effort and the photograph on page two appeared in the Worthing Herald. A handsome trophy, depicted in the photo plus individual vouchers completed the Club's rewards.

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SUSSEX 25 MILE TEAM CHAMPIONSHIP

31st May, 1970

Sussex Team 25 mile champions; yes again the Club has successfully defended this trophy which is now becoming almost their own property. With only two really top form riders the whole Club became so involved and so determined to retain this Championship that their top line riders excelled themselves and their second string riders produced their very best. Nobody can ask for more than this, and as it turned out, no team in Sussex could match it.

There were doubts about our ability to retain the "Premier Club in Sussex Title" but these were soon dispelled when early starter, No.20, Mick Venner roared home in a time that could not be beaten. On a special course for the event, one a little hillier perhaps than the usual S.C.A. course, Mick's time of 1.1.21. was a superlative effort. How grateful the Club must be to Mick for the sterling rides that he has gone on producing in these events for some years now. This was then followed by George Matthews, who goes faster every time out, with a time of 1.1.51. This was a personal best performance for George who improved by nearly $1\frac{1}{4}$ minutes over his 2nd place time (again behind Mick) in the Club 25 Championship. George's ride gave him the second fastest time in the event and so these two gave the Club's team a really tremendous start.

The main opposition had always looked like Brighton Excelsior and with third fastest man of the day Frank Godwin leading them home in 1.2.14., this was proved to be a correct forecast. They packed better than Worthing and it remained an undecided issue right until their last man had finished.

The morning was almost still to start with, but a slight breeze rose during the event although this never did more than stir the air. Skies were overcast but the morning was pleasantly warm and most would agree that it provided very fair racing conditions.

In the secondary competition Worthing started favourites and indeed were very easy winners. In fact they entered three "B" teams and these finished 1st, 2nd and 6th out of 7 entries. There was considerable keenness among the "B" team selection to prove the Club's selectors wrong and a notable success in this respect was Don Lock (all those Dorset Hills, Ed.) Don was fastest of the Club's first "B" team and in fact beat two of his "A" team colleagues in the process. Tony Hill also improved by $\frac{3}{4}$ minute over his previous best this season and came very near to scoring his first success over Keith Dodman, of the "A" team.

FULL RESULT

CHAMPIONSHIP (4 riders to count)

1st Worthing Excelsior

Mick Venner	1.1.21.	
George Matthews	1.1.51	
Colin Miller	1.5. 7.	
Duncan Bethell	1.5.39	4.13.58
Keith Dodman	1.6.21	
Alan Orman	D.N.S.	

.....

2nd Brighton Excelsior

Frank Godwin	1.2.14.	
Dick Stringer	1.3.33.	
Roger Hughes	1.4. 9.	
Dave Stringer	1.5. 5.	4.15.1

B TEAMS EVENT (3 riders to count)

1st Worthing Excelsior (B1)

Don Lock	1.5.37.	
Tony Hill	1.6.30.	
Pete Reeves	1.6.49	3.18.56
Pete Langridge	1.8.18	

2nd Worthing Excelsior (B2)

Mike Poland	1. 8.53.	
Tony Flumm	1. 9.51	
Ray Douglass	1.12.56	3.31.40
John Mansell	D.N.F.	

Other Club Times in Worthing (B3)

John Herbert	1.8.15	a personal best this by some 4 minutes!
John Lucas	1.10.47	A come back? We wonder.
Clive Roberts	1.17.38.	

-----ooOoo-----

CLUB 2-UP "25" TIME TRIAL

A windy morning greeted the starters in the Club's 2 Up "25" on Sunday, April 5th. Due to the non appearance of a few of the entrants (our Hon. Ed. had mumps or some other unlikely excuse) some re-arrangement of teams had to be made before the start and finally five teams approached the line. Paul Fish and Bernie Bethell were first to leave the timekeeper and head westwards into the wind with the rest following at two minute intervals.

A pattern gradually emerged in most teams with one of the pair doing the donkey's share of the work with the other hanging on (only just in some cases) to their partners back wheel.

Mick Venner and Keith Dodman soon showed their superior form, the latter apparently not too bothered by the knee trouble which had been dogging him for some time. This team was fastest to the 1st turn, followed at about 1 minute by Paul Fish and Bernie who were in turn just a few seconds ahead of George Matthews and Pete Ragg.

There was still no relief from the wind after the first turn and trip north to Findon was also far from comfortable. It was only from that second turn back to Offington that there was any assistance at all.

The final result was a clear win for Keith and Mick who had stretched their earlier lead to 2 minutes 21 seconds.

FULL RESULT

1st.	Mick Venner / Keith Dodman	1.4.44
2nd	Bernie Bethell/Paul Fish	1.6.25
3rd	George Matthews/Pete Ragg	1.6.54
4th	Tony Hill/Tony Rotheram	1.9. 3.
5th	John Mansell/Harry Beasley	1.11.54.

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CONGRATULATIONS

To Ann and Brian Weir, on the birth of a second child, Simon James, arrived on Saturday 4th April.

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IN BRIEF

Who was it that dreamt that he was stuck on the roundabouts of the new Adur Bridge road system, going up and down and round and round, to wake up in a cold sweat just as he was about to disappear down his own seat tube?

SPINA - BIFIDA CHARITY FETE

This event held at the Youth Headquarters in South Farm Road, Worthing on Saturday June 20th was completely organized by the youth of Worthing. Worthing Youth Leaders Council and the Council of Youth decided on a Grand Summer Fete and Arena Display to help this deserving cause, and the Worthing Excelsior as members of those organisations gave their wholehearted support.

With the hire of two competition Rollers and Clock from Harlow C.C. an Arena display was put on which consisted of three events against members of the Bognor Club. It was perhaps unfortunate that the Clubs riders, Pete Reeves, Mick Venner and Tony Rotheram should all loose but they were very undergeared and in any event the demonstration was still achieved.

The Clubs Tent and Roller racing as a side show was perhaps the most attractive of the whole event. The tent covered with boards of literally hundreds of racing and touring photographs was very colourful and few passed by without stopping. With the rollers going most of the time and with a good display of racing and touring machines the whole effort seemed to have been very worth while.

Apart from the immediate collections for the Charity a few thousand or so more people now know that we exist. The publicity in the Press was also welcome even if in one report we were referred to as Worthing Roller Skating Club!

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BOOK REVIEW

R.T.T.C. ELEMENTARY TRAINING FOR CYCLING TIME TRIALS

This booklet, very nicely produced and of a handy size has recently come into the hands of your Committee and a number have been ordered. It is felt that it is a must for every aspiring time trialist, and indeed most will learn something which will be useful to them, no matter how much experience they may have, or how much they think they know.

Spread over 28 pages the booklet deals with the essentials of physical fitness, training and the fundamentals of racing. It is clearly and simply written and any particular point can soon be referred to.

Headings include, Nutrition, Exercise, and Sleep and sub-headings - Gearing, Pedalling, Cranks, Ankling, Tempo Training, Group Training Multiple-gears, saddle, handlebars, wheels and tyres. Clothing for training and racing are dealt with and there are some very good pages on Race Preparation.

A mathematical type calculation that STAMINA + STRENGTH + SPEED + SKILL + DETERMINATION = SUCCESS might I feel have given higher priority to that vital factor Determination for some of the others can well exist without proper training but without Determination those four S's will not add up to Success.

It is expected that the cost will only be about 2/- and the Secretary will let you know when they are available.

CONGRATULATIONS

So one of the Club's most eligible Batchelors has succumbed at last. The engagement has been announced of John Lucas to one of the fair sex having the name Sheila. The only estimate so far for the bell, or last lap is "about eighteen months". We offer our very best wishes to you.

ENTERPRISING

A leaflet entitled "Cycling Special" and distributed to the general public in large numbers has been handed to us. Published by the Brighton Excelsior it was handed out whilst the milk Race was on in their town. It gave people a concise note of what was available in the sport in the town and was certainly taking advantage of a good opportunity. It is this sort of enterprise and enthusiasm that decides whether a Club exists or thrives.

IN BRIEF

Dangerous toys for children - Mike Poland has suction toy stick to forehead - very painful. Baby very amused - Mike now fully recovered.

Looking for good local digs - try 8 Chapel Road - bed and breakfast 6/- if too expensive try, St. Annes, High Street only 4/6 - Kukles Annual 1934.

Seen advertised - boy bikes and girl bikes - Tell me do bikes go on Psyche (cycle) paths or do Psychopaths go on bikes?

Overheard by your Hon. Editor after he had ridden a private 25 time trial in a veterans event. "There was a youngster riding at No.19" It certainly made his day.

Chris Woodcock leaves Worthing at 4.a.m. to watch a race starting near Uckfield at 6.30 a.m.! Has an hours kip on a seat near Halland.

These old records again. 6th August 1935 Proposed that any rider who wished to wear shorts for the 12 hr. should be allowed to do so. The proposition was lost. Well really!

RAY DOUGLASS

(Action photo. opposite)

Ray started cycling in 1948, being then already in his early twenties, and joined the Worthing Excelsior two years later.

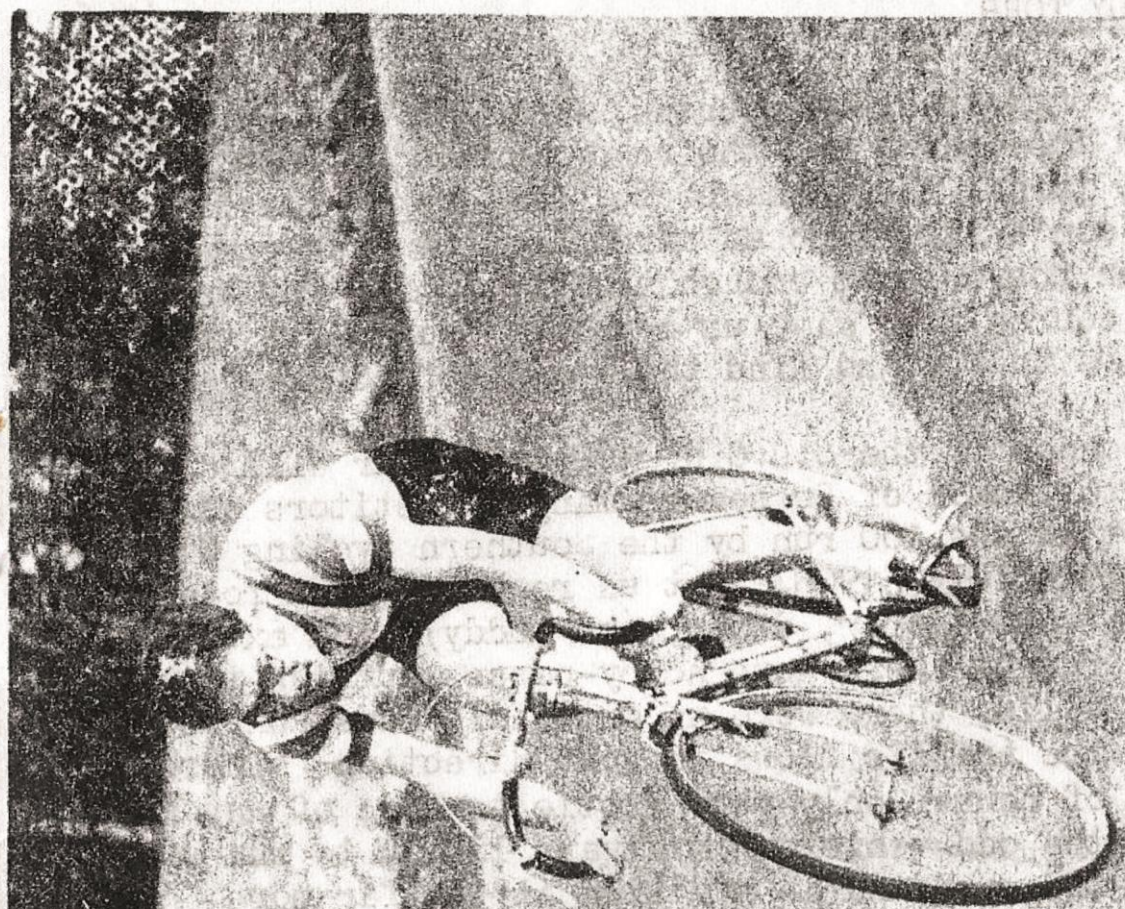
A time triallist pure and simple, Ray is not attracted by the glamour of road racing or track, but prefers the competition against the clock. He has served the Club tremendously well during his membership with long spells as Treasurer and Time Trials Secretary and was made a Vice President in 1965.

Outside of competition, Ray is never happier than when touring and there are not many parts of the British Isles that Ray has still to visit.

Best Times

10 miles	25. 5.
15 "	36.30.
25 "	1. 2.51
50 "	2.10.38
100 "	4.38.32
12 Hours	230 $\frac{1}{2}$ miles
24 "	404 $\frac{1}{4}$ "

Now riding as a "Vet" Ray last season collected his first Vet Standard Certificate With time allowed for 25 miles, 1 hr. 7 mins. 30 secs. Ray returned a nonchalant 1.6.12. and threatens better things still before 1970 is out.



EDDY TORR

We complain about courses, we don't like the bumps and the drains and the road surface, we don't like the turns, the roundabouts, the drags, the hills, we don't like exposed stretches, we even complain when there isn't enough traffic (going our way, of course,) to give us a "float" ride. We travel miles to try and find the "perfect" course.

I wonder if the S.C.C.U. 100 this year will attract on the roads of Sussex as many competitors as took part in the 100 run by the Southern Cycling Club, on 19th July, 1908. Let us remember that roads then were narrow, dusty, (or muddy), and extremely rough, there were no by-passes cutting through the hills, there were no arterial roads, where all the traffic flows in your direction. There was of course only very little traffic of any kind but the odd vehicle was always likely to run you off the road and in addition it was far more common then to be held up by herds of cattle.

The event in 1908 had 72 riders. I guess that the 1970 event will be lucky to have 50.

Let us not moan too much then about the move of our ten course or indeed the revision of any other course. Let us accept that any and every course is the same for each competitor and that if there is a hard bit, then that is probably the place to gain those extra few seconds on the other chap. Let us also remember, even those of us who always finish well down the list, that it is really the other man we are trying to beat and not just the clock.

Don.

