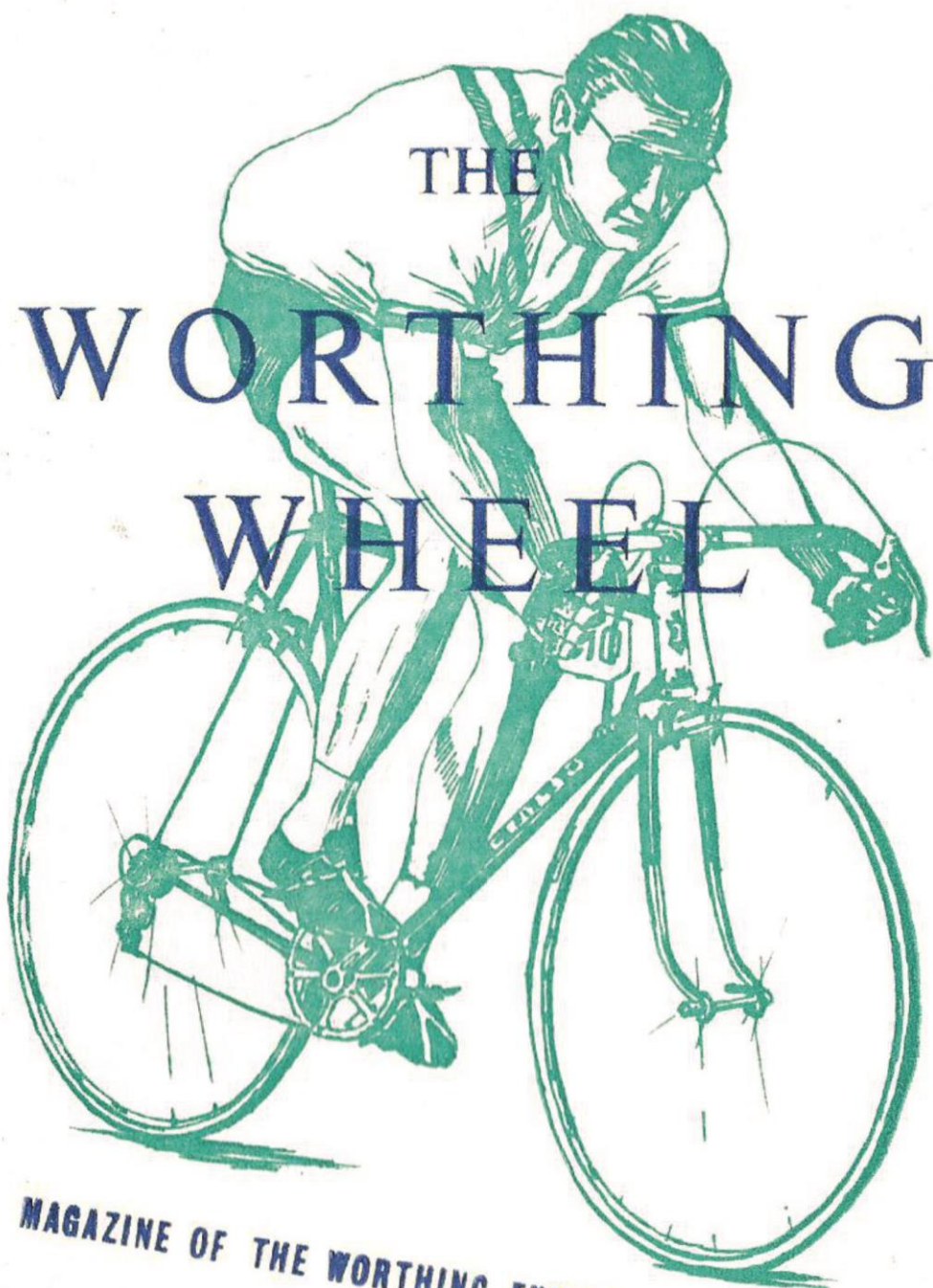


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MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

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THE WORTHING WHEEL

The Journal  
of the

WORTHING EXCELSIOR CYCLING CLUB

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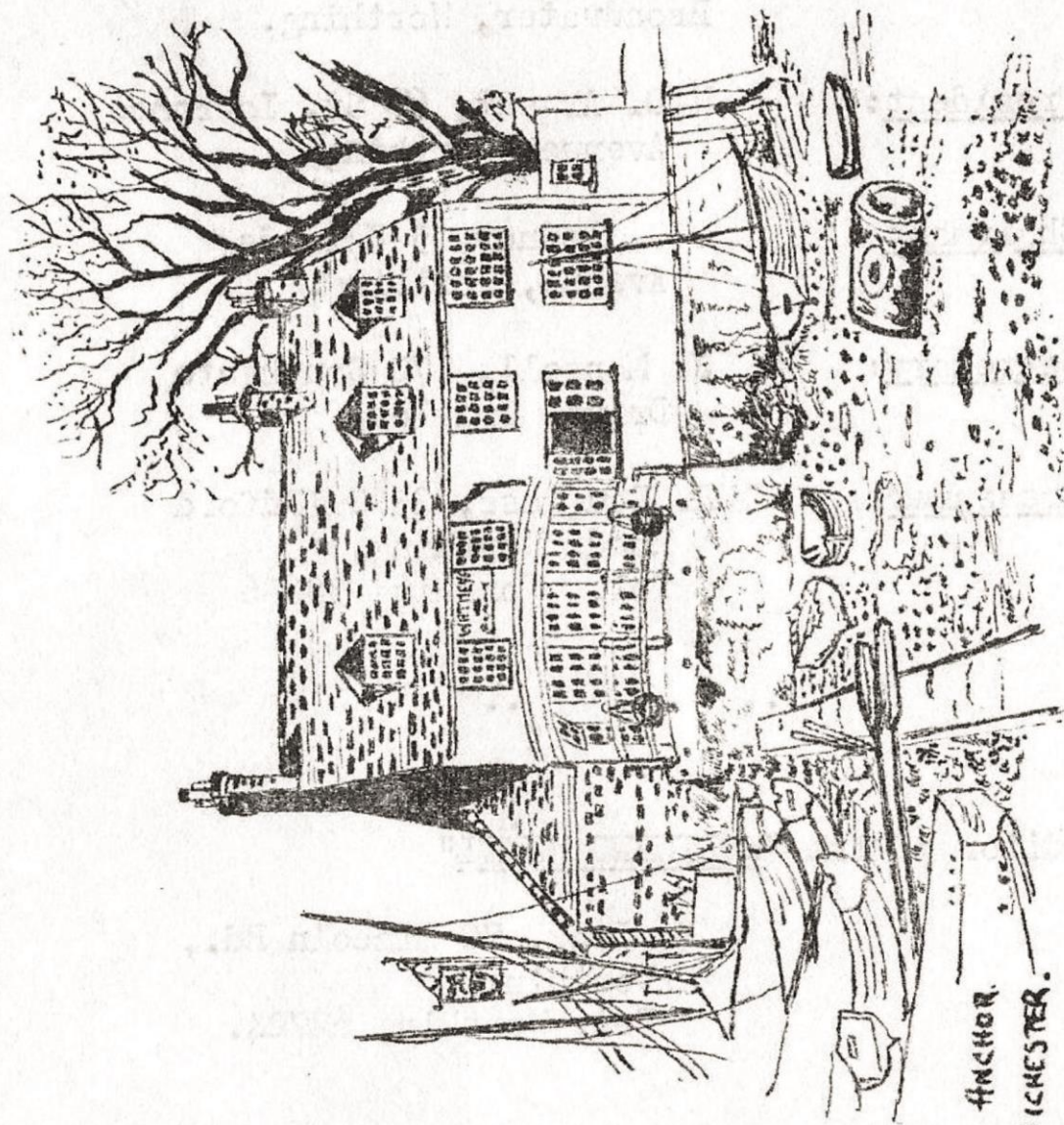
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THE CROWN AND ANCHOR.  
DELL QUAY. CHICHESTER.



THE CROWN AND ANCHOR  
DELL QUAY

Down the A.286 about three miles from Chichester there's this turning to the Witterings, it leads to the lovely water-side Crown and Anchor Inn which enjoys fine uninterrupted views across Chichester Harbour. A typical Sussex pub with a steep pitched roof in red tiles on a solid looking square house. It has a history of over five hundred years and the foundations are part of the quay which was built by the Romans.

Obviously a smugglers haunt of years gone by it was provided to cater for the mariners who were always in and out of the Harbour which was at one time busy with cargo ships. Nowadays the Harbour is a tremendous yachting centre and the 'regulars' are of a different and perhaps less interesting type than one might have met years ago, but a visit remains very worth while.

The decor is, as you would expect, very nautical but on a warm summer's evening I suggest you wander outside with, perhaps a large jar and a plate of sandwiches, just to sit and soak in the tranquility of the scene.



## OPEN 50 MILE ROAD RACE

APRIL 3rd 1971

A fantastic lone effort by time trial specialist Bob Porter of the Feltham Road Club, in extremely rough conditions, was the story of Worthing Excelsior's first Open Road race promotion.

The 50 mile event held over 11 laps of a  $4\frac{1}{2}$  mile circuit at Yapton was very successful, and the promotion was a credit to the Club.

Being a handicap event, riders started in four main groups, juniors first and then 3rd 2nd and finally first category seniors. The time lapse from first to last being eight minutes.

Laps one and two were fairly uneventful although there was already some bridging of the gaps between the groups, particularly by the fast moving 2nd category, who included Eric Bonner, brother of professional rider Dave Bonner from Crawley, and the eventual winner Bob Porter.

A count at the end of lap three, just  $13\frac{1}{2}$  miles, showed that the hard north easterly was being merciless to any who dropped, even slightly, off the back of a group; there were of the 40 starters, only 30 remaining. Men were being sorted from the mice at an early stage.

Worthing's Mike Venner was a most unfortunate early puncture victim. By the end of lap three Chris Woodcock and John Lucas had also retired.



On the fourth lap still with more than 30 miles to go the Feltham man made his effort. It was particularly exciting for a while when it looked as if a similar lone effort by George Matthews might take him up to Porter, but this was not to be and George sensibly dropped back to the leading group who were at this stage trailing by about 1 minute.

By the halfway mark the race had settled down to, Porter at about  $1\frac{1}{2}$  minutes from T. Clancy of St. Raphael, P. Dooley of Bognor Regis, D. Wingmore of Farnborough and George Matthews. There was then a further gap of approximately 2 minutes to another bunch. First category riders seemed to be having a thin time, several had retired and a couple had punctured. Despite the efforts of Cliff Sharpe of Eastbourne and Bob Beatty of East Grinstead, they were making no impression on the rest of the field.

In lap five Worthing's Bernie Bethell pulled out and Pete Reeves also gave best to the conditions.

Laps six, seven and eight were witness to some tremendous sustained riding by the lone Porter, but also to some lack of urgency on the part of those behind. Porter's lead had now stretched to 3 minutes and the others had started to think of the value of the second prize.

George Matthews earlier effort had left him without the strength to match the break in lap 9 which saw Bonner and Clancy clear for the second and third spots.



The final circuit saw Porter applauded round to win in the excellent time of 2 hours, 8 minutes, 4 seconds. Bonner had shrugged off Clancy to come in second at 5 minutes 42 seconds and 2 minutes ahead of Clancy.

A spectacular sprint for fourth prize was won by reserve rider D. Wingmore and poor George Matthews was just pushed out of the prize list by D. Bate, St. Raphael, fifth and P. Dooley, sixth.

Riders, friends, spectators and officials then returned to the event Headquarters in Yorton Village Hall for the prizes to be presented and for the refreshments, as usual, so capably organised by Theo Puttick and Connie and Jim Hughes.

A good afternoon's sport, although a hard one for the competitors. It was good enough to do it again in 1972, especially if Colin Miller is willing to take the job on once more.

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### CONGRATULATIONS

The whole Club must have been as delighted as Mick Venner himself when the news of his 58.35 came back from the west country after the Clevedon & District 25 on May 2nd.

For so long Mick has knocked at the door of the under 60 minute ride that some of us may have begun to despair of his eventual success.

Ann Weir took Mick, George, (he did 59.55), and Ray Douglass, down to the Bristol/Bridgewater course. Ann's reward was a great hug and kiss



from Mick, but he had to admit, he was so delighted that he would probably have done the same even if it had been Brian.

.. ..

CLUB 2-UP 25    --    4th April, 1971

Ten entries were reduced to seven teams for this event held on the usual local 25 course. The morning was damp and raw cold and once again the wind was strong and from the north east.

Notwithstanding his effort in the Club's Open Road Race promotion of the previous afternoon, George Matthews managed to stay with team mate Mick Venner well enough for them to win fairly comfortably in the time of 1 hr. 1 min.

Colin Miller and Alan Orman who finished second in 1.4.26 had run into mechanical trouble and may well have managed a '3'. It was good to see Alan Orman back racing again after a considerable lay off.

Pete Reeves and Pete Churchill teamed up sufficiently well to finish third, but they will not be too pleased with the time of 1.5.17.

Other times were:

4th	Ray Douglass	1. 9.10
	Harry Beasley	

5th	Chris Woodcock	1. 9.30
	Jim Besley	



6th	Tony Palmer Richard Shipton	1. 9.52
7th	Derek Pearce Kevin Bishop.	1.12.44

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### GUERNSEY AT EASTER

Pete Reeves has in recent years visited the Channel Islands both with and without his bike, and has observed the gradual increase in the cycling competition which has been provided by the local Club. Last year he rode and found that organisation was good and a fully sponsored programme was planned for 1971. Encouraged no doubt by the tales of glory to be gained, four other members this Easter joined Pete and set off for the sunny south, Mick Venner, Chris Woodcock, Steve Richards and George Matthews. This was to prove easily the strongest entry of the 50 or more competitors. There were several clubs from the mainland including Wessex R.C. Hampshire R.C. and South Pennine R.C. all of whom were well represented.

The weekend's programme started with a 25 mile 2-up time trial. The course record stood at 1.6.30 and whilst there may not be the same competition on the Island this was mainly due to the very bumpy nature of the terrain. If you know Guernsey you may be familiar with the stretch of road between Pleinment and Bordeaux. We know the capabilities of Mick and George and we have seen them produce some tremendous rides together; the Islanders did not know them and it was almost with astonishment that the local press



recorded the beating of course and event record to the tune of  $1\frac{3}{4}$  minutes. Their time of 1.4.45 was nearly 2 minutes too fast for the Pitman/Rogers duo of the South Pennine R.C. and for third place Kirkland/Bennett of the Wessex. In this event Steve paired up with a member of Exeter Wheelers and finished 10th in 1.11.49. Pete and Chris, not officially entered, but anxious to stretch their legs, recorded 1.9.8 in a private trial. So, a very good start for the Club.

The following day there was a 10 mile time trial and here, so far as individual honours went, we "allowed" National 50 mile man Dave Whitehouse of the Shirley R.C. to win in 24.40. Nothing very fast you may think, but if you are then told that he reached the turn in 11.10 you will have some idea of how hard it was coming back. George managed 25.15 to tie for 2nd, place Mick was sixth in 25.32 and Pete was 9th in 26.47. This aggregate was good enough for the team award beating South Pennine by just over a minute. Chris returned 23.51 and Steve 29.55.

Day three saw lots of racing, there was a 23 mile road race for juniors in the morning and a 31 mile road race for seniors in the afternoon. In the evening there were two short circuit events. In the junior road race George rode off the front as though leaving a club run to go on and book tea, and then time trialled in to a very easy 3 minute win. Pete and another were a minute clear of the bunch and Pete was pushed into third place by the shortest of half wheels. Steve finishing with the bunch and being officially placed 6th ensured that another team win came our way. In the senior event we only had one rider so he did the best he could and came first! Mick was in very good company in



this race. He had just too good a sprint at the finishing line and won a tight and hard contested race in really fine style.

The evenings racing was on a Go-Cart track, 30 laps to the junior  $7\frac{1}{2}$  mile event and 40 laps to the Senior's 10 mile. Short distances, but with a dead turn every 220 yards a very hard type of racing and, it seems, just what the Doctor ordered for George. He scampered round like a greyhound to lap practically the whole field and win, again, comfortably. Pete took a good third and Steve again playing the supporting role finished well up to gain the team award once more.

It was with the senior event that evening that fortunes changed and the remainder of the holiday took on a more leisurely and more 'social' character. Mick crashed heavily and retired and after posing for some technicolour and revealing photos of his abrasions decided that racing the next day was out. George did ride the 25 the following morning but would probably prefer that the time was not further published. The remainder of day four was spent in enjoying the gay festival atmosphere that prevailed.

Four 1st. places totalling prizes	13.00
	value
One joint 2nd place	" 1.50
Two third places	" 2.00
Two sixth places	" 1.00
One 7th place	" 0.50
Three team wins	" 4.50
	<u>£22.50</u>

Not bad value ..... I should not be surprised to find another visit planned for 1972.



SUSSEX C.A. OPEN 50 KILOMETRE 2-UP

18th APRIL, 1971

In further celebration of its 50th Anniversary the Association put on this open and received 33 entries, 23 from within its own membership and ten from outside. Worthing giving full support to the Association entered eight teams, indeed very nearly a quarter of the field.

A couple of the 'foreign' entries proved to be too speedy for the Sussex riders and carried off first and second prizes. Preventing a clean sweep George Matthews and Mick Venner flew round in fine style to finish third.

The course started at Knepp Castle, went firstly north to Broadbridge Heath roundabout then south to Washington, east towards Steyning then north up the old Club 10 mile course, through Ashurst and Partridge Green, out to the A.24 to where The Burrell Arms used to be (what can we call that junction now?) and south to finish near the start. A strong south-westerly made the north to south part very hard and it was doubtless here that the stronger teams made their impression on the race.

The winners P. Crofts and P. Humphrey of the East Surrey Road Club covered the  $31\frac{1}{2}$  miles (approx.) in 1.15.20. Second were G. Charlwood and T. Wilson of Folkestone & District in 1.15.45 and Mick and George were third in 1.16.19.

Other Worthing times were:



Bernie Bethell/Tony Flumm	1.21.19
Tony Hill/Don Lock	1.22.17
Mike Poland/Bob Sparks	1.23.13
Ray Douglass/Harry Beasley	1.27.28
Tony Palmer/Richard Shipton	1.30.01
Paul Hampton/Graham Barnes	1.41.52

.. .. .

### JUNIOR 15.

Sunday 25th April, 1971

This was the first 15 to count towards the Club's Junior Best All Rounder Trophy and what a keenly contested affair it turned out to be.

Charlie Lednor saw the first entry away at 8.31 and Paul Hampton, who finished 3rd in the Junior B.A.R. in 1970 was soon heading out to the Angmering turn. The wind was from the north and was not of much help in either direction, the second man on the road, Derek Pearce, (he was 4th in the 1970 B.A.R.) was out to improve on last year's time and this he certainly did. Although caught himself by Graham Barnes, Derek pushed on well to catch Paul Hampton. Behind these Kevin Bishop was making a tremendous effort to hold the rapidly moving Graham to the one minute starting interval and there was nothing in it between these two as they separately rounded turn marshall John Antram.

The unlucky story of the morning was that of Bob Sparks who was on scratch and favourite to take first place. Bob suffered a puncture and although he pluckily changed the offending tub and finished he was no longer in contention.



First rider back to the time keeper was Graham Barnes and his finishing time was 40.25. Graham had managed to take a few seconds out of Kevin on the return leg and Kevin had to be content with a second place but a good time of 40.53. A gap now of two minutes and then in to sight comes Derek Pearce and Paul Hampton; Derek crosses the line first and his time 43.17 gives him third place. An improvement over 1970 of over 10 minutes must also put him in line, even at this stage of the season, for the most improved rider of the year award. He actually covered every mile over 40 seconds quicker! Paul Hampton crosses the line just 5 seconds later and is not perhaps too happy with 44.22 which is half a minute slower than last year. Bob Sparks finished in 48.23 but watch out for Bob in the next event.

Derek Pearce's effort gave him the handicap prize with a net time of 32.47.

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#### HE ALWAYS GOES OUT HOLIDAYS!

That was how 14 members of the Club's General Committee were greeted when they arrived at the residence of Charlie Lednor for the meeting at 8 p.m. on Monday 3rd May. Two had cycled in from Horsham and Crawley and others had come from Hove and Brighton. Charlie's son Martin, could really see the joke.....

Never mind Charlie, we all forgive you, but why did you suggest it!

Secretary please note, the fact that the meeting is to take place at one members house is no reason for not sending a card: it would appear indeed to be an especially good reason for sending one.



SUSSEX DIVISION BRITISH  
CYCLING FEDERATION  
ROAD RACE CHAMPIONSHIPS

9th May 1971

These events held, as in previous years, on the Rushlake Green Circuit in East Sussex attracted a fairly strong entry from the Excelsior.

Bearing in mind that these are individual events with no team awards, the highest honours for our Club went to George Matthews, riding in the Junior event. This was to be his last ride as a Junior and he obviously wanted to do well. The distance approximately 36 miles meant 6 laps of the hilly course. Riding with George was our other entrant Bob Sparks. Bob decided to test the opposition early on and repeatedly went off the front only to be pulled back again. This was however having a disastrous effect on a number of the riders and towards the end of lap three George made his effort and only one rider, from Eastbourne, could stay with him. Bob tried to keep in touch but eventually retired in the fourth lap. Next time round George pulled effortlessly away from the Eastbourne lad and rode hom with a comfortable lead of just over 4 minutes.

Many juniors will be glad to see the arrival of George's eighteenth birthday, and equally many seniors will regard the event with some trepidation.



The senior race was over 69 miles and 12 laps of the same circuit. Worthing riders were Mick Venner, Colin Miller, Chris Woodcock and Bernie Bethell.

There were a number of early breaks but nothing that caused the bunch much trouble and the field remained largely intact to around the halfway point. The early activity had shaken a few of the "not so fits" off the back and unfortunately these included Bernie and Colin Miller, but Chris Woodcock was riding strongly. Chris had been stacking in a lot of miles in preparation for the Catford 24 hr. and he seemed to be reaping the benefit. At around this distance the major break occurred and included Trevor Budgen, East Grinstead C.C. Mick Adams, Brighton Excelsior, Eric Bonner of Crawley and Mick Venner. They set a very fast pace which in due time pulled them well away from the field. It was however proving too fast for some of the leaders also and in consecutive laps, 8, 9 and 10, a rider was shed; the strong man was Trevor Budgen and the one to hold on longest was Mick Venner. Suffering a great deal after about 55 miles and devouring all the food he could get to keep his strength up, Mick fought gamely on over the last 15 miles. He knew that behind him the bunch was active, and he knew that a great effort was being made by Don Awcock from Central Sussex who was away on his own from the bunch for some miles.

Trevor finished easily some 3 mins. 55 secs ahead of Mick and he in turn, after a great final effort was some 2 mins. in front of the now regrouped bunch. Cliff Sharp of Eastbourne took the sprint for third place.

Chris Woodcock shed his chain with two miles to go but still finished 13th. This was a fine ride which surprised many of his clubmates.



## ORGANISATION

When Chris Woodcock "borrowed" an envelope from his employers to write away for some entry forms he little thought that the promoter would be "top"brass" from head office. The promoter noting the name of the Company, printed on the inside of the envelope, and the postmark, quickly decided that this called for inter-office communication. Chris, you can well imagine, was somewhat taken aback to be asked over the "hot line" how many forms he required. However full marks to the promoter for his initiative; the forms reached Chris, London to Horsham by special messenger the same afternoon!

Moral: Be careful about the envelopes you use they could speak louder than the contents.

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## CONGRATULATIONS

To Barbara and Martin Ford-Dunn on the birth of their first child, a bonny girl of 7 lbs. 5 ozs. on May 13th. To all three of you we wish every happiness.

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## MYSTERY CORRESPONDENT

Latest communication on the notepaper of the Hotel Preluna in Sliema, Malta might I suppose indicate that you are a Malt - teaser! It has however been suggested that you might currently hail from the Cambridge district ?



THE CLUB 25 MILE CHAMPIONSHIP AND THE  
"SHERWIN" JUNIOR HANDICAP 25

16th May, 1971

Wide open was the general thought about this year's championship, for the Club's two top riders Mick Venner and George Matthews were not competing. Pete Reeves and Don Lock were fastest on paper, current form that is, but Alan Orman was a dark horse and there was Keith Dodman beginning to find his form after his usual slow start to the season.

As to the Junior event this rested to a large extent on the deliberations of the handicapper, but the recent 15 had shown how keen was the competition that this event also had an "open" look about it.

The morning was a nasty one with a cold and wet start and somewhat dangerous conditions at roundabouts and junctions. The wind was from the north east and seemed only to hinder and nowhere to help.

The weather was presumably responsible for the non-appearance of the few non-starters, notable amongst these was Alan Orman.

Keith Dodman found to his regret that even "Campag" brakes can cause trouble when his went into his wheel at the Angmering turn to produce a spectacular skid.

Of the favourites there were now just Pete and Don and they seemed to be a bit out in front of the remainder of the field of whom



Colin Miller and Bob Sparks seemed to be the fastest at the first turn. Don and Pete had a bet on that Don would beat Pete by one minute at least. Don was not very confident but was simply trying to brainwash Pete into believing it before the event. Checks made by Don at the two turns indicated that this might indeed become a possibility and gave him just that little extra incentive and determination.

Timekeeper, Brian Weir, clocked Don in at a respectable championship time of 1.3.48 and at a deficit of one minute and just seven seconds, Pete Reeves in 1.4.55. The race for third place was an even closer affair with junior Bob Sparks narrowly beating Colin Miller 1.6.44 to 1.6.45.

Bob Sparks then was fastest junior but had he gone fast enough to win that Trophy? No, for with 4.50 allowance and with a good ride of 1.8.18 young bespectacled Graham Barnes had a winning net time of 1.3.28 and Bob with 3.5 handicap had to be content with a net 1.3.39. Clive Roberts with an actual time of 1.12.31 was third for after his 7.50 handicap he was credited with a net time of 1.4.41.

As a comment on the handicapping it is worth noting that senior handicap went to Don with 1.3.23 and the next seven riders were all within 2 minutes.

## FULL RESULTS

### Championship

1st	Don Lock	1. 3.48
2nd	Pete Reeves	1. 4.55
3rd	Bob Sparks	1. 6.44
4th	Colin Miller	1. 6.45



5th	Bernie Bethell	1. 7.03
6th	Graham Barnes	1. 8.18.
7th	Kevin Bishop	1.10.58
8th	Tony Hill	1.11.23
9th	Clive Roberts	1.12.31
10th	Tony Palmer	1.12.48
11th	Ray Douglass	1.12.55
12th	Paul Hampton	1.14.31.

Sherwin Trophy (Handicap)

1st	Graham Barnes	1. 3.28.
2nd	Bob Sparks	1. 3.39
3rd	Clive Roberts	1.4.41.
4th	Kevin Bishop	1. 5.23.
5th	Paul Hampton	1. 6.46.

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SUSSEX CYCLISTS' ASSOCIATION 25 MILE

TEAM CHAMPIONSHIP

23rd May, 1971

Bronchitis, a crash and a disqualification notwithstanding the Excelsior again carried off all the awards in this event. The main championship they won by the margin of 2 minutes 45 seconds, the secondary 'B' team event they won by no less than 15 minutes, 1 second.

The event was disappointing in that clubs of the character of Central Sussex and Eastbourne Rovers appear to have 'chickened out' despite the outstanding riders they each



possess It was on the other hand so very well supported by the remaining member clubs of the Association that there was a field of 74 riders.

The Club had entered 26 riders and it was a credit to the Club that in appalling conditions only two of these failed to start; Mick Venner was down with bronchitis, which could have been a serious loss to the 'A' team, and Tony Palmer who was already suffering with a bad cold and didn't want pneumonia.

It rained incessantly and the temperature was more like February than the end of May, but this and dangerous road conditions apart, light and favourable winds meant that good times were possible.

George Matthews swam round in the fastest individual time with 1.1.30 and Don Lock was second with 1.2.45, this was a great start for the 'A' team and they were supported well by Keith Dodman who finished in 1.4.25. With a crash slowing young Bob Sparks to a 1.9.30 it was Pete Reeves who completed the team with his 1.6.46. An aggregate time then for the four fastest of 4.15.26. Brighton Mitre managed 4.18.11 and Brighton Excelsior 4.20.29.

We had entered five four man teams (three to count) in the secondary event and Bl. provided some excellent times that any of the 'A' teams could have used to improve their aggregates. Alan Orman returned 1.3.55 in only his second ride this year, Colin Miller 1.6.5. and Tony Hill 1.6.9. completed this team. John Finch had in fact recorded 1.4.17 but was disqualified on a technicality of qualification. It appears that whilst second claim members can take part in



S.C.A. events if their first club is not affiliated, this does not apply to the Team Championship.

The Racing Committee again did fairly well in sorting out the teams only the time of Tony Flumm looked a little out of place: a 1.4.41 for a B4 team rider is rather exceptional. The difficulty with Tony is that he rides so very infrequently that one is given practically no indication of his form.

Complete list of Worthing times:-

George Matthews	1. 1.30
Don Lock	1. 2.45
Alan Orman	1. 3.55.
John Finch	1. 4.17.
Keith Dodman	1. 4.25
Tony Flumm	1. 4.41
Colin Miller	1. 6. 5.
Tony Hill	1. 6. 9.
Pete Reeves	1. 6.46.
Chris Woodcock	1. 6.54.
Bernie Bethell	1. 7.28.
Graham Barnes	1. 7.33.
Kevin Bishop	1. 8.11
John Lucas	1. 9.13
Steve Richards	1. 9.24
Bob Sparks	1. 9.30
Mike Poland	1. 9.56
Richard Shipton	1.10.13
Paul Hompton	1.11.21.
Ray Douglass	1.12.14
Clive Roberts	1.13.24
Eddy Kneen	1.14. 5.
Derek Pearce	1.14. 8.



## CLUB 50 MILE CHAMPIONSHIP

13th JUNE 1971

A break in the very dismal weather for June allowed this event to be run in pleasant conditions. Dry and sunny with a light cross wind that neither hindered nor assisted the riders.

The event had one of the best entries for many years with only Mick Venner missing from the start sheet. It was however disappointing that George Matthews was unable to start and this made for a much more open race. Don Lock was perhaps favourite because of his personal best fifty the previous week. Keith Dodman starting only three minutes behind Don looked to have the best starting position though and it was felt that the race would be between these two.

It was therefore something of a surprise, even shock to Keith and Don to find at Arundel after only 11 miles that they were in fact both down to Colin Miller. Don to the tune of 20 secs and Keith about 40 secs. By Fontwell Don had pulled back to level and Keith was slightly improved at about  $\frac{1}{2}$  a minute. Riders got their first visual check on their opponents on the return from the Yapton turn and there was very little between the leading three and Tony Hill seemed to be going well back in fourth place ahead of Bernie Bethell. Eddy Kneen's new bike was giving a lot of teething troubles and he was fighting along with the always very close (timewise) pair of Ray Douglass and Tony Palmer. Back in competition for the first time this season Paul Davis was pressing on gamely but Pete Langridge seemed to be suffering somewhat.



On what is probably the fastest part of the course, from Fontwell out to Westhampnet and back the field was stretched out quite considerably. Don had gone through the 25 mile point in approximately 1.3.40. Colin was at about 1.4.20 and Keith 1.4.30.

Don was by now beginning to catch a glimpse of Colin up ahead on the long straight stretches and this incentive began to draw him forward and away from Keith. Most of the riders found the hilly area around Arundel hard and it was here that Don finally caught Colin and doubtless gained time on Keith.

Don was first back to timekeeper Alf Dawes and his winning time 2.7.55 is the fastest championship time for many years. Colin was next home with a fine ride. His time was 2.11.45 only a few seconds outside his best. Colin then had to wait on Keith only to see Keith's effort recorded as 2.11.36, such a small margin over 50 miles. Tony Hill finished in 2.15.38 to hold on to fourth place and this was another ride very close to personal best. Bernie Bethell was fifth 2.18.44. Tony Palmer 2.26.9 finished sixth. Seventh was Ray in 2.28.43. Paul Davis did well to finish the course only just outside evens in 2.31.43 and Eddy Kneen muttering about gears and chains clocked in 2.50.0. Pete Langridge retired.

The handicap was difficult to understand. For example Colin Miller with a best ever 2.11.12 fifty received 3 mins 25 secs whilst Don with a best ever of 2.4.50 and recorded only the previous week received 4 mins. 10 secs. With this advantage Don had no difficulty in winning this award, but he can feel rather more pleased with his scratch performance than this bonus which should surely have gone to Colin.



## A FAMOUS NAME

When a Gent named John Finch asked if he might join Worthing Excelsior, as a second claim member, there was immediately, in the ranks of those who have been in the sport for more than ten years, a buzz of interest; "is it THE John Finch" said one; "he was 2nd in the National B.A.R. some years back", said another.

It was Ray Douglass who looked up the records for us, and having by then identified our man, a few statistics came to light. Yes, he was 2nd in the National B.A.R. in 1957 beaten only by the great Ray Booty. He was 5th that year in the National 50, 2nd in the Bath Road 100 again behind Booty in 4 hrs. 8 mins. and yet again behind Booty, 2nd in the National 12 hr. with 263.63 miles.

The only point arising on John's request to join was "second claim" but John explained his loyalty to the Ross Wheelers, with whom he had had such wonderful years, and of course this had to be accepted.

John started cycling in 1951 when he was introduced to Ross Wheelers by an Uncle who had been a founder member of that Club. At that time the Club was concerned mostly with touring and youth hostelling and there was only little racing. John recalls his first time trials in 1952 as three 25's completed in 1.13, 1.6 and 1.7 respectively. In 1953 however he was down to a 1.4 and a 1.2 both in Open events.

It was in the R.A.F. that John really began to make his mark in competition being



selected on a number of occasions for both Command and R.A.F. teams. It was during this period that he first went under the hour with a time of 59.29.

Despite this activity whilst in the forces John found at the commencement of the 1957 season (no longer in uniform) that he had, to use his phrase, an "Equatorial Rotundance", which required a considerable amount of hard training to remove. This doubtless paved the way for that very successful time trial season which only one man in the country could improve on.

Not like 12 hour events John did not stick just to time trials but took part extensively and successfully in all forms of the sport. He was selected to ride in the National team in the Tour of Belgium and Austria and also in a 2-up Time Trial with John Geddes in Switzerland. He won the London Pursuit title and had a whole string of madison successes riding with Mike Shea. He has also ridden many tandem time trials with Ted Shea.

In the period 1960 to 1963 he produced his fastest rides at 25 miles, 30 miles, 50 miles and 100 miles with the following times:

25	57. 7.	30	1.8.16.
50	1.54.30.	100	4.6.27.

John spent some time as a member of the Camberley Wheelers but realised that there is no Club like your first one and now intends to remain as a first claim member to Ross. He hopes that now he resides and has a business in Worthing he can regain some of the Cycling



interests and atmosphere that have given him such pleasure in the past in the company of the Worthing Excelsior. He says that he wants to be able to put back into cycling a little of that which he has taken out and wants to help in any way he can.

He has of course now been with us a few months and we have seen how quickly he was able to get down to a 1.4 for a 25 and we have seen how generous he can be with his help to other riders. We have here a tremendous asset, a man with more experience in every sort of racing, than the rest of us, put together, are ever likely to achieve. There should be some very attentive ears when John makes comment. We sincerely hope that he will have many happy years with us.

#### SUSSEX CYCLISTS' ASSOCIATION

CHAMPIONSHIP 50      20th JUNE, 1971

Atrocious conditions faced the very poor entry of only 20 riders for this championship. Constant rain and high westerly winds that made the scene more reminiscent of March than mid-summer.

Excelsior riders were out in strength and apart from the Brighton Excelsior team there seemed to be nobody likely to stop them carrying off all the awards. The only doubt that existed was between Worthing riders as to who was going to win. Despite Don Lock's current form, George



Matthews was favourite but Keith Dodman had shown a partial return to form over recent weeks and whilst temporarily unemployed had been doing a great deal of training.

George off number 10 was watched all the way by Keith off No. 15. Don at No. 19 having raced the previous evening was finding things tough and was concentrating on returning a reasonable time in view of B.C.A. Best All Rounder hopes.

As the race progressed so the Club riders took toll of their opponents. George caught Dick Stringer of Brighton Excel. Keith caught Robin Johnson of Brighton Mitre, and Don caught John Spooner of Brighton Excel. George and Keith gradually pulled clear of Don who was losing ground over the final 15 miles to John Spooner.

At the finish the gap between Keith and George for the championship was just 10 secs. in Keith's favour, their respective times being 2.13.42 and 2.13.52. Don just hung on to third place from a strong finishing John Spooner, Don's time being 2.15.24.

The individual trophy then to Keith for his first real success of the season and another team award for the Club.

Tony Hill who had also raced the previous evening was well pleased with his time of 2.19.11 finishing 6th. Colin Miller had gear trouble and was forced to ride 40 miles on an enormous gear and it was a tremendous effort that he managed to finish at all, his time 2.20.40.



Mike Poland turned in his usual useful ride not quite good enough though to win the handicap prize. Mike clocked 2.23.1.

Tony Palmer and Ray Douglass were the unlucky two. Tony crashed very heavily at Offington with only three miles to go hurting his shoulder and thigh. Ray fell foul of the puncture bogey. They did well to finish and give the Club a 100% entry to finishing card. Tony recorded 2.31.2 and and Ray, 2.43.9.

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S.C.A. JUNIOR 15      JUNE 20th 1971

Congratulations to Graham Burnes on winning this in the good time of 40.31 Graham just beat Bob Sparks into second place and carried off the handicap award as well. Bob's time was 41.25. There was no team prize but just in case Clive Roberts finished third in 44.12.

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CLUB RECORD

Congratulations to Pete Reeves 59.12. Don Lock 59.29 and Tony Hill 1.1.39 in setting a new Club 25 team record. This was first time under 60 minutes for both Pete and Don. The event was the Clarence Whs. 25 on the Bath Road on June 19th.



## JUST ONE DAYS CYCLING

Watching a 24 hour time trial from the outside is always I find an interesting way of spending a full day. This year it was particularly interesting as the Catford C.C. promotion was a National Championship event and also that we had four Club riders competing. Don Lock and Tony Hill both making their second attempt and John Mansell and Chris Woodcock making their first attempt.

The weather for the event, starting midday on the Saturday, was very hot and so it stayed throughout the following 24 hours. Ideal for helpers and observers but not necessarily the best conditions for some of the riders.

Our four riders rode extremely well on the Saturday afternoon which included the worst part of the course, round the Cowfold-Henfield-Bolney circuit, some 18 miles encircled twice. The first of our riders to retire unfortunately was John Mansell, who said his legs refused to turn any more, this was a great pity because John could be a rider of great ability over the longer distances.

Meanwhile our other three riders were going very strongly particularly Don. It was now evening and much cooler and more comfortable for riding. The competitors were now covering the westernmost part of the course to Selsey Emsworth and Havant By Pass, and returning to the Chichester By Pass where our riders were to have a sit down feed organised by the in-



comparable Theo. This article would not be complete without mentioning Theo and the superb way he can set up a complete meal for riders and helpers at the most unearthly hours of the day or night.

After seeing our three riders on their way back to Offington Corner, followed by their very necessary helpers I cut through Slindon and Bury Hill to the 268 mile turn at Codmore Hill, Pulborough, where that very worthy Sussex C.A. official Alf Dawes was doing the turn. Not all the riders came down this leg from Roman Gate but Chris and Tony did and they sounded very cheerful as they shouted their numbers. After an hour or so at this point I rode through some very pleasant lanes just as dawn was breaking, to the main Horsham-Guildford road. Just short of Shalford I suddenly came across the figure of Tony slumped in a bus shelter, in a very sorry state, after much cajoling he was persuaded to carry on as far as Theo's breakfast point, have some food and a wash down and then carry on. This he did but after coming back from Guildford he decided to retire which was bad luck for him as he is a very fine rider, completing 410 miles in the Wessex event in 1970.

The other two club riders were now going very well after riding through the night, Don positively eating up the miles and Chris going a bit slower but looking as though he was enjoying things immensely. On reaching the finishing circuit near Horley they both had about 4 hours to go. Don had then covered about 355 miles and Chris about 315 miles. The sun was just beginning to make itself felt and these last few hours were very gruelling indeed.



However, at last the riders finished their 24 hours. Don a rider of great integrity and enjoying a wonderful season of personal bests recorded a new club record of 428.55 miles. Chris who rode very courageously and doggedly throughout finished with 382.5 miles covered.

The winner being Robin Buchan of the Norwood Paragon C.C. with an event record of 484.84 miles. The team award was won by the Tyne R.C. with a fine total of 1377.05 miles between them.

A 24 hour competition is an event without parallel and a finisher in one is a peer among cyclists.

Ray Douglass

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#### THANKS

On behalf of all who rode in the National 24 hour event, many thanks to all those who helped them; for all the long hours of driving, the feeding, the massaging the washing and generally for all the encouragement. It was so generously and wholeheartedly given that the riders remain indebted to you all.



SUSSEX C.A. AND CLUB 100 MILE

CHAMPIONSHIP 18th JULY, 1971

In 1969 we reported 13 Sussex and 2 club entries. In 1970 we reported an increase to 14 Sussex 3 club. In 1971 the increase in numbers continues, but what would the County do without the Worthing Excelsior, for this year we provided no less than 10 of the 22 competitors?

The Club interest was tremendous for Keith Dodman, Don Lock and Tony Hill had already completed 100's this season. John Mansell and Chris Woodcock had plenty of miles in their legs from their 24 hour training. Mick Venner and George Matthews were down to ride..... enough said.....and Mike Poland, Eddy Kneen and youngster Bob Sparks completed the Club entry.

Don made the most rapid start and within 35 miles had caught both Keith and George who had started respectively 2 and 5 minutes ahead of him. He had at this point seemingly established himself as the new Club champion for he was certainly up on all others, indeed he probably also led the Sussex field. It was from this point that a real battle developed and with the assistance of a following wind, the first 50 miles were covered by Don in about 2 hours 10 minutes. He was still tagged by Keith and George however and having fallen at Eastergate was beginning to feel the strain.

A check at the half way point showed Mick about 6 minutes down, John at about 8 minutes,



Mike Poland at 13 mins, and Chris and Eddy another 3 mins at approximately 16 mins. Both Tony and Bob had retired by this point.

George began to tire on the way back from Bognor and gave more ground to Keith and Don who were by now out on their own so far as the Club event was concerned. As the field turned east on the last 21 miles to the finish and began to feel the force of the head wind, both the Club riders were suffering, Don more than Keith and Brighton Mitre rider Robin Johnson and Eastbourne rider Don Hook began to figure in the leading positions.

At Tangmere Keith shook off Don and then had to recover the two minutes he had lost early on. At Arundel, a check showed that Don was leading Keith by only half a minute. It was also confirmed that Johnson and Hook had gone ahead for the first time. It looked as if everything was slipping out of Don's reach but he rallied over the last few miles and this saw him home with just 40 seconds to spare in 4.36.22. Keith was second in 4.37.2 and Mick Venner finished third in 4.49.12. The County Championship went to Johnson with a fine 4.32.21 and second was Hook in 4.34.57.

Full Club result:

1st	Don Lock	4.36.22
2nd	Keith Dodman	4.37.02
3rd	Mick Venner	4.49.12
4th	George Matthews	4.49.40
5th	John Mansell	4.53.53 (1st H'cap)
6th	Mike Poland	5. 3.57
7th	Eddy Kneen	5. 6.15
8th	Chris Woodcock	5. 6.45



## TONY HILL

(photograph opposite)

Tony hails from the midlands and started his cycling in that area, so well endowed with cycling population, and in a family where Mum and Dad have done their time on a tandem, and brother Steve regularly turns in fast times both on two and three wheels. Little wonder then that Tony should develop to be such an asset to the Worthing Club's racing strength.

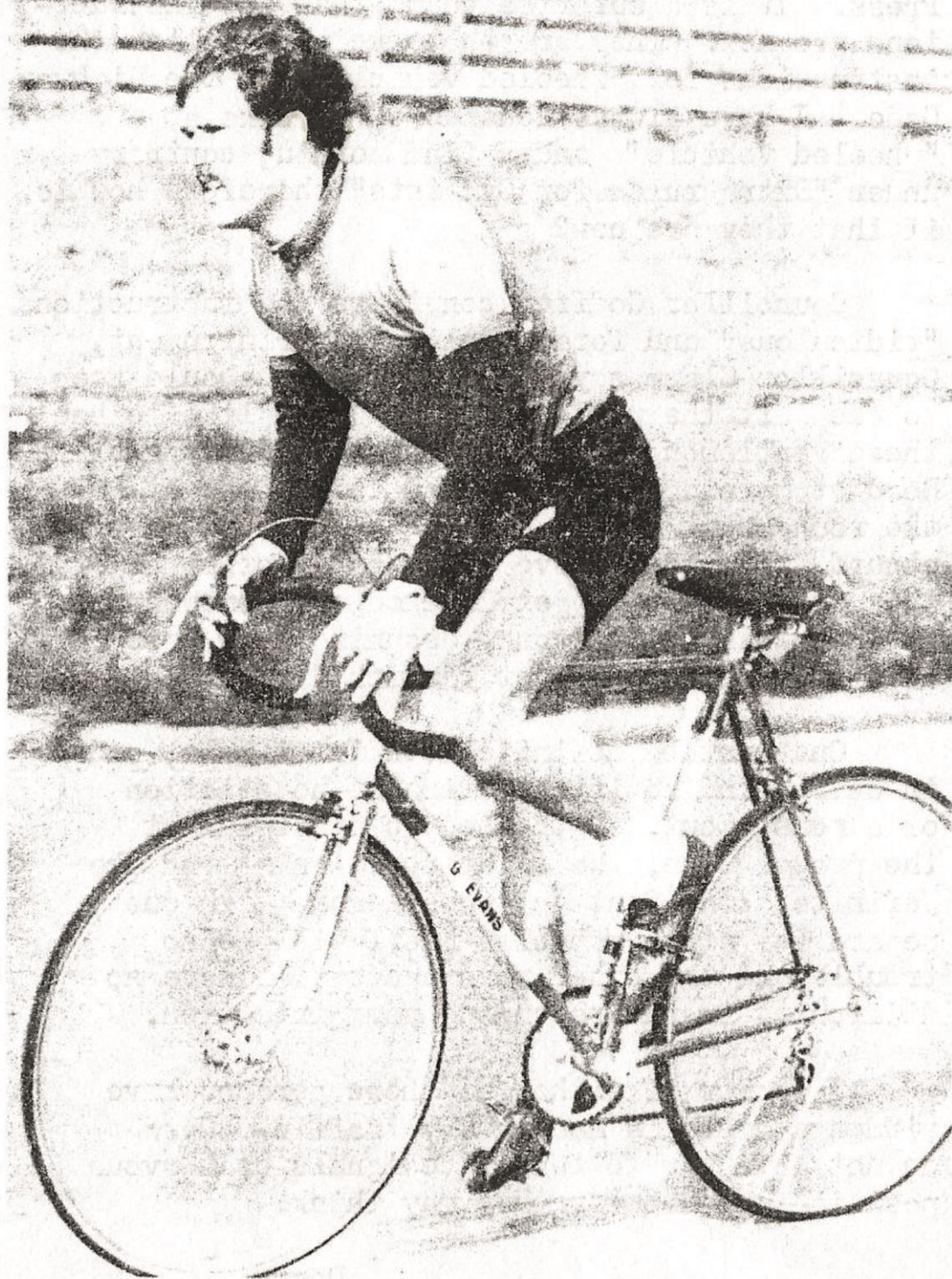
Started cycling in 1963 with the Ratae Road Club in Leicester, Tony joined us when he moved to this area and took up a teaching post at the Andrew Cairns School at Littlehampton.

Purely a time trialist his best times so far are:-

10 miles	24.45
25 miles	1. 1.39
30 miles	1.22.06.
50 miles	2.15.18.
100 miles	4.45.50.
12 hours	220.64 miles
24 hours	410.53 miles

Tony has already served on the Club's General Committee and is currently our Assistant Time Trial Secretary. He has also taken over from Nigel Barlow as the promoter of our Open 25 this coming October.







EDDYTORR

ROSPA has recently given new instructions to its cycle training instructors regarding negotiation of roundabouts and they have come in for attack from two local Councillors in the Worthing Press. It is a surprise to me that the instructions are new. They are that cyclists follow the instructions for "wheeled vehicles" in the Highway Code. I have always considered my bike a "wheeled vehicle" and I find nothing contrary under "Extra rules for Cyclists" therefore how is it that they are new?

Councillor Godfrey considers the instructions "ridiculous" and former Police Superintendent, Councillor Clapp says that a cyclist should keep to the left the whole time. I would like to see these gentlemen try to cycle south down Chapel Road at morning rush hour and turn right at the roundabout to "Highworth". They are being absurd, they would have every car hooting at them and they would get knocked off somewhere in the vicinity of Lyons, assuming they were lucky enough to get past Warwick Street.

One must be definite both in signals, and in action and positioning in the negotiation of a roundabout. With the proper signal at the proper time, the right positioning and the definite, confident action all done with due regard for other vehicles there will be no trouble and the other road users will have no difficulty in understanding your intention.

I wonder if either of these persons have ridden a cycle in modern day traffic. Cars do not give way to tentative signals or nervous positioning whatever they may think.

Don.



