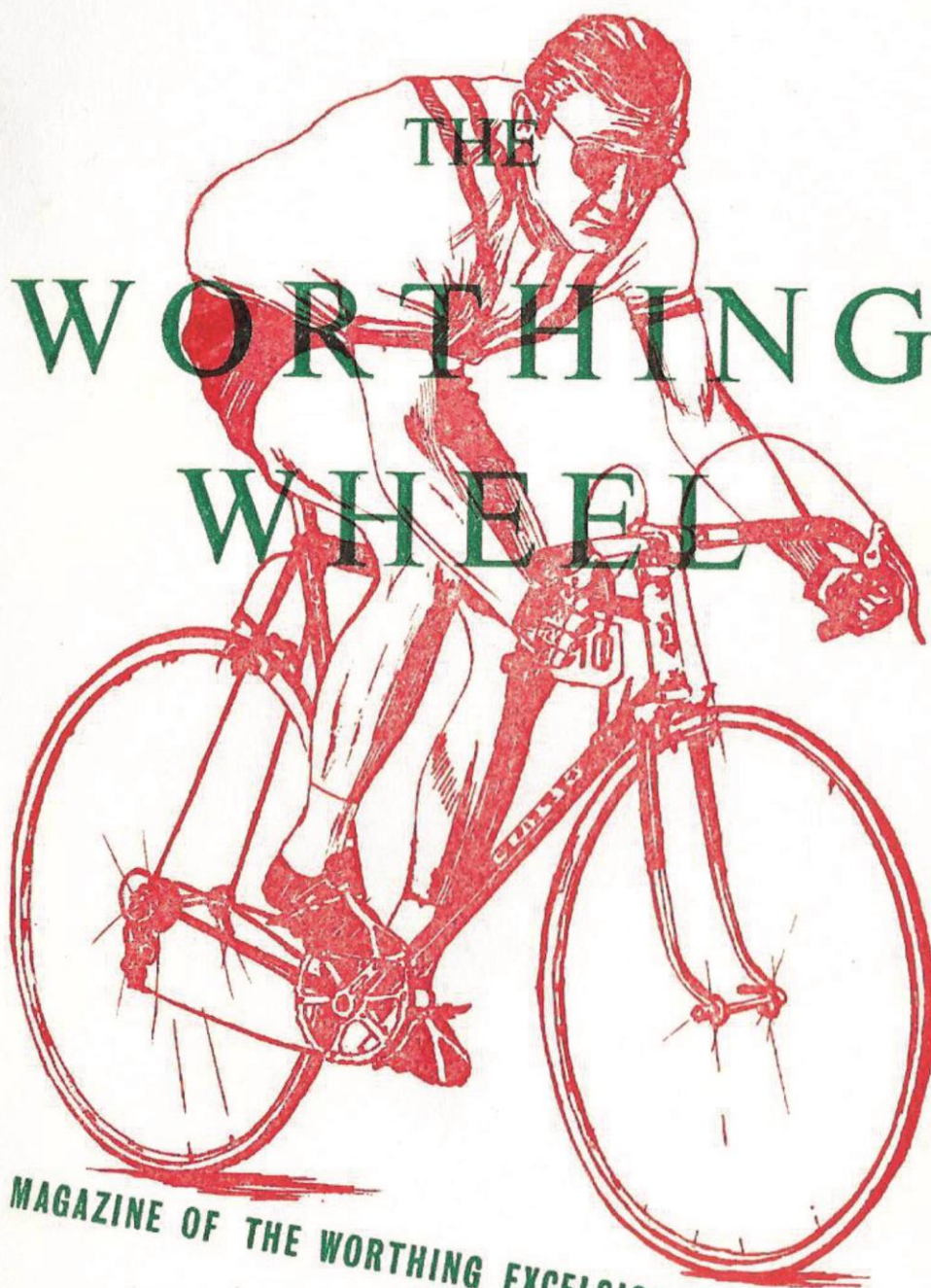


1 Shilling



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

CHRISTMAS 1970

Vol 3 No 4

WORTHING WHEEL
The Journal of the

WORTHING EXCELSIOR CYCLING CLUB

Headquarters: Broadwater Parish Rooms,
Broadwater, Worthing.

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

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

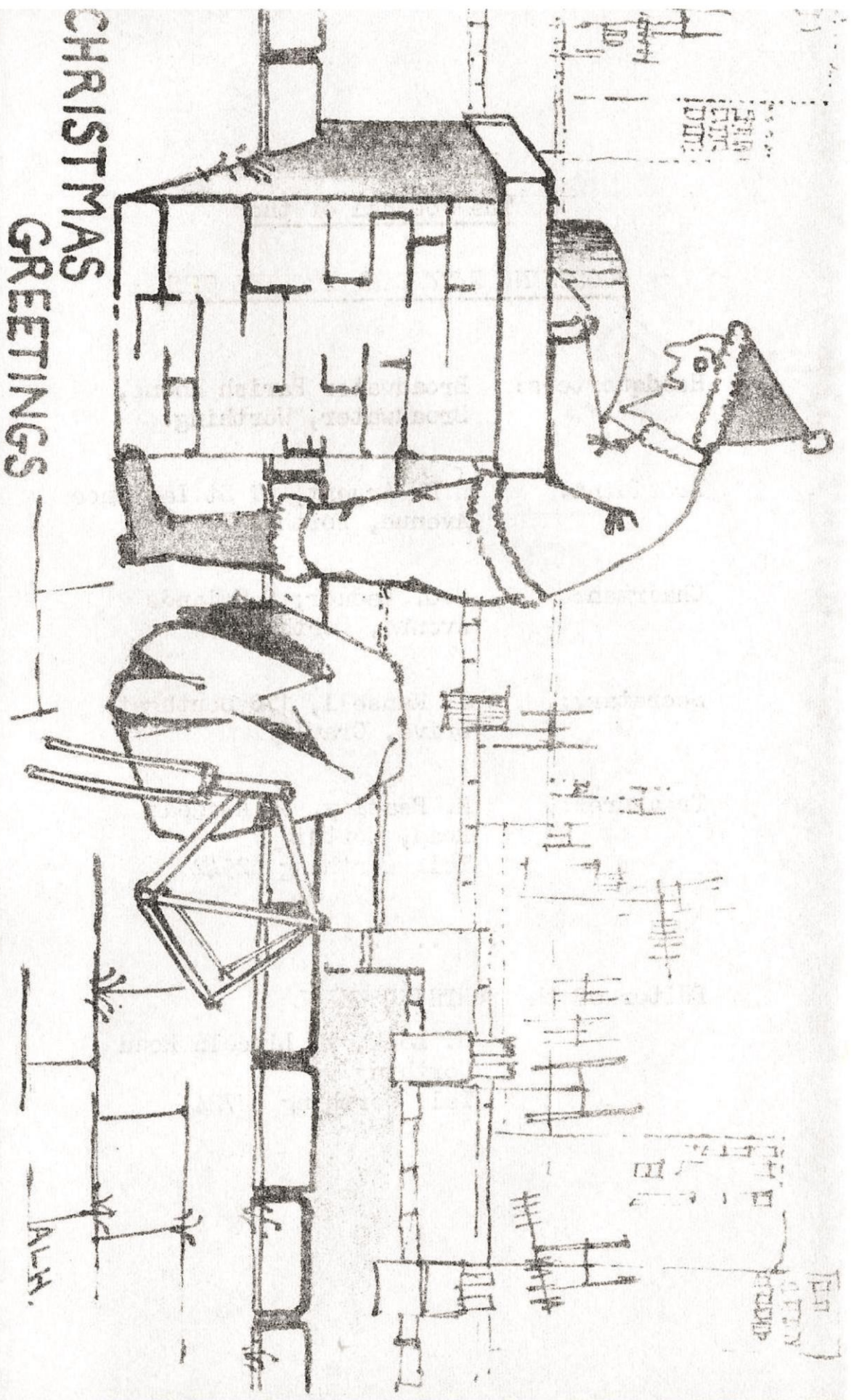
Secretary: J. Mansell, 170 Southgate
Drive, Crawley.

Treasurer: H. Beasley, 50 Roedean
Road, Worthing.
Tel. Worthing 62542.

.. ..

Editor of the WORTHING WHEEL

D. Lock, 70 Lincoln Road
Worthing.
Tel: Worthing 62724



CHRISTMAS
GREETINGS

BOGNOR REGIS C.C. OPEN 25

13th September, 1970.

This event promoted annually by our friends from Bognor has always been well supported by the Excelsior. This year the event was included in the Campagnola series and was especially attractive with the inclusion of so many of the big names of short distance time trialling on the start sheet.

A very cold start for early numbers but otherwise a sunny and still morning, and yet most riders agreed, including John Tooby, that it was one of those mornings where there was never any help. Derek Cottingham was the only one seemingly unaffected and roared home in 55.54.

Eight Club members travelled over to the start on the Bognor to Chichester road, and all gave a good account of themselves, George Matthews was again fastest and again was very close to an hour ride, finishing 10th in 1.0.19. George's ride also secured for him the 'B' Group handicap prize. Mike Venner feeling perhaps a little slow in the legs after his 12 hr. of the previous Sunday nevertheless rode well to form in finish 14th in 1.1.17.

The remaining members of the Excelsior returned the following times

Don Lock	1.4.10.
Pete Iangridge	1.5.23
Tony Hill	1.5.39
Mike Poland	1.7.58
Pete Reeves	1.8.37
Tony Palmer	1.9.51

A well run event and if our Open is as good we should have the "Campag" next year.

EAST SUSSEX C.A.

OPEN "25"

6th September 1970

Six members crossed to the eastern part of our country for this event, and with George Matthews being one of these there was always a chance of individual honours. As, however, most of the Club's top riders were engaged in the Southern Counties 12 hr. it was not expected that we could do anything special in the team event.

The course starting and finishing just south of Uckfield on the A.22 has 16 miles on this road and the remainder on the B.2124 towards Ringmer. A "sporting course" is the usual description and it certainly has its share of ups and downs. The morning was pleasant and conditions fair.

Tony Palmer was first away and demonstrated that it was an average kind of morning by riding well to his form. Tony's time was just too good for Harry Beasley. Their respective times 1.10.17 and 1.10.41.

George found himself fighting it out with fast entries from the London Area, and his time of 1.1.15. was a good effort, which earned him third place behind winner M. Burren of East Surrey who returned 59.56.

Don Lock returned second fastest time with 1.4.19; Colin Miller and Mike Poland had a scrap for third place in the Worthing team, and this was resolved with Colin 1.7.26 and Mike 1.7.42.

It was an unexpected team win for the Excelsior, but a well deserved one all the same and in the face of stiff competition.

.. .. .

HELPING IN LONG DISTANCE EVENTS

A revival of interest in long distance racing this past season has prompted the thought that it might be an idea to jot down a few notes under this heading. I have ridden the long distances and have helped others, and feel therefore that I may be able to help those who are only too pleased to turn out, but, who are not aware of what is really needed.

You must first of all remember that you are not simply a spectator, you are out to do a job which, whilst it may not be so tiring as riding, can still be very hectic.

There are rules: written and unwritten, you never follow or pace, you never leave your vehicle (assuming you are in a car) in the road, you never help in any way at a turn, at a road junction or near a hazard or where traffic is congested.

As a start you should get together with the rider before the event, so that the course can be discussed, and so that you will know something of his plans and requirements. From this it should be possible to work out a basic plan for feeds, changes of clothing, lights etc.

The rider will supply you with all his food and drink and spare equipment but always have something else, something that he has not got it is surprising how many times he

fancies something that he never thought he would fancy during the event.

Make sure that you have with you a full copy of the start sheet and course details also a copy of any schedule that may have been prepared. Also try and ensure that you have a reliable watch and if possible get this synchronised with that of the official timekeeper.

You should see the rider as frequently as possible, remember that ten miles by car takes only 15 minutes but in a 12 or 24 if you are suffering it could take three times as long. A rider left alone on such an occasion could well get so dispirited as to pack, where encouragement could see him through the bad patch. Do not position yourself at the entrance to a detour which is "only 6 miles in" that's 12 by the time he gets back, go half way in and then you cut down both the time and the distance between each "sighting". Always give a word of encouragement and only joke if he does.

Drinks and food should be ever at the ready and if he asks for something make every effort to get it to him certainly in less than ten minutes. Longer than this can seem an age. When handing up drinks and food select, if possible, a fairly straight stretch of road and a gradual incline. Don't just stand still and offer the item as he comes past, but run and run quite fast as well, as he gets level gradually extend your right hand forward and so avoid the receiving hand thumping into the food or bottle, and showering rider and helper alike with some sticky mess. Always have a choice available if you can and tell him what it is, in case its something he doesn't like or happen to fancy at that moment.

In hot weather most, but not all riders like to be handed up a sponge. This must not be too wet and not too dry but like the shaving cream advert must be just right. Some riders like eau-de-cologne but others do not so enquire before mixing this with the water, you never know he may decide to drink it!

Keep yourself as fully informed as you can about how other riders are doing particularly those of the Club or close rivals. Be ready to pass this on if it is good news or if it has been requested there's no point in damping his spirits unnecessarily. Ascertain what detours are being closed and at what time, calculate whether your rider will get in to the detour or not and tell him about this.

In 24's there will be need to change clothes if there has been a spell of bad weather, and also lights will have to be fixed on. Make sure you are well positioned to deal with this, don't let him worry as to where you are and will he see you in time.

I doubt that anyone rides a 12 or a 24 without a bad patch at some time. When this occurs you must try and see them more frequently, you must encourage them more, and you must be actively thinking if there is anything that you can do that will help. Make sure that, if they can, they eat, pass up the pep pills, (nothing illegal of course), glucose provides quick energy, and if it does come to "I've had enough" do not at first accept this, try and persuade them to continue, they might not thank you then, but they will later. It is far too easy to get off and sit down comfortably in the snugness of someones car, indeed the sight of the car could probably

have been the cause of the stopping rather than the carrying on. So don't be too accommodating.

If your man is doubtful about any particular part of the course, especially if the area is reached at night, or is not very well marshalled, endeavour to get to these points in front of him and see him safely through.

It is difficult at night to identify the rider and he has equal difficulty in spotting you. Pre-arranged lights, and signals will help but ideally two people are needed, one to identify a hundred yards down the road the other to be ready when given the word or signal to pass up the good-ies.

He may get irritable, he may get hilarious or even a bit "delirious" but they are all the moods of the long distance man. If you have ridden you will know and if you haven't then you should start in 1971. Yes you are right helping is very involved if you are going to do it well and lets face it you are not much help otherwise.

DON

BRIGHTON MITRE 2-UP 25

27th SEPTEMBER, 1970

Held on the G. 935 course, Washington to Broad-bridge Heath and back, this was a good testing road for a 2-up. It has those long testing drags and a few of the shorter sharper variety. Big gears can be turned but it takes a lot of strength to do so to advantage.

Twenty two teams were entered and no less than eight of these came from Worthing Excelsior. Those with an obvious chance were George Matthews and Mick Venner, those who thought they could get near to an hour ride included Pete Reeves and Pete Langridge, and Tony Hill and Don Lock.

Of the teams from outside Sussex, Ross Wheelers and Middlesex Road Club looked and had proved themselves to be fast. The Middlesex team, off No. 10 were in fact thought to be certain winners when they finished in 57.55., but in just less than the ten minutes that they started behind them the Worthing boys, George and Mick, came in sight. A tremendous final effort, over the line at flat out speed and they had done it; just 14 seconds to spare after a great ride finishing in 57.41., neither had been so fast before. A wait now for the Ross Wheelers but it was soon clear they were well down and they finished third in 1.0.19.

Of the other Worthing teams, Don and Tony were going well until Don's toe clip broke and his chain decided to part company with chain wheel on four occasions. Never really attaining their form of the previous week they had to be content with 6th place and a time of 1.1.41. The two Petes had a good smooth ride and came very close to beating Tony and Don as they had threatened. They finished 7th, only 2 seconds slower in 1.1.43. Next of the Club teams was Paul Fish and Tony Flumm, their time was 1.4.17, Tony Palmer and John Lucas, the latter having only his second outing of the season, returned a very good 1.7.1. Steve Richards and Bob Sparks were a little disappointed with their 1.8.53. Chris Howard

and Derek Pearce completed the course in 1.12.22.
and Clive Roberts and Paul Hampton finished in
1.15.56.

A good turn out by the Club in this type of racing
which provides a change in the time trialling
calendar.

.. ..
SOUTHERN COUNTIES C.U. 12 HR.

SUSSEX C.A. 12 HR.

CLUB CHAMPIONSHIP 12 HR.

6th September, 1970

Such is the state of long distance events generally
that all these events are now combined. Such how-
ever is the state of long distance events in the
Worthing Excelsior that we won the overall team
prize, the Sussex Individual Championship, third
handicap, one novice medal and one standard medal.
With five entrants we supplied an eighth of the
total field. It was unfortunate that Ray Douglass
could not produce the form his Poole Wheelers "12"
had promised; with back ache causing him extreme
discomfort he was forced to retire at about 120
miles. The weather conditions being very warm and
sunny were not the kind that Ray enjoys over the
longer distances. It was a very disappointed Ray
that left the event at this stage when matters were
going so well for the Excelsior.

Keith Dodman was the only other Worthing entrant
to have ridden this distance before, and although
Tony Hill had of course completed the Catford 24
hour, Pete Langridge and Mick Venner were riding
this distance for the first time. All had started

well with perhaps the exception of Tony who seemed to be finding the event something of an anticlimax after the "24". He had started very slowly and was the slowest of the five at 100 miles with 5.17.40. This time was over 20 minutes slower than the first "100" in his "24". Pete Langridge; he has not yet ridden a "100" was riding very sensibly and looking quite comfortable as he rode through the 100 mile mark in 5.8.21. Mick Venner making this his first season at all B.A.R. distances and with a good 100 behind him was riding well and seemingly intent on pacing himself to a good ride. Mick's first 100 miles were ridden in 4.56.23 so he was just inside evens at this point. Keith, with a recent surge of form to encourage him had started with a business like intention. Always leading the Excelsior riders, he was nevertheless some four minutes down on Robin Johnson of Brighton Mitre, so that at 100 miles, covered in 4.44.11 he was lying second for the Sussex Trophy.

The course centred for the first part south of Crawley and Horsham, works its way into the hills of Surrey with a long leg towards Guildford and then out through Cranleigh. A stretch of the course where many schedules seem to crumble. It was at Cranleigh that it became clear for the first time just how well we were doing. Keith was now leading Sussex rider and Mick Venner was riding with great determination in third place behind Johnson. Pete Langridge was riding with wonderful spirit and Tony Hill, if anything was happier than he was 50 miles earlier. The number of notable riders to have retired was also apparent and first thoughts of a Southern Counties team win began to emerge.

On the run back through Horsham and Crawley these four maintained their form and the Worthing Excelsior was dictating the team event, as such

famous clubs as the Clarendourt and Norwood Paragon fell by the wayside. On the circuit Mick Venner and Pete Langridge perhaps suffered the most but both stuck gamely to what they had set out to do. Pete Langridge for his age was indeed putting up a great ride and was managing to keep ahead of Tony Hill. Despite finishing probably faster than anyone, Tony had too much to make up and had to give best to Pete on this occasion. Keith had worn down Robin Johnson and finished fourth overall with 236.57 miles. Mick covered 231.27. Pete 222.81 and Tony 220.64. The team was no less than 23 miles ahead of its nearest rivals the Bec C.C. in aggregating 690.65 miles, the team of course consisting of Keith, Mick and Pete.

Keith in addition to the Sussex Championship won third handicap prize in the Counties event and the Club Championship. Pete Langridge easily won the Club handicap award, Tony Hill collected a standard medal and Mick Venner a special award as one of the three fastest novices.

What a tremendous haul from one event and what wonderful prospects for 1971.

IN BRIEF

I liked that newspaper article about a 70 year old granny who rode from Missenden in Buckinghamshire to Malmesbury in Wiltshire to wish her daughter happy birthday. Some 74 miles on a 30 year old Hercules is not something our racing men would undertake lightly.

SUSSEX C.A. 30

20th September, 1970

A new event to the Sussex calendar and only moderately supported with 26 entries. Worthing riders did not seem very much attracted by it, preferring to ride the Central Sussex 2-up the previous afternoon.

A team was, however, entered and on paper it looked unbeatable. Mick Venner and George Matthews supported by Bob Sparks both the first two were capable of 1.hr. 12 mins. and although it would have been Bob's first 30 it was thought that he could manage an "18", that would have an unbeatable average but things were not to work out in this way.

George Matthews maintained his form to fight every inch of the way with Cliff Sharp and lost by just 13 seconds. He was gaining seconds every mile over the last 5 miles, and although he said he could not have gone any further he would probably have gained those thirteen seconds if the race had been another couple of miles. George's time 1.12.59.

Mick Venner unfortunately started on his social season the evening before, with a party which lasted until the early hours; it did him no good at all. Obviously struggling from the start he finished what was probably his worst ride of the year in 1.19.17.

Bob Sparks met with a slight accident the previous day and could not start so team hopes were out.

George's fine effort gave him second place three minutes clear of the third man.

The course for this event was the same as the usual 25 mile course, but with the addition of five miles over the new Adur bridge to the eastern end of the Shoreham-by-Sea By-pass and return. The two long drags made this a terribly hard finish and there would be advantages in letting riders deal with this part of the course first.

.. .. .

WORTHING EXCELSIOR C.C. OPEN "25"

OCTOBER 4th, 1970

The promotion of this event is proving more and more successful each year. In 1970 we have to thank Promoter Tony Rotheram for getting together such a good field and for organising all those other details which make this event certainly one of the best in this area throughout the season. Thanks are due to all those who turned out to marshall in such numbers, some of you we only see once a year, we are indeed grateful. The non-stop work of Theo and Vera Puttick and Jim and Con Hughes in providing refreshment and sustenance to the assembled crowd was tremendous. The result board at the finish was quite the best seen at any event this year and one can easily appreciate the hours of work this must have caused Tony Palmer. You have all helped far more than any rider can individually to make this event so attractive.

The weather was not so generous as it has been in the past, but only the early starters had rain. After the early shower the air at least dried, even if roads remained wet and slippery, and the only other weather problem was the strong westerly wind which quite forbade any records.

With the field of 85 including several top class riders from London, the South Coast and further afield the Club's own riders refused to be overawed. True D. Eldridge of the Delta Road Club was the individual winner, but by a so narrow margin from Mick Venner and to show the depth of the Club's performance they won the team prize beating into second place the notable Hounslow and District. Rather like Brighton beating Chelsea, even if they were fielding a few reserves.

Riders had a real fight out to the Angmering turn and Brian Weir recording the halfway times near Ferring on the return found nobody inside 31 minutes. He had, however, observed how Mick Venner and George Matthews were fighting it out with such as Eldridge, Cliff Sharp of Eastbourne, and World Championship selection Martin Roach for the leading places. Back through Thomas 'a' Becket was really fast with all the big gears really being turned to advantage, but after this up to Findon and back to Offington was difficult with cross winds. Those last four miles though were great and so long as one had not already died, a fast finish was the order of the day!

At the finish Cliff Sharp, No. 20, had returned 1.2.29 but his lead was short lived for Mick Venner, a real specialist on this course, rode in with a tremendous 1.0.41. These times remained at the head of affairs until No. 40, D. Eldridge finished to push Mick out of that first spot by just four seconds, his time 1.0.37. The next finisher to cause a stir was another Excelsior rider, and who else but George Matthews, George could not this week match Mick's performance but he could push out Cliff Sharp, and for a time he was in third place with his 1.1.53.

It was practically half an hour before another competitor could disturb this situation. All had awaited Martin Roach and most expected his time would be under the hour but he proved human and could do no better than 1.0.49, just sufficient to split Mick and George and slot into third place. Martin of course holds the event record of 57.55 but there was to be no special award this year.

In the team event Mick and George had given the Excelsior a tremendous start and only Hounslow and District seemed capable of beating them. Roach's support was not however as good as Mick's and with George's fine ride and a 1.5.34 from Don Lock the Club won by the handsome margin of 2 mins.51 secs. to record the third Open event team win in less than a month.

Mick Venner's ride was really outstanding and he justly collected, along with his second prize, first handicap award.

The event was very well supported by Club riders and the following times were returned.

Tony Flumm	1. 6.20.
Tony Hill	1. 6.21.
Pete Reeves	1. 6.50.
Duncan Bethell	1. 8. 21.
Chris Woodcock	1. 9.20.
Mike Poland	1. 9.20.
Harry Beasley	1.10.20.
Eddy Kneen	1.10.25.
G. Barnes	1.10.33.
Tony Palmer	1.12.14.
Steve Richards	1.12.51
Paul Taylor	1.14. 2.
John Antram	1.14.37.
C. Howard	1.18.23.

For both Eddy Keen and John Antram this was their first event for some years. Both planned to beat "evens" and both succeeded, it is to be hoped they will be riding more in 1971.

As a final note to this report we would like to express our thanks to Col. Kent of Angmering. This Gentleman has observed the efforts of riders in our event for a number of seasons, and has on previous occasions chatted with our regular turn marshall, Derek Powell. Your unsolicited and very generous donation to our prize list is very much appreciated.

.....

CLUB HARDRIDERS CHAMPIONSHIP

11th OCTOBER 1970

This event is now almost certainly the most popular of the season's club calendar. This is despite the severity of the course and the fact that it is run at the very end of the season.

The course is approximately 33 miles and the route from the start at the Findon boundary is south to the Warren roundabout, north through the start on then to Storrington, up Houghton Hill to Whiteways Lodge, and then the drop into Arundel before retracing the outward journey to the finish at the start. Conditions this year were good for although there was some rain it was warm and winds were light north easterly which is probably the best direction for the course, giving a helping hand up Houghton and not causing any additional difficulty on the other major climb, the one out of Arundel which is for the most part sheltered.

The course record held by Mick Venner and recorded in the 1969 event stood at 1.31.12 and many people thought that this could be broken and indeed there were, in the very good entry, three riders capable of doing it. The handicapper had decided that Mick Venner was favourite with George Matthews and Keith Dodman his closest opposition and this was in fact the way it turned out.

George made a really fast start and at Storrington on the way out was 10 seconds up on Mick and a full $1\frac{1}{2}$ minutes ahead of Keith. At this point George had caught his minute man Pete Reeves and Eddie Kneen who had started 4 minutes in front of him. Mick Venner had overtaken Tony Hill and Mike Poland, and not to be outdone, Keith had pulled back Tony Palmer and Tony Flumm. On a check at Arundel, after the long climb of Houghton Hill, and the rapid descent into the town from Whiteways Lodge, George was still exactly 10 seconds ahead of Mick and Keith had dropped to 2 mins.25 seconds down. At this point in fact Pete Reeves was in third place. Pete had obviously been pulled out by his efforts to hold George Matthews, and Keith was 25 seconds down on him.

The long climb back to Whiteways Lodge was to sort out and decide the major placings. It was here that Mick's strength turned his small deficit into a small lead. It also saw Keith asserting his stamina to hold the leaders to approximately $2\frac{1}{2}$ minutes and pushing Pete back into fourth place.

Tony Hill the only rider on fixed gear was lying in sixth place at Storrington but had been rapidly pulling back Tony Flumm and was only a few seconds down. He had in the return from Arundel also gained a full minute on Pete Reeves.

The Storrington check on the leaders showed Mick to be 15 secs ahead of George, with the gap between George and Keith remaining constant at 2.30.

The competition was proving keen and was sustained to the end. It was no doubt this as much as the good conditions and of course the fitness of the main contestants that ensured that the record went, but it went not once, but twice. George home first recorded 1.30.6. to lap a clear 1 min. 6 secs. off, but less than five minutes later Mick Venner was home, and having stretched his slender lead over George to 22 secs, brought the record down again to under $1\frac{1}{2}$ hours. His winning time 1.29.44. In third place Keith, with a time of 1.32.34 an improvement of over 2 minutes on his ride in 1969.

Other placings and times:

4th Pete Reeves	1.36.58
5th Tony Hill	1.39.32
6th Tony Flumm	1.43.37
7th Mike Poland	1.44.14
8th Eddie Kneen	1.47.46
9th Tony Palmer	1.48. 4.
10th C. Howard	1.59.44.

Handicap winner George Matthews
1.28.36.

NOTES ON THE TOURIST TRIAL 1970

Advertised start time: 11.00 a.m.

Actual start time 10.30 a.m.

Result 1 non starter. An unfortunate beginning to the day but the only real black mark. Competition split into two sections - morning consisting of a series of precise map references for example some points are defined to a theoretical positioning of 10 square metres, the exact direction of approach and exit also being defined.

The afternoon section entails the exact following of a preset route copied from a master map.

First trick question - number of feet from 17th tee - Ray (and his ever faithful shadow) of course thinks that 1 foot is equal to 1 yard - Don completely ignores it - now comes the first hard piece of map reading and at least three riders including myself approach the check from the wrong direction, see the marshall, retrace and are eventually successful at their second attempt - no penalty points tho' I think, perhaps there should be.

The route continues over the Sompting mountain road and I'm following 100 yards behind Steve - hard luck Steve - he's missed the turning and goes pedalling happily on towards Steyning, contentedly following his own private course.

Now we're in the type of country that I've come to expect as typical of a Brian Weir tourist trial - a roughtrack across the downs and here, at the first place where there is a choice of route, at the first fork in the track, skulking, just in sight, along the wrong route - what's this I spy? - surprise, surprise, it's a little

lost Ray (and his ever faithful shadow) - but I, reluctant to see them depart from the, not so straight and narrow so early in the day, gladly showed them the correct track and looking back gain immense personal satisfaction from seeing them turn their wheels from the path of wrong and follow me along the path of right and rutted pit and boulder and cow dung and blast Brian for choosing this bloody track which has been climbing steadily up for the last 67 miles!

Is this a secret check I see before me, so clearly exposed - it must be a trick - but no, its a blood red mini with steamed up windows and there's 'Passion' Matthews hairy little face leering at me from the murky depths within. What an unusual place for a secret check, however, I suppose to be a helper it's a prerequisite to be weird!

Oh dear! whilst I have been philosophising to myself, Ray, (and shadow) who, having cunningly realized that if they followed me they could do no wrong, and having diligently done so for the last half of the course, have suddenly, unexplainedly, with tremendous acceleration, plunged down the hillside, towards Coombes, in the wrong direction - to examine the murals no doubt! Perhaps they will rejoin us later.

Who's this I see, struggling up the precipitous incline, far in front - it's Tony "morning Tony" - as I catch him by the metalled road, which joins from the left and Don shouldn't join us from the left and Don's gone wrong and Don says he has retired - impossible! - Don, the 24 hour record holder retired - after less than 1 hour - still, I suppose he is older now than when he did his 24, age is taking its toll and presumably breaking him - so with a few brief words

of encouragement we leave him, disconsolate, by the roadside, and plummet on into Steyning, a rural complex of distored clues, lurking marshalls, perverted questions, and muddled answers and non-existant railway tracks entering from the SSE and leaving by the NNW - a village unrecognisable as the seat of my schoolboy learning.

The, quaintly named, Mouse Lane is the next link to follow in this tortuously forged route which takes us via Round Robin Cottage, where Tony falls and severely lacerates his little finger, but he staunches the flow by plunging the injured member into his mouth, thus cauterizing the wound and enabling him to continue to lunch at the Fountain, Ashurst, where we are greeted by "Antram-Antram" Don, who has regained his usual "joie de vive" and Roger who alas was the unfortunate non-starter starter. Ray (with shadow) eventually appear and after the necessary break we are ready for the afternoon stage started "en masse" and completed more or less in convoy. What does he mean? - height of the road above the water? when the rivers in spate? or in the summer when It's dried up? does he mean the raised centre or the lower ends? - and what about this - name of bridge - and there is no bridge - just a bank of earth covered in bramble and stinging nettles, name? John perhaps or Jennifer. How do you tell the sex of a bridge which you can't even see? He's so bloody confusing this boy, and even after 6 years of his tourist trials I am still unable to read his devious mind.

He seems to be suffering from a pillar box fettish this afternoon - that's the second and there's still one to come - wonder what Freud would have had to say about that.

A pig farm! that pigs too obvious - it's not a pig, its Brian - it's still too obvious - must be another path somewhere - there it is! Beat you

this time Brian - and there's my dear wife asking me where William Penn was born - that amuses me - I don't think she's ever heard of him before now.

Now, why should "Passions" ubiquitous, red wagon be half poked in that bush? "Aha!" he exclaims, as he staggers from within its' steamy interior "You've come down the wrong road". "Oh! no" we all soothingly explain, "You've half parked in the wrong bush" with which he gently subsides, unbelievably back into the welcoming arms which clutch at him from the depths and he disappears, once more, from our vision. - Well done Alan!

And now! to complete these jottings (and to prove my versatility) a short verse:.....

The trial is nearly run,
The battle lost and won,
But who'd expect to find,
A speed restriction sign,
Eighty feet up in the air,
Really Brian that's hardly fair!

Now all that's left - who's
lost who's won,
Why Tony Palmer, by points,
just one,
Well done Tony and yet I claim,
But for Ethelred, you'd be
second again.

TWO-UPS

This modern addition to the time trial scene has made its mark and is here to stay. 100 kilometers and four up for World Championships, Three Up and odd distances over hardrider type courses, and two up over 25 miles and 50 kilometers seems to be the accepted pattern. In Sussex this past season we have seen two open, one association and one club event, all at the shorter distances and all for teams of two. The response from riders has generally been keen and competitive. The now well known and popular Central Sussex event attracting no less than 45 teams.

In 1971, The Sussex C.A. in their Fiftieth Year Celebrate with an open promotion; a two up, and appropriately enough, it will be held over Fifty kilometers. It is hoped that this will be held on the 18th April and over a similar course to that used for the Central Sussex event, on the Horaham Road.

The Club's fastest pair Mick Venner and George Matthews won the Brighton Mitre event with a tremendous 57.41 for the 25 miles and beat on the way many teams from London and around. Two other pairs Tony Hill and Don Lock and Pete Reeves and Pete Langridge both rode in two open events and on each occasion produced speeds close to 25 m.p.h. A good entry in the Sussex event next year should prove very interesting.

A first class pair must be confident not only in themselves but in each other and it is obvious that they must be evenly matched. Each must fight to draw out the other or else the speed achieved will be no greater than might be attained in a solo

ride. In changing opinions vary, but a good team will be constantly changing, working on the theory that you do not go to the back for a rest, but to the front to go still faster, Some pairs prefer to keep the changing as smooth as possible and without variation, a system which perhaps suits the traditional time trialist not used to the constant change of tempo. Others, especially those with road racing experience like to attack hills and inclines and are indeed practically racing against each other.

This type of racing is the only real variation from the traditional time trial. that has been with us so long. Are there not other possibilities that might be explored that nevertheless keep within the no "person v person" racing rule?

.....

DELIBERATE MISTAKE

No doubt there were others but "contributer" was slipped in "ERRORRRR" in our Autumn issue just to see whether our anonymous contributor was still with us.

The notepaper was this time of the Angel Hotel, Brigg, Lincolnshire yet the communication was posted in Farnham, Surrey.

The mystery deepens; are you a traveller? or perhaps in the printing trade?

CLUB HILL CLIMB

The sun was warm, the air scintillating and the view breathtaking at the top of the Steyning Bostal on the morning of the 18th October, 1970, the day of the Club Hill Climb.

As traffic conditions had made an afternoon start a little hazardous in the past, it had been decided to have a 10.a.m. start. As some members were racing 'away' there were only seven riders facing the mile long ascent. First away was Chris Howard, making a great effort, struggling a little on the last steep part about 300 yards from the finish but recovering enough to cross the line in good style with a time of 6 minutes.

Next up was Mick Venner, storming his way upwards, catching two riders, Derek Pearce and Tony Rotheram just past the half way point and with great determination sprinted past the finish in a new record time of 4 minutes 15 seconds. Tony Rotheram finished next with 6 minutes 7 seconds and then Derek Pearce with 7 minutes 18 seconds. New member Graham Barnes was next to test his hill climbing ability and with a really excellent ride managed a time of 5 minutes 31 seconds. Steve Richards followed amid a torrent of rude remarks and completed the course in 5 minutes 41 seconds. Last but not least, Tony Hill, riding as usual a fixed gear, forced his way into a good second place with a time of 5 minutes 12 seconds.

RESULT 1st Mick Venner 4.15. 2nd Tony Hill 5.12.
3rd Graham Barnes 5.31. 4th Steve Richards 5.41.
5th Chris Howard 6.0. 6th Tony Rotheram 6.7.
7th Derek Pearce 7.18.

ANNUAL DINNER AND DANCE

Another unqualified success is I am certain the way that most of those who attended this year would describe the 1970 event.

It was in its form practically identical to the 1969 "DO" with the exception that this year our Mayor could not unfortunately attend. This at least saved Tony Hill from the composition of a speech of welcome, and possibly, a few sleepless nights.

There were of course one or two panics in the background, and perhaps the biggest of these was when Tony Palmer complete with two large holdalls of Trophies, had his car break down in Brighton; thanks might here be recorded to Father-in-Law who came to the rescue.

Approximately 100 head were served, I put it that way in case anyone had two heads, with a cold salad meal very nicely presented by the Worthing Corporation Catering Department, Not such an excess of food as in 1969 but sufficient, I thought, for most appetites.

Cross toasting was never up to the standard of the days of Tom Lednor but was fairly brisk and as always very interesting!

The speeches were good to listen to, interesting and not too long. John Mansell proposed the toast for our President and Vice Presidents and Duggie Argent replied. In the reply he spoke of an event in Homefield Park in 1890 when the Excelsior took active part. This was recently referred to in a local press item.

Brian Cox of the Bognor Regis C.C., an old friend of several of our members proposed the toast to the Club, congratulating us for our 1969 efforts and wishing us well in the years ahead. Nigel Barlow responded with a witty speech which was apparently censored. Maybe we can have the complete and unabridged version one Tuesday evening.

Mrs. Argent made the collection of awards even more pleasant for those who had won them during the season, by once again presenting them on the Club's behalf.

The award of an outsize in moustaches to yours truly; it was intended to encourage his own efforts, may indeed have caused complete deflation of his aspirations, but caused a good laugh.

Dancing, I believe that's what they call it continued until most couples looked ready for bed, and you can take that which way you like, and after the raffle (Who won that 32" bra?) Aulde Lang Syne brought another really good evening to a close.

In 1971 we leave the Richmond Rooms where we have been for some years as it will no longer be available on Saturday evenings. The Warnes Hotel is the venue in 1971 and the date already booked, so make a note in those new diaries, NOVEMBER 6th.

DON.

1970 BEST ALL ROUNDER JUNIOR

COMPETITION

FIRST George Matthews

10.	23.	2.
15.	37.	5.
25.	59.	35.

Average speed 25.164 m.p.h.

SECOND Bob Sparks

10.	24.	42.
15.	39.	45.
25.	1.	5. 20.

Average speed 23.297 m.p.h.

THIRD Paul Hampton

10.	27.	2.
15.	43.	52.
25.	1.	18. 39.

Average Speed 20.607 m.p.h.

FOURTH Derek Pearce

10.	27.	15.
15.	53.	49.
25.	1.	15. 24.

Average speed 19.996 m.p.h.

1970 BEST ALL ROUNDER SENIOR

COMPETITION

FIRST Keith Dodman

25.	1.	2.	59.
50	2.	0.	2.
100	4.	45.	31.
12 hrs.	236.57		

Average speed 22.369 m.p.h.

SECOND Mick Venner

25.	1.	0.	41.
50.	2.	10.	32.
100	4.	37.	3.
12 hrs.	231.29.		

Average speed 22.158 m.p.h.

THIRD Tony Hill

25.	1.	4.	13.
50	2.	15.	18.
100	4.	45.	50.
12 hrs.	220.64		

Average speed 21.227 m.p.h.

FOURTH Ray Douglass

25.	1.	6.	32.
50	2.	27.	30.
100	5.	20.	56.
12 hrs.	205.42.		

Average speed 19.674 m.p.h.

A SCOTTISH EXCURSION

On a dull and wet Friday evening in August, I left Littlehampton, after having made a few hectic last minute preparations to my bike, and set out for my first tour of Scotland, with a pair of sprints on the front and all! I got the train to Victoria and rode across London to Euston to the amused and puzzled dwellers of this great "swinging city". 'Oh' look there's a four wheeled bike' or, 'He's carrying two spare wheels' were the usual exclamations, which I have got used to by now. Anyway, I eventually got on the night sleeper to Perth, and after an interrupted night by the train clanging in and out of stations, arrived in the fair city at 8.30 a.m. on the Saturday morning.

It was misty and drizzling slightly, the woman in the bookshop where I bought some maps said it was set for the day and she was right. Scotland had had some of the worst flooding for many years, a few weeks previous and I was beginning to have doubts. I explored the City and found it abounding in history. It was once the capital but was taken several times by the English; surrendering to Cromwell in 1651. There is an old church where John Knox delivered his famous sermon on idolatry and a fine museum and art gallery.

Saturday afternoon I rode to Cupar, some 20 miles, in a steady downpour to visit a postal draughts player, who had invited me to call if in the area. He was pleased to see me, and after a few games of draughts, which finished about equal (canny players these Scots!) we had a really good meal, cooked by his daughter, followed by short-cakes and coffee. This more than made up for the rain. I said my farewells and made my way back to Perth.

Sunday morning I raced in the Fife 25 mile event and to my surprise, won it! Not bad for a "Sassenach". Also the sun broke through for the first time.

After a hearty breakfast at the Secretary's house (Perth C.C.) I started out later that morning, (rather optimistically) for Aberdeen, some 90 miles or so. What a contrast; the temperature reached 80 degrees and so I took my shirt off and made the most of it. Keeping south of the Sidlaw Hills I got to Forfar and after a late lunch to Montrose, a beautiful little seaport which stands on a peninsula between the North Sea and a large estuary formed by the South Esk River. Wishing I could have spent longer there, but pressing on along the road that follows the ragged and unspoilt coastline to Stonehaven. Just five miles short, a thick mist descended out of nowhere and I swear the temperature dropped 30 degrees. That was it; I decided to call it a day. Wet, bewildered and a bit shattered I arrived in Stonehaven about 9 o'clock and slept in the first hotel I tried, right round till nine the next morning.

The mist was still thick, but that day proved very interesting. 'Slug Road' out of Stonehaven, winds its way over Mounth; the South East range of the Grampian system, and down to Banchory on the River Dee. I followed it and the river to the Kincardine and Aberdeenshire border, taking some minor roads and tracks. I climbed up again some 1,000 feet to Craigievar Castle. The mist had thinned by this time and amid the heather, an endless variety of wild flowers, many new to me, showed themselves, covered by a myriad of tiny webs which sparkled

as the sun tried to break through, creating an eerie landscape. On seeing the castle through an avenue of trees with its turrets pointing to the skies reminded one of a fairy tale scene. I have never seen a castle like it. Remarkably there have been no later additions, and it remains almost exactly as it was built in 1626 with its famous haunted room as well.

Moving on again I passed through some beautiful Aberdeenshire hill country to Banff and Moray enjoying the peace and quiet of almost traffic free roads, and lucky enough to see on the way a magnificent peregrine falcon perched in a pine quite close by.

That night I spent in Nairn, a small but pleasant town on the Moray Firth - just about the farthest point north of my tour.

The next stage of the tour (assisted by a following wind and perfect weather) took me as far as Glen Coe, about 100 miles of some of the most magnificent views I have experienced. No wonder this road that follows the Caledonian Canal from Inverness to Fort William is so busy. An endless procession of vehicles and hitchhikers all taking advantage from time to time of the many picnic sites along the banks of the Lochs Ness and Lochy. Fort William, which lies to the west of Ben Nevis, was bustling with tourists. I managed to spend some time in the Highland Museum there and found it most fascinating. Then it was over the Ballachulish ferry to the tiny Glen Coe village for the night.

Wednesday morning I started the awesome climb through the Glen. The mountains towering either side making it a forbidding sight, yet at the same time, spectacular. I couldn't help thinking of what I had read the previous day, about the terrible

massacre of Glen Coe of 1692, when about 80 unarmed MacDonalds, including women and children, were killed by the Campbells in a snow storm. Still climbing, I passed through Rannock moor and Tyndrum to Loch Lomond.

After a meal at Arracher, I had a lazy ride the whole length of this famous Loch that glittered on a glorious summers day. The magic ended abruptly as I neared the sprawling network of roads that converge on Glasgow. Avoiding the centre, I took the Askern ferry over the Clyde, and via Paisley, stopped at Beith. This was the Lowland and the contrast was startling.

The last stage of my tour in Scotland (104 miles) included Kilmarnock and Dumfries, before crossing the border to Carlisle. Dumfries stands on the River Nith and is the ancient chief town of the north west border counties. I wandered there for some time after lunch, and included a visit to Robert Burn's House; then continuing onto (the now redundant!) Gretna Green, and England, crossing the remains of Hadrians Wall into Carlisle. So ended a very enjoyable, if sometimes hard and tight scheduled tour - worth every revolution and step.

Keith Dodman

1970 EVENING TEN MILE SERIES

Designed to provide younger members with short distance, easily entered competition, these events have not only been well supported by juniors and schoolboys, they have indeed carried off the major awards in the face of senior participation. Overall winner for the second year running, although now a junior, not a schoolboy, was George Matthews. Second was Bob Sparks, who has great promise for 1971.

Result:

1st	George Matthews	6 pts.
2nd	Bob Sparks	7 pts.
3rd.	Pete Reeves	11 pts.
4th	Tony Hill	19 pts.
5th	Paul Hampton	23 pts.
6th	Derek Pearce	26 pts.
7th	Clive Roberts	29 pts.
8th	Nigel Dell	30 pts.
9th	John Herbert	31 pts.
10th	Chris Woodcock	32 pts.
11th	Steve Richards	40 pts.
12th	Harry Beasley	42 pts.

This seasons series started on the Littlehampton Road course but later transferred to the Adur Bridge course. Early fears that this would slow times were soon allayed, and there should again be some 22 or even 21 minute rides in 1971.

POINTS TROPHY 1970 RESULT

Last year 27 different riders competed in Club events; in 1970 the number was upto 31. Top ten in this all season trophy for these really supporting the Club events are:

Winner:	George Matthews	28 pts.
2nd	Tony Hill	33 pts.
3rd	Mick Venner	34 pts.
4th	Mike Poland	41 pts.
5th	Pete Reeves	45 pts.
6th	Don Lock	54 pts.
7th	Bob Sparks	57 pts.
8th	Tony Palmer	58 pts.
9th	Ray Douglass	59 pts.
10th	Harry Beasley	59 pts.

Totals are calculated on the handicap placings in all the events except the Hill Climb.

.....

A late season attack on the Club Worthing to Arundel and back and Worthing to Chichester and back records was made by Keith Dodman on Wednesday Evening 21st October. Cold conditions and very strong northerly winds made the task just too difficult, missing the existing records by 1 min.7sec. and 6 min.10 sec. respectively. The records are 51.15 for Arundel and 1.47.49 for Chichester and with the road improvements since these were set in 1961 and 1963 are ripe for beating.

NOTES ON TRAINING 1874

- (1) The athlete will do well to wean himself from the use of tobacco and fermented liquors, as both should be prohibited when regular training commences. He should also accustom himself to early hours.
- (2) It should be a rule that no attempt should ever be made to wake a man in training at any fixed hour. The duration of sleep must be left entirely to the demands of the system, and should not be interrupted, however long it may continue.

.....

YOU ARE IN THE RIGHT GEAR AND
GET A GOOD SELECTION WITH

E.H. GAMMANS & SON.

Lightweight Cycles and Frames,
wheels, tubulars and a wide
range of accessories

Gordon Road,
Shoreham-by-Sea,
Sussex.

MIKE POLAND

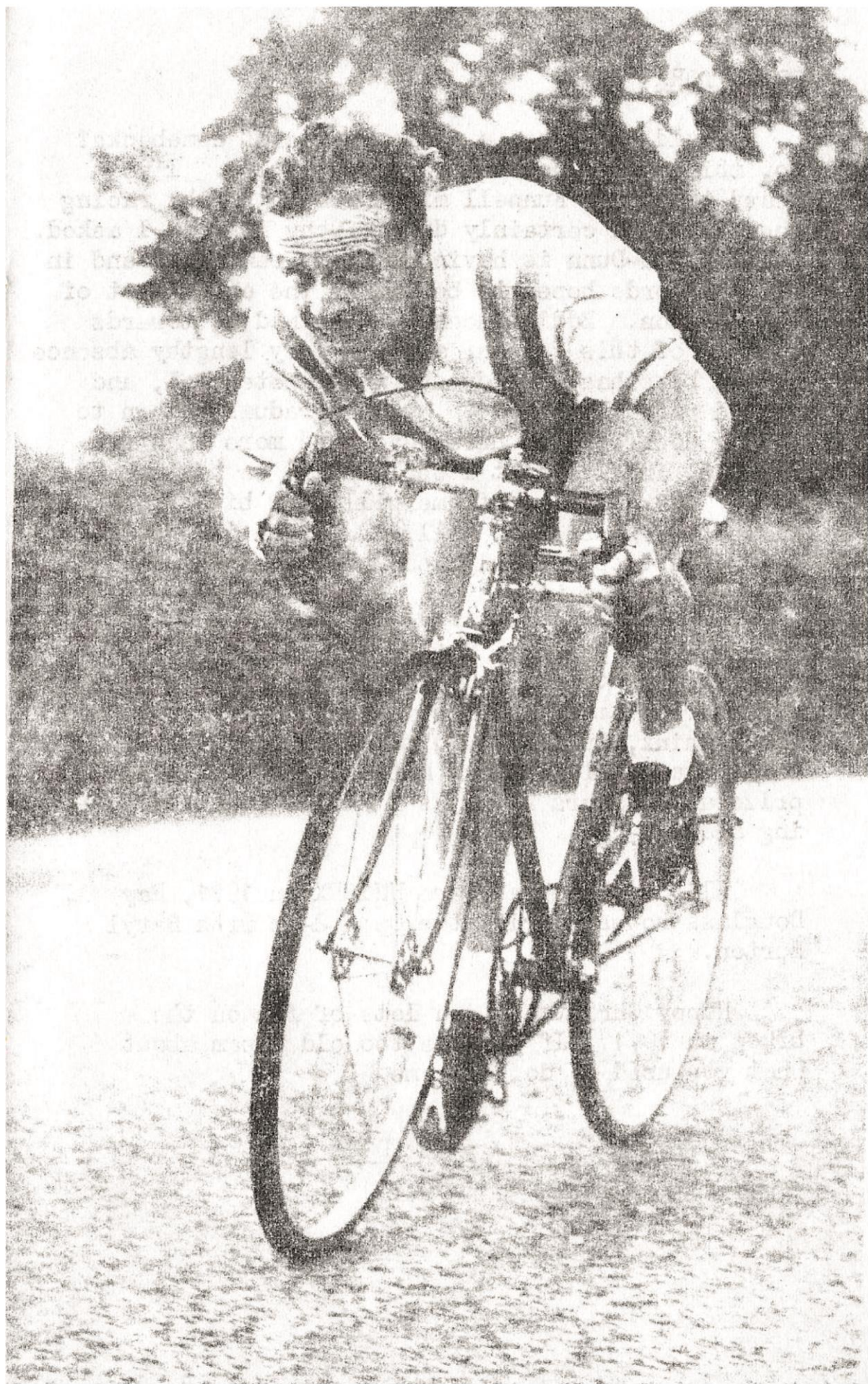
(see action photo opposite)

Mike joined the Worthing Excelsior Cycling Club (his only cycling allegiance) in 1957. He has throughout this period been an ever present in the Club's touring and time trial scene, and in the latter sphere it is perhaps his wonderful consistency which has gained him most success. On no less than four occasions he won the handsome "Clapshaw" Trophy for the 25 mile handicap event, and his support of Club events and his ability again to always take something out of the handicapper, has on three occasions won him the Points Cup.

Now married with a young son Mike is not able to take quite such an active part in Club activities, but his support of our time trial programme remains almost unaffected.

Personal bests:-

10 miles	25.22
25 miles	1. 4.39
30 miles	1.19.17
50 miles	2.12.57
100 miles	4.45.18
12 hours	218 miles
24 hours	381 miles.



EDDY TORR

Could 1971 see a whole series of comebacks? No, this is'nt just another of my stirs. I've heard that Dave Funnell might return to the racing scene, and he certainly didn't deny it when I asked. Martin Ford-Dunn is having a frame renovated and in his own words hopes to be fit by the early part of next season. Eddie Kneen, who joined us towards the end of this season, after a very lengthy absence from a bike has already shown his potential, and should go well in 1971. My own gradual return to racing does seem to have developed more than was planned, and I expect I shall still be having a go in 1971. The new frame will be a bit of a waste otherwise! Ah, well, if we can all get fit; and we must start early, perhaps we can pick up a few more team wins.

In 1971 the only National Championship in this area is the 24 hour run by the Catford Club. I wonder how many entries we shall have, certainly one I think, but it would be great if there was a team. We nearly won the National 12 hour team prize a few years ago; yes I know I'm just dreaming again.

All Sussex events are UNISEX in 1971, Ray Douglass hopes to ride the Open 2-up with Beryl Burton.

Happy Christmas, and lots of fun on the bikes in 1971. If you are too old dream about what you used to do, like me.

DON

