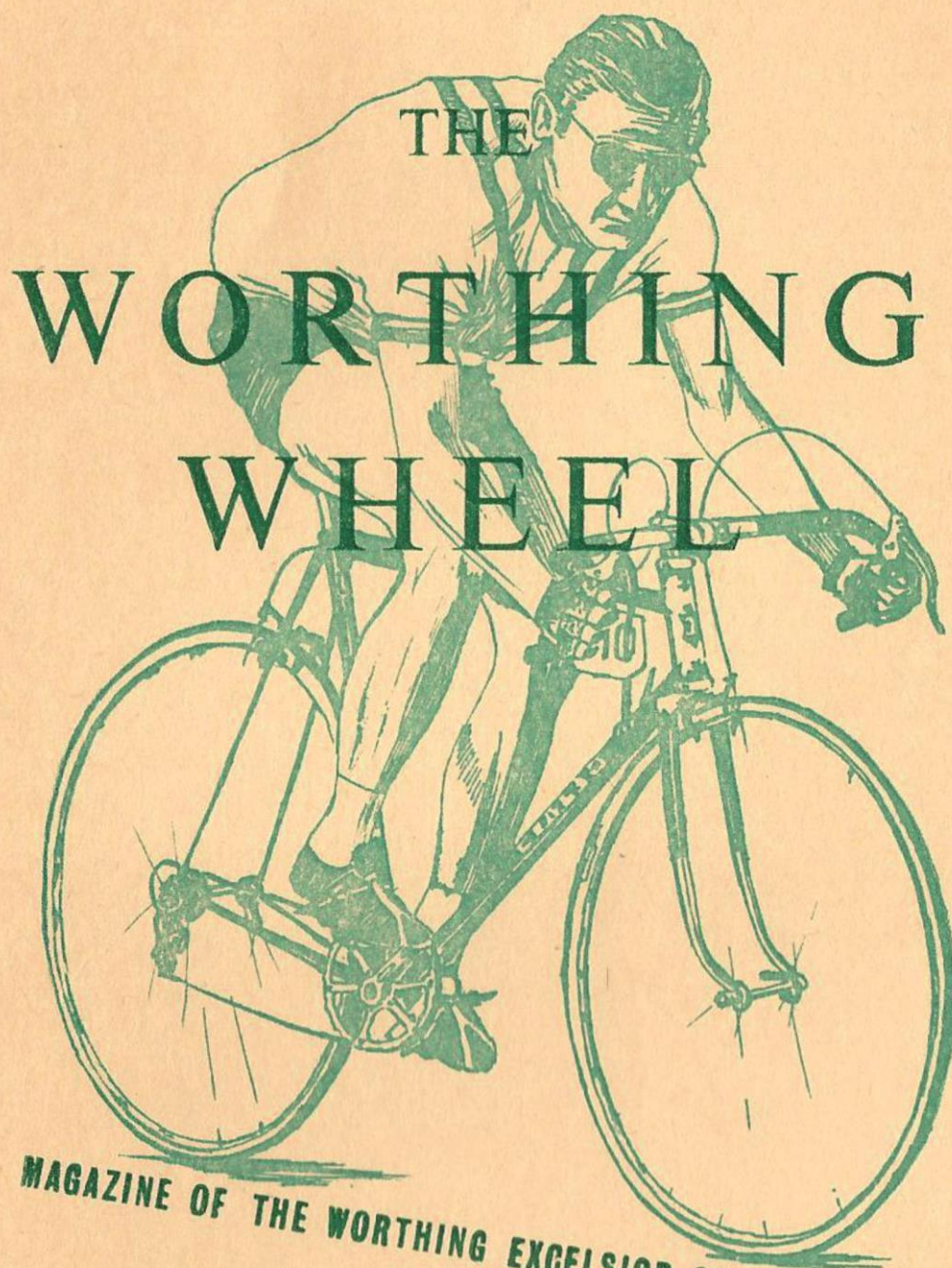


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MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1971

Vol 4 No 1

THE WORTHING WHEEL

The Journal
of the
WORTHING EXCELSIOR CYCLING CLUB

Headquarters Broadwater Parish Rooms,
Broadwater, Worthing.

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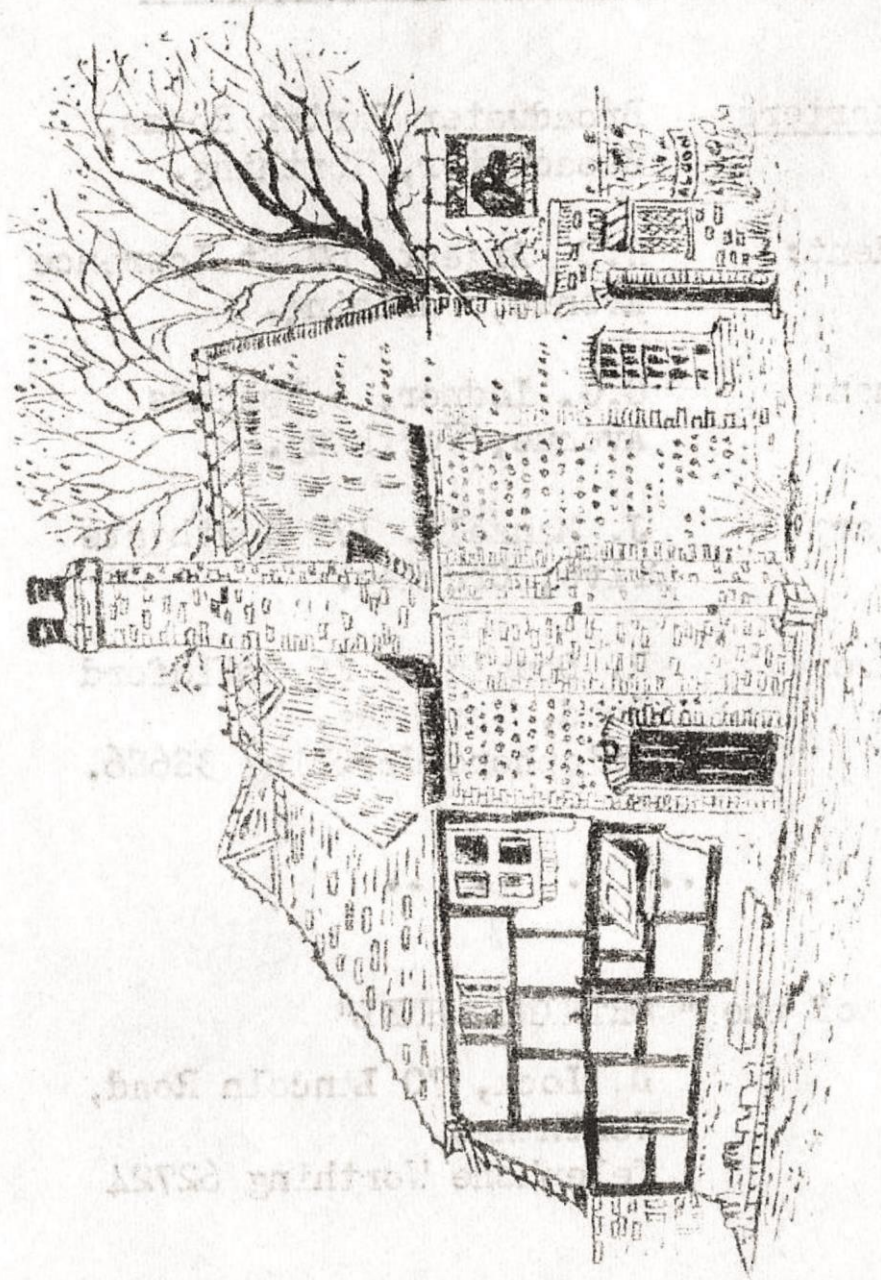
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.. .. .

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The Black Dog and Duck, Bury.

THE BLACK DOG AND DUCK? BURY

Bury of course, brings to mind Bury Hill, and that can be an unpleasant memory, or it can be an agony stretch still to come. Bury, nestling off the main A.29, at the foot of the hill has other assets of a much more pleasing nature however which may well have escaped you up to now.

The Black Dog and Duck is an Inn over four hundred years old. Flint built and with a thatch roof it is to be found in its own little garden right in the middle of the village shaded by an ancient walnut tree. It is the sort of Pub that seems to call out an invitation as you pass.

Snacks can always be had and morning coffee or afternoon tea will I understand also be served on request.

Bury is one of those unspoilt Sussex hamlets like others nestling in the very shadow of the downs, all thatched cottages, flower gardens and winding lanes. A lane runs down to the River Arun and there is the quiet country road through to Houghton Bridge and Amberley.

A lovely village of peace and contentment and an Inn of charm and character where you can rest your legs and your seat, and down a long cool beer. Try it next time you are out that way. The beer is not on us but we still think you'll enjoy it.

RECOLLECTIONS OF LAST YEAR'S FIFTY

There's the rain in your face,
There's the slackening pace
With shoes full of water
Your feet are wet through,
You'll win no medals,
You'll maybe get flue.

Your teeth are a chattering,
Hands are blue with the cold
There's dirt in your eyes,
And your down you are told,
The one coming by seems hardly
to try,
You feel even more that you just
want to die,
Your back is complaining as never
before,
Your seat is becoming exceedingly
sore,
You're insides creating, it calls
out enough,
But you keep your legs turning to
prove that your tough,
The finish is coming, your eyes
are blood red,
Was that the timekeeper? Hell!
I feel dead.

Don.

A late report on Tony Hill's
24 Hour ride of 1970.

.. .. .

This article written by pupils
in Tony's class was obtained
and is published without per-
mission. We offer no apology
for this but express our thanks
to the authors for an insight
into modern education.

.. .. .

On the 11th July, Mr. Hill took part in a
24 hour race, by cycle, in which he had to cover
as many miles as possible. The food and drink
taken by him were rice pudding, orange squash,
ribena, complan, tea and coffee. In the race
with Mr. Hill were 45 other competitors.

The race started at Kingston, 3 miles
south of Ringwood in Hampshire. The route
taken by the cyclists, I was told, was com-
plicated, but a rough idea of the journey is
as follows: they went first to Fawley and back
to Ringwood then down to Corfe Castle. From
there they went as far west as Warmwell Cross,
then back up to Hynesbury via Salisbury, return-
ing to the starting point. From there Mr. Hill
commenced what are called legs, that is going
out to one place for say 15 miles and back again
and then another leg until his 24 hours were up.

The tool he took was a spanner and one
spare tyre, but these were not needed and when
asked if his machine had been any trouble,
replied 'my rear light failed but that was all'.
His average speed was about 17 miles per hour.
After about 230 miles he came to what he calls
a bad patch in which he thought he could go

no further, his answer was 'Press on even if your speed drops to 8 miles an hour. This patch lasted for about 40 miles. 'There were no difficult parts in the race' he said, 'But the hardest part of the race was during the night', because he could not see. He stopped for 5 minutes for a massage, 10 minutes for supper, 3 minutes to turn lights on and a quick breather. He spent 20 minutes in the morning having a wash and breakfast and 10 minutes for the toilet. Out of the 24 hours race he spent approximately 23 hours, 15 minutes cycling. He came eighteenth (result not yet announced officially). When asked if he would do it again replied, 'Yes, I think I would!'. The after effects of the race were fainting as he climbed off his cycle and stiff legs and slept for 14 hours.

D. Smith, G. White and P. Hadden

3/1 English

.. ..

THE CHRISTMAS TEA

Well that is what it started out as. As is now common knowledge, in the result this club effort - should I call it promotion - ended as one of the most successful ventures in the recent history of the Club. Rather nice in my opinion that it should be on the Social side and not involved with racing. A tremendous feather in the cap of Social Secretary Theo Puttick whose brain child this was.

From a start of modest ideas of a self catered tea in some kind farmer's barn, it grew to a full scale Christmas Dinner and the hire of Copsale Village Hall especially for the occasion.

With help from his Social Committee including particularly his wife Vera, Jim and Con Hughes and their friend Elsa, but with other help from wives and friends, Theo produced a fantastic meal. The menu had appeared on the Club notice board a couple of weeks beforehand but few really believed that the goods could be produced let alone at the pre-war price of 6/6d. (32½p).

Mushroom Soup
Roast Turkey,
Turkey and Chestnut
Stuffing,
Bacon, New Potatoes,
Carrots, Peas, Onions.

Christmas Pudding and Cream,
Mince Pies,
Jelly

Cheese and Biscuits

Coffee.

It is hardly any wonder that the expected numbers; "about a couple of dozen" said Theo, grew to a number verging on total club attendance at the Annual Dinner. With President Duggie and Mrs. Argent at their head no less than 61 members with wives friends and children sat down to this memorable meal.

The following reading like the Christmas rations list for a regiment is in fact the quantity of food and drink that was provided, and in true cycling fashion duly downed:

3½ Gallons of Soup
4 Large Loaves of Bread
32 lb. Turkey
3 lb. Sausage meat
3 lb. Chestnuts
5 lb. Bacon
32½ lb. Potatoes

26 lb. Carrots
12 lb. Peas
15 lb. Onions
15 lb. Christmas Pudding
1 Gallon Dream Topping
140 Mince Pies
4 lb. Cheese
4½ lb. Biscuits
1½ lb. Butter
1 lb. Coffee
1½ gallons of milk
5 lb. Sugar
1½ Bottles of Sherry
2 pints fresh cream.
Sundry jellies and Orange Squash
for the Children.

Music was provided by Nigel Barlow and the whole proceedings went off in the most convivial atmosphere.

An observation ride had been organised by Ray Douglass to try and encourage as many as possible to arrive on two wheels rather than four and this had an entry of 18. The devious route took entrants through Sompting, Beeding, Small Dole to Henfield for elevenses. Some off beat roads around Shermanbury kept everyone busy until lunch taken at Cowfold. Afternoon started with some rain and some very muddy tracks before a main road run in to Horsham and the south turn to the before mentioned "Gargantuan Gastronomic Gorge" at Copsale.

The result, really rather irrelevant in the light of the meal that followed showed that by luck, or some low cunning, yours truly had totted up most points just in front of young Antram with Tony Hill, Harry Beasley and Mick Venner all close behind.

December 20th, 1970 was a day of cycling life not often recaptured in these modern times. I'm very glad I was able to participate.

Don

.. ..

SUSTENANCE SPOTS

In response to a request for details of cafes etc. within a reasonable range Chris Beckingham kindly supplied the following. It is of course by no means comprehensive and we would like to supplement the list and amend and comment as appropriate from time to time. Please therefore let us have details of the places that you visit whether in the list or not, and we will try and keep the list up to date.

- - - - -

ARUNDEL: Lilians, Coffee bar type of place. O.K. for snacks and juke box for for the "with its". This is in Tarrant Street.

- - - - -

Also; the Sandwich Bar opposite the Bus Station for snacks.

- - - - -

BRAMBER: There is a cafeteria at the Museum

- - - - -

BROAD OAK: (East of Heathfield) Swiss Cottage Cafe. All meals C.T.C. recommended.

- - - - -

CHICHESTER: Bust Station for snacks

- - - - -

CHICHESTER: Wimpy Bar for meals north of Cross.

- - - - -

Cafe about half mile west of Cross
(pricey)

- - - - -

DIAL POST: The Gables. Teas and bed and
breakfast. C.T.C. recommended.

- - - - -

DORKING: By traffic lights at north end of
town. Very good; cyclists meet.

- - - - -

GLYNDE: Small shop south east on A27.
Cups of tea etc.

- - - - -

HATFHAM: Alexander Snack Bar (C.T.C.)

- - - - -

HAYWARDS HEATH: Bus Station

- - - - -

HENTFIELD Vera's Cafe for snacks

- - - - -

The Royal Sovereign (late Merry
Kettle C.T.C. Rec.) for meals.

- - - - -

HICKSTEAD: The Little Chef Restuarant also
adjacent snack bar on the main A23.

- - - - -

HORSHAM Wimpy Bar type place in The Carfax

- - - - -

Two Cafes in Guildford Road west
of the traffic lights.

- - - - -

HOUGHTON BRIDGE: Riverside Cafes. Closed
during winter months.

- - - - -

BURSTMONCEUX: The Monkey Puzzle, Licensed
Restuarant half mile east
on A271. Meals.
- - - - -

LEITH HILL: Tea Hut at the top. Possibly
not open in the winter.
- - - - -

LEWES: Bus Station, but not open
winter months.
- - - - -
Small Cafe (C.T.C.) as you
enter from Ringmer direction.
Close to new bridge - snacks.
- - - - -
The Steak House (licensed) all
meals (C.T.C.)
- - - - -

LITTLEHAMPTON: Clifton Cafe opposite Railway
Station always open for meals.
- - - - -

NEW AVEN Down by the bridge. Snacks.
There are one or two others
here as well.
- - - - -

NUTBOURNE: Drive-in Wimpy Bar. Bikes
have to be left outside!
- - - - -

PEASE POTTAGE: Cafes on old A23 road, meals
and snacks.
- - - - -

PETERSFIELD: Near Railway Station, meals
and snacks.
- - - - -

PETWORTH: The Golden Cafe in Golden
Square for meals and snacks.
Wonderful bread pud.
- - - - -

SHOREHAM: The Harbour Bar, meals

- - - - -

SLINDON: The Old Bakery, used to be a Club
tea place, "Country type teas."

- - - - -

UPPER BEEDING: Small Cafe next to the Rising
Sun Pub.

..

Footnote

Many Garages now have hot drink machines
and so do some launderettes and these are
frequently open 24 hours a day.

-----ooOoo-----

SUSSEX C.A. JUNIOR 10

21st March, 1971

Congratulations to Graham Barnes on his
first ever win. Graham romped home
in this event in the very good time
of 28 mins. 40 secs, ahead of Kevin
Bishop 29.40 and Derek Pearce 32.12.
The conditions were very hard and if
Graham can do this on a cold and hard
early season morning he should be able
to make considerable improvement as
the season continues.

LOOKING BACK

Some personal Reminiscences

Familiar names in the last issue of The Worthing Wheel sent me hunting out my Cycle Racing Record Book and the random recollections of twenty or so years back made an interesting (to me, at any rate!) comparison with the events described in that issue.

In 1950 the "12" was held on the 27th August and combined the S.C.A. and Club Championship events just as it does now. Only three of a field of 64 failed to face the starter and a further six packed during the day. Brian Cox, in second place overall, led Bognor Regis C.C. to a team victory, supported by Les Janman and Jimmy Gilbert. The event was won by John Randall of Horsham Unity with 245.63, with Brian just over a mile behind. Standard Certificates were given to all who beat 225 miles, but the writer missed out as he only managed 223.25. This was good enough for third place in the Club event and it's gratifying to see that the ride would have earned third place in 1970. The winning team, by the way covered 730.68 miles, so it must be the shorter events that have speeded up so dramatically.

March 1948 and the S.C.C.U. "25" - won by George Nightingale, one of the first 'under the hour' men, with a 1.2.11. The event was held on G.9, the "Cherry Tree" Course, on a morning thick with mist and as I ploughed along the A.264 towards Crawley I swerved just in time to miss a steaming mound in the middle of the road and all but ran into the after end of an elephant. A little unnerving to meet circus animals on the move, on foot, in the early hours of a Sunday morning, - or did I imagine it? An excuse for 1.11.14, perhaps?

Seeing mention of Derek Powell as turn marshall had me flipping through the pages for notes of his earlier exploits. Club Championship "25" in May 1948, won by Derek from 19 entries with a 1.4.47. A 1.8.29 earned me third place. Times have changed! In the S.C.A. "50" on the 2nd July 1950 Derek was fastest of a field of 89 with a 2.9.13.

The last event I rode was another Club Championship "25", in 1951, and the winner, I see was John Antram with 1.5.4. - not bad, John, to emerge in 1970 from retirement and beat "evens" comfortably in the first event.

That hardy annual the Hardriders had seven entries in October 1949 and 1.44.22 was good enough for second place and third handicap. Wally Fitch's winning time was 1.39.34. It's good to see this event can still attract an entry of ten.

One thing that does seem to me to be missing from the pages of The Worthing Wheel is a record of Club runs - or are they entirely a thing of the past? I know it's said that Club runs and racing don't mix but looking back on the eleven events I entered in 1947 I see no less than seven were won by Dennis Dean and on almost every occasion he was out to tea in the afternoon.

Is Youth Hostelling still a Winter pastime, when icicles and sprints and tubs "hang by the wall". No doubt Jim Hughes and Theo Puttick still remember "Windy" Nash pulling on an extra pair of socks and a balaclava helmet before climbing into a bunk-bed fully clothed one bitter winter's night at Waggoners Wells.

"Ah me," murmured the old man to his grandson on his knee "they were happy days".

Maurice Reeve-Black

MUSICAL RIDES

All racing men have their funny little fancies, things that they believe make them go just that small amount faster. Different things to eat, different things to drink, sometimes it borders on the superstitious with concern for the old racing vest or the old handlebar tape. I have heard of short distance men who force themselves to sprint from one telegraph pole to the next. I have however, until recently, never heard of the right tune helping one along in an event.

Martin Ford-Dunn; he will be back racing this year; insists that if he can get a tune going round in his head before he starts which has a good fast rhythm to it he will feel confident of a good ride.

A similar story I've heard relates to our worthy Secretary, John Mansell, who, it is related rode a 12 hr. event with a transistor strapped to his handlebars. It would be interesting, if it were possible to compare each hours distance covered with the particular programmes listened to.

Music is used these days to encourage milk yield from cows and egg yield from chicken could it possibly be extended to produce better rides from cyclists? Would Ray Douglass go better during the dark hours of a 24 hr. if accompanied by say Beethoven's Moonlight Sonata? or Wagner's Ride of the Valkyries?!

S.C.A. LUNCHEON

This "Do" held again at The Royal Coach at Shoreham on Sunday, 17th January 1971 was as far as our members are concerned only a partial success. A good number attended from the Excelsior to make up for last year! But their numbers could be down again next year, after the complaints that have come through.

The price of the ticket has leapt up over previous years and far in excess of any normal price increase. Members sat down in extremely cramped conditions, to a very ordinary meal, which would be served in any restaurant for about 50 p a head. Surely it must be easier and cheaper to provide for 80 than for single persons as would be the case in a cafe. The service was poor, and a new venue, if only to let the Royal Coach know that they did not have a monopoly, would be a good thing. Why not try The Downview Hotel where Brighton Excelsior had their Annual Dinner, there was an excellent meal and excellent service and the ticket was the same price.

S.C.A. Clubs were very well represented as one would expect with the biggest numbers coming from the coastal clubs. The usual contingent from the Norwood Paragon came down from the Metropolis bringing with them their own special brand of cycling enthusiasm.

Guest speaker was the well known cycling personality Alan Gordon. Alan an international timekeeper, handicapper, and official was in great form and recounted many most interesting incidents from the earlier years of the Association and in splendid manner proposed the toast to the Association's continued success.

The Luncheon was billed as the Fiftieth Anniversary and many past members and indeed some founder members were present to make the gathering a grand reunion for some of the older ones.

The Association awards were duly presented and several were collected by Club Members for both team and individual performances.

Let us hope that the remainder of the Association's Fiftieth year can be celebrated with much greater success.

.. ..

HARRY BEASLEY

Harry has been a member for only a short while but in that time he has accepted office and responsibility and has entered more fully into the Club than some would achieve in twice the time. It is therefore with regret that we learnt that Harry's job was taking him away from the district. However, Harry wishes to remain associated, and his new residence situated near Ringwood, just 2 miles from the start of the P.2 course should ensure a continued contact. It is not we understand in the same field as Con and Jim's country headquarters but its certainly very near. Harry's by the way is not a tent!

Join another Club Harry and keep up the cycling. You won't find them as good as us obviously but every good wish to you and be seeing you.

1971 ANNUAL RELIABILITY TRIAL

28th FEBRUARY

Again organised by Brian Weir the route this year was from the Clubroom, along the Upper Brighton Road over the new Adur Bridge and into Brighton at Preston Circus. Then the enormous hill up to Brighton Race course and along the top to Woodingdean. This stretch had been into the teeth of a hard cold wind but riders seemed to be well up to their schedules. From Woodingdean came the welcome drop into Rottingdean before the up and down of the coast road to Seaford. The detour at this point including half a mile of track was perhaps the most interesting section. Back then to retrace the same course, finishing at the Downlands Hotel. Fifty miles with a good variation of terrain. The assisting wind over the final 25 miles saw nearly everyone home with time to spare.

First group away were the 4 hour standard riders; 14 including, rather surprisingly Pete Reeves who must have been a bit doubtful of his fitness not to have entered for $3\frac{1}{2}$ hours. As all had arrived for a 9 a.m. start the second group was allowed away at 9.15 and some with bikes stripped as though for racing were soon sprinting off in pursuit of the first group.

Bob Sparks was an early retirement due to some mechanical trouble and two others H. Nutter and C. Howard retired later on.

Successful $3\frac{1}{2}$ hour riders were:-

Mick Venner
Don Lock
Harry Beasley
Mike Poland

George Matthews
Tony Hill
Colin Miller

Successful 4 hour riders were:-

Bernie Bethell	Pete Reeves
Steve Richards	Richard Shipton
R. Sturt (Brighton Excelsior)	
Y. Lebourhis	John Lucas
Tony Palmer	Ray Douglass
K. Bishop	Graham Barnes
H. King.	

The postal strike prevented a full circulation of the event to other clubs and it was a rather domestic turn out of club riders. Nevertheless 22 starters was a good turn out making the event well worth while.

Theo Puttick turned out to provide hot drinks at Woodingdean on the return. By some these were gratefully accepted but others, intent more on trying to get home in 2 hours, than simply qualifying, raced past.

If Brian is to counteract the high pass rate at these early fitness examinations he is going to have to sort out a more difficult route next year, and I said this last year!

TRAINING

(The following notes have been condensed "Bicycling 1874").

On the day systematic training begins the athlete should rise from his bed at 7 o'clock and immediately take a cold bath, not later than 8 o'clock, his breakfast should be served. His meal may consist of boiled or cold roast beef or mutton, chicken or game. There is no better beverage than tea, not taken too hot or strong; green tea should not be used. Those who are not of a bilious habit may substitute milk.

Actual exercise may be commenced about two hours after breakfast when a good spin on a bicycle, or a run, or other strong effort will be well borne. Exercise should be continued with only short intermissions, until one o'clock, half an hour will then be occupied in rubbing the skin with hard towels, putting on dry flannels and otherwise preparing for dinner. As a rule, this meal should consist of boiled or roast meats. Game, including venison, pigeon and wild rabbits, yield as much muscle forming food as do beef mutton and fowl. Pork, veal, goose, lamb, duck and all salt meats should not be eaten. Little vegetable may be taken, cauliflower, spinach, peas and beans are among the most nutritious. Less vegetables are required if a little fruit be taken after dinner. The best drink at this meal is either milk or water. Small eaters might be allowed a little wine—such as hock or claret; not beer. However now and then an alcoholic stimulant such as port wine or half a

pint of dry champagne improves the system. For two or three hours after dinner no severe exertion is permitted, but a quiet stroll, a game of quoits or bowls will be beneficial.

The severest work should be undertaken between the dinner and supper meals.

The meal at about seven in the evening should consist of a chop some cold meat, oatmeal porridge made with milk bread or toast and tea.

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 must accustom himself to early hours. The sleep we obtain in the early morning is not so valuable as that which we get before 12 at night. Most men require eight hours sleep. Leave the bedroom window open at the top at all seasons of the year.

When that condition known as overtraining comes on, rest and port wine should do wonders.

Dress For racing, the best dress consists of a thin jersey, with knickerbockers made of silk or similar.

The tourist for a long journey will find knickerbockers more comfortable than trousers and gaiters. A flannel shirt and short yachting coat will complete the costume, though a mackintosh strapped to the machine is indispensable.

Golden Rules Never buy a bicycle unless it is of best quality and of one of the best

makers. Never attempt to ride a bicycle with a driving wheel too large for you. Never turn the wheel of the bicycle from you when the machine has a tendency to fall, but always in the direction in which it is falling. Never travel on a long journey without having your trousers lined smoothly with chamois leather or buckskin. Never ride in the early morning fasting; a little rum and milk with an egg beaten up in it, is an excellent sustenance. Never ride until you are faint, but rest yourself thoroughly at the first indications of exhaustion.

.. . . .

OH DEAR!

1. When Bernie Bethell rested his hadd and weight on a bollard in a busy Brighton street, to save putting his foot down, it fell over and all the inside gubbins came outside.....
2. When Tony Palmer tried to catch up a bunch out training, by cutting across a recreation ground. It was dark and ropes around cricket pitches don't show up very well.....

ANNUAL GENERAL MEETING

A very good attendance at this meeting despite difficulties of communication during the Post Office strike was very encouraging. It was indeed a vote of thanks for the members of the Committee who worked so hard in getting all the notices delivered.

Once again all offices and committee positions were filled without difficulty and the meeting went off very smoothly.

We set out here a list of your President, Vice Presidents and Principal Officers together with addresses where it is thought these may prove useful:

President: W.D. Argent

Vice Presidents

Mrs. Argent
M. Reeve Black
A. Thomson
D. Dean
C. Hazelden
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. Iednor

Secretary

J. Mansell, 170 Southgate
Drive, Crawley.

Assistant Secretary

R. Smallman, Flat 4,
63 Langdale Rd., Hove.

Treasurer

R. Douglass, 25 Guildford
Road, Worthing.

Assistant Treasurer

N. Barlow, 50 Littlehampton
Road, Worthing.

Social Secretary

T. Puttick, 167 Dominion
Road, Worthing.

Time Trials Secretary

A. Palmer, 23 Brentwood
Cres., Hollingdean, Brighton.

Assistant T/T Secretary

A. Hill, 72 Roedean Road,
Worthing.

Road Track Secretary

C. Woodcock

Touring Secretary

D. Hudson, 15 Southview Close,
Southwick.

Runs Committee

D. Hudson, J. Besley,
A. Hill

Social Committee

Mrs. C. Hughes, R. Douglass,
G. Allibone.

Handicappers

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

Timekeepers

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

... ..

CLUB CIRCUIT EVENT

7th March, 1971

"So", as one member said afterwards,
"it's started all over again". Yes the 1971
time trial season opened for the Excelsior
with that popular, twice round the Furlong and
back, $20\frac{3}{4}$ mile, somewhat hilly, usually hard
season starter.

Eighteen had entered but only 14 reported
to timekeepers Charlie Lednor and Tony Palmer.
The very arctic conditions of the previous day
had perhaps sent them back for a further period
of hibernation. It was particularly disappoint-
ing that Mick Venner could not start for he was
an obvious equal favourite with George Matthews.
John Mansell was down to ride his trike and
after practically no racing from John last
season it would have been good to see the "barrow"

doing Offington again.

The weather was indeed cold, but not nearly as arctic as has been experienced in this event. With bright sunshine and only a moderate north easterly, several riders in fact found they were wearing too many clothes.

The drag up through Findon Valley was as usual the hardest stretch but the climb to the top of the furlong was wind assisted and could for a change be tackled at something above bottom gear or walking speed.

George Matthews seems to be flying along at the same speed as last summer and there was no opposition to his comfortable win. George was home to the timekeepers in 56.8 secs. Cheerful and unassuming as ever George remarked that he had to go fast to keep warm!

A fair old battle for second place was being fought between Pete Reeves and Don Lock. Don had the advantage of starting just one minute behind Pete, but despite having his man in sight at the finish Don had to be content with just a 33 second win for that second spot. Don's time 1.0.23 and Pete 1.0.56. Revenge is promised according to Pete next time they meet.

There was further close competition between Colin Miller and Bernie Bethell which eventually resulted in Bernie taking fourth place in 1.2.11. and Colin fifth in 1.2.41.

Bernie may be interested to learn that he has finished 4th in this event in 1968, 1969, 1970 and now, again, in 1971. His respective times show a remarkable consistency over the period viz: 1.1.11; 1.0.36; 1.0.32 and 1.2.11.

The remaining times were:

6th	Bob Sparks	1. 3.47
7th	Chris Woodcock	1. 4. 3.
8th	Eddy Ineen	1. 4.56
9th	Harry Beasley	1. 7.14
10th	Martin Ford-Dunn	1. 7.27
11th	Graham Barnes	1. 8.10
12th	Ray Douglass	1. 9.50
13th	Paul Hampton	1.15.29
14th	P. Ward	1.19.15

Handicap winner was Bernie Bethell by just 2 seconds from scratchman George Matthews.

The junior rides were very encouraging and that of Graham Barnes was particularly good.

Theo and his hot drinks at the finish rounded off a good morning's sport.

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MYSTERY CORRESPONDENT

A further communication has been received from our anonymous contributor. This time the note-paper is of The George Hotel Colchester. The envelope was however postmarked somewhat nearer home, in Guildford.

We now know our communicant's occupation; they describe themselves as running a chinese laundry.

I know not yet what sex e' be,
But thinks I'll call e' Widow
Twanky.

OLD RAILWAYS

The possibility of taking bikes on the railway without paying has always appealed to cyclists, and now so long as you are not worried about there being no trains, it can easily be done. Some two and a half miles or more of disused line between Bayards Tunnel and Slinfold in West Sussex are now public bridleways. Still in West Sussex the County Council has recently bought the whole length 21 miles, of the disused line between Shoreham and Bayards. This will be used as a long distance bridlepath which with the co-operation of Surrey County Council will link the South Downs Way, (see Vol. 3 No. 2) with the proposed North Downs Way. The purchase of this section of line cost the County Council £150,000.

Our issue of Autumn 1970 referred to the disused line along the Manifold Valley which was taken over in 1937. In the Peak District, The Peak Park Planning Board has been negotiating for a further section of the Buxton Line northwards from Hartington to extend the new footpath now named Tissington Trail.

The Council for the Protection of Rural England believes that these unused lines, especially those passing through unspoiled countryside, should be converted to footpaths or bridlepaths and that local authorities should be encouraged to take much more urgent action in this way. Much has been done but the total length still available and very suitable for the purpose remains liable to become privately owned or fragmented by the removal of bridges and viaducts. Let us explore that which we are lucky enough to have on our doorstep.

BOOK REVIEW

First published last year THE STORY OF THE BICYCLE by John Woodforde is most interesting reading for all who have an interest in cycling. Be not mislead by the title, it deals quite extensively with the tricycle also,

From Hobby-horses and Velocipedes, on to Penny Farthings early tricycles and tandems and then through the long development of the safety bicycle to the current lightweight and the Moulton. There is plenty of technical data but the story continues to unfold and ones interest is held throughout.

The effect of early bicycles on society is discussed and the rise and fall of the position of the bicycle in a continually class conscious society is traced with humorous interest.

Sections dealing with the sport both touring and competitive riding are brief, but illustrate clearly, how this has naturally given rise, to all the major improvements over the years, both in design and manufacture.

On recent developments Mr. Woodforde seems to have been guided by Raleigh Industries and one can probably blame them as much as he, for the statement on the penultimate page that the racing man still prefers a 26 inch wheel.

The book is published by Routledge and Kegan Paul price £1.60. Worthing Public Library also carry a copy.

CAN YOU FOLLOW THIS?

Start at Club space.....proceed north to
almost the end of your Editor.....take
socialist leaning to applaud meat.....
care at main road and bear conservative to
Rue land.....climb hill to Cider circulatory
.....descend to Yellowley.....through
Equalityham.....A283 now S then E through
rots reversed circle weight.....to what
Mother does on Monday again very heavy
.....still facing the orient pass the foot
of club ascendancy competition.....through
the village of stuffed cats and birds.....
south under the blue circle.....to that
place at the sea that sounds a certain second
son of Noah.....through that minor medical
operation and home to Worthing.

More ridiculous ramblings another
time, hope you get home alright.

.

STOP PRESS

CLUB '30'

and and and and and and and and and

Please note date changed from
2nd May to 1st August.

SUSSEX CYCLISTS' ASSOCIATION '25'

21st March 1971

The opening event of the S.C.A. Calendar was a fairly successful one from the Associations point of view. It was, however, an unqualified success from the Club's point of view, for without fielding its strongest team, it certainly came home with the goods.

First place, and so far ahead as to be almost off the result board was Mick Venner. His time 1.3.39 shows tremendous early season fitness. Every year we write like this and each year Mick does so many good rides without really breaking through to the standard that these early efforts of his promise; make it this season Mick, get among the top men, get into higher competition; bring home some new records.

The morning was dry and the northerly wind was severe, this meant little help on either the outward journey to Angmering or the return. Findon Valley was, to most, absolute hell on the way up, and a chance to recover on the way back. For the fitter it was a northerly fight and a southerly flight.

The only other scratch prize offered was for second place and this was filled nicely by Don Lock slotting into place just 15 seconds ahead of John Dutson of Central Sussex. Don's time 1.6.30.

Now for the team award; well Eastbourne had two good rides but could not manage a good third; Brighton mitre were packing well and ably led home by Adrian Morris looked like a

threat to the Excelsior until Bernie Bethell clocked in with 1.9.5 to clinch the team certificates for Excelsior.

Other times of Excelsior riders were:

Colin Miller 1.9.53,
Tony Hill 1.10.32.
Mike Poland 1.11.26.
Eddy Kneen 1.12.23
Harry Beasley 1.19.4 (3 mins late
start)

.. ..

Extract

April 12.

2626 W 36 Ave.,
Vancouver 13,
British Columbia.

Dear Don,

First of all, Canada is frozen from November to April, with sub-zero temperatures and much snow. However a map will show that B.C. is separated from the rest of the Country by the Rockies, and indeed the whole province consists of mountain ranges and valleys much like Switzerland, only much enlarged. We have many forests, we also have some wonderful agricultural land, mines, fisheries and so on. Our roads are straighter than yours, our hills are longer and a more constant grade, our towns are from 10 to 100 miles apart. We do not have an intricate network of winding lanes that you have in the farming areas, but although most of our farm roads are straight, forming a grid system, they are still interesting to ride over, though they are not in the same category as in England.

A few years ago in B.C. we used to 'phone up anyone we knew with a bike to see if they would turn out for a race. When I started to get involved in racing here about 6 years ago there were usually about 15 riders available. We are now experiencing an unprecedented increase in popularity, due to a Canadian realisation that they are very lacking physically. Last year 20,000 bikes were sold in Vancouver, population 1,000,000. A friend of mine was selling bikes at the rate of 20 a day last summer. Last Saturday he sold 125!!! Anyway with cycling booming naturally the racing side is gaining status also.

Most of the racing here is massed start road racing, with 1st, 2nd and 3rd categories and novices races at most meets. This Easter we had a two day event. The "A"s are international class, with such as Bas Lycett and Max Grace. "B"s are mainly juniors and a few like Mike Sutcliffe and Art Everton, fresh over from England. At 46 I am in "C" Cat. with juniors and maybe you know of John Hathaway and Tony Hoar. He rides "C" Cat. now, quite a privilege to ride with an old pro.

My club Handworth, is the first school club to be affiliated with the Canadian Cycling Association. We are the first official school club in Canada I think.

Before I run out of space I should say that our season starts in March and ends around October, with about 35 local races, mainly all road races. There are 3 time trials only. Club life is not as in England, but it might develop with the new enthusiasm here. The race this weekend for instance had 70 riders in the pouring rain!!! Please put me on your mailing list.

Yours in cycling,

TED LONG

TONY PALMER

See action photo opposite

Tony started cycling in November, of all months, 1960, and joined the Lewes Wanderers C.C. the following May. He was their B.A.R. champion in that year. He joined Worthing Excelsior at the end of that season. In the 3 years to 1966 Tony rode many Road Races his biggest success being a win in the Tunbridge Wells Road Race. Throughout his time with us he has ridden considerably on track and time trials although as he readily admits not with a great amount of success. He gets a lot of enjoyment from his sport, above all from time trialling.

He is currently Club tourist champion.

Personal bests:

10 m.	25.18
15 m.	41.50 (with puncture)
25 m.	1. 3.38. (done twice)
30 m.	1.19.10
50 m.	2.12.24.
100 m.	4.38.24.
12 hr.	223½ miles.

Tony has been on the Club committee since 1963 and has been Time Trial Secretary for five separate years including 1971. He is a time-keeper for the Club and puts in a lot of time in this capacity.

Working as a draughtsman at Crawley he puts as his other interests, boats, camping, collecting old O.S. maps and Motor repairs, the latter being an almost permanent hobby!



EDDYTORR

Only two of all the juniors in the Sussex C.A. area bothered to enter the 10 on 21st March. Certainly a few more entered on the line (R.T.T.C. Postal Strike special dispensation), but it really was a rather poor do. I wonder, however, whether Club's are not themselves partly to blame.

To the really new youngsters there is perhaps the excuse of not knowing what is going on but there is no reason why those who rode in 1970 should not be more with it.

Worthing Excelsior could muster only three riders from its junior ranks and all of these were "on the line" entries, spurred into action only by the sight of the start sheets the previous Tuesday.

Is there in the Club, a senior member, perhaps a member of the racing committee, who would be prepared to accept the special task of keeping youngsters informed of forthcoming open and association and club events? Someone who would try and get them organised, keep in touch with them, help them fill up entry forms and generally build up their enthusiasm.

An endeavour to create teams for entry in open or association events would give impetus to their efforts and would be so very well worth while.

They do comprise the Club's future; the money in the bank will be of no use if there's no one in the years to come to spend it on.

DON

