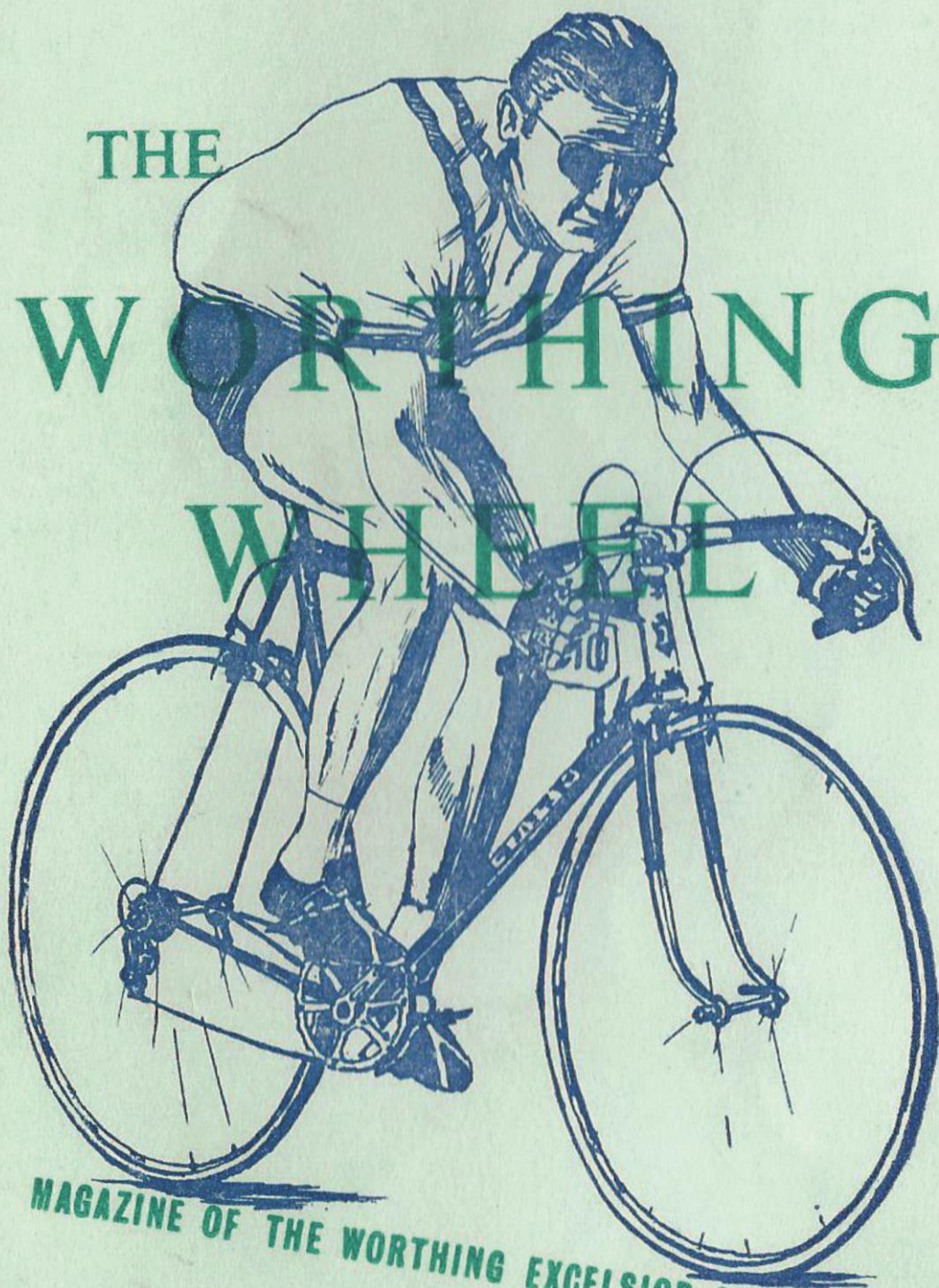


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MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1973

Vol 6 No 1

THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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Worthing.

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Worthing.

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Spring, 1973

Vol. 6, Number 1.

LOOKING BACK

When starting on the first issue of this magazine, we made a list of the various kinds of articles that we could use. One of these was that which appears in nearly every magazine and in local papers, namely, the looking back to 5, 10, 50 years ago. Well, it's been a long while since we made that original note, and whilst we can't do anything more than "Five Years Ago", we think that even this will be of interest,

That issue No. 1 was just 24 pages, but included a good luck message from World Champion Beryl Burton. It also had a fairly lengthy report on the Hardriders that year, which seems to have been a pretty well supported affair. A fast section was headed by Alan Orman, Nick Lelliott and Colin Miller, and other groups included John Lucas, Dave Hasler, Richard Shipton and Mike Poland. As with every such event for many years now, it was Brian Weir who devised the devious route, and Theo Puttick who served the soup sustenance.

We also reported on a visit to England of Gerry and Margaret Atterbury from their home in the United States, a trip recently repeated and reported in our Autumn, 1972 issue.

The first soup run gave Alan Orman scope for his first, and we believe, only contribution to the magazine. He wrote with style, and seemed to have enjoyed his view of Dave Funnell's attempt to ride through a kerbstone on the Arundel Road. That was also the night when Ray Douglass, no less, received a lecture from the local Constabulary about the virtues of rear lights.

ANNUAL GENERAL MEETING

The Meeting was held at the Clubroom on Tuesday 27th February, 1973, and there was a fair attendance.

The meeting was preceeded by a moments silence as a sign of respect and to honour the memory of Life Vice President Vic Cowan who had died recently. Vic had been a generous member of the Club for over 65 years.

The provocative report of General Secretary John Mansell was received with the degree of seriousness that John obviously intended. Comment is called for, and an interesting letter from Dennis Dean was, it is to be hoped, an indication that comment and discussion will result. It may be worth quoting from John's report, for as he says, if you have ideas don't keep them to yourself, let your Committee know what you have in mind.

"Are we content to be smaller and less successful than we were? Should we re-orientate our philosophy by thinking smaller, for example should our annual dinner be organised on a smaller scale? Should we abolish club nights? Should we promote fewer club events? Should we consider amalgamation with other clubs?"

Do we need a smaller Committee, or perhaps a new Committee with new, more dynamic ideas?

Should we think bigger?

Should we promote more open events?

Should we endeavour to find commercial sponsorship for the club?

Should we run vigorous recruiting campaigns?

Should our riders plan to ride together more often as a team, in an effort to win team awards? "

That should give us all food for thought.

Ray Douglass, in presenting the Annual Balance Sheet and Financial Report, was able to show that the position was not quite so bad as it appeared from the £50 excess of expenses over receipts. A stock of racing jerseys was held, and a considerable sale value remained to be realised.

The following Officers were elected for the ensuing year:-

President. W.D. Argent

Vice Presidents. Mrs D. Argent

D. Dean

W. Blackman

C. Coleman

M. Reeve-Black

C. Hazledean

R.H. Douglass

J. Rennie

C. Hughes

J. Hughes

T. Puttick

B. Weir

Life Vice Presidents. H. O'Toole

C.G. Lednor

Chairman C.G. Lednor

Secretary J. Mansell

Asst. Secretary R. Smallman

Treasurer R.H. Douglass

Asst. Treasurer D. Lock

Time Trial Secretary A. Palmer

Asst. Time Trial Secretary G. Allibone

Social Secretary T. Puttick

Road/Track Secretary A. Palmer

Runs/Touring Secretary D. Hudson

General Committee Members

A. Matthews

K. Dodman

D. Elson

A. Hill

Runs Committee R. Douglass

D. Lock

D. Elson

Social Committee C. Hughes

R. Douglass

G. Allibone

Racing Committee Members

K. Dodman

C. Miller

Handicappers B. Weir A. Dawes

R. Douglass D. Lock

T. Puttick T. Lednor

Timekeepers B. Weir A. Dawes

A. Palmer R. Douglass

C. Lednor

Asst. Timekeepers

D. Lock D. Dean

M. Ford-Dunn

B.C.F. Representatives

C. Miller A. Palmer

Youth Council Representatives

D. Pearce

D. Elson

M. Howard

Editor, Worthing Wheel

D. Lock

Sports Advisory Council Representatives

A. Matthews

D. Lock

SOME FORTHCOMING LOCAL OPEN AND SEMI-OPEN
TIME TRIALS

| | | | |
|----------|----------------|-------------------------|-------|
| Sat. | 5th May | B'ton Excel. 2-up 25. | G.935 |
| Sun. | 6th May | Club 30 | G.943 |
| Sun. | 6th May | 34th Nomads 25 | G.231 |
| Sun. | 13th May | S.C.A. Team C'ship 25 | |
| Sun. | 20th May | Surrey St. Christ. 25 | G.532 |
| Wed. | 23rd May | G.H.S. Schoolboys 10 | G.511 |
| Sun. | 3rd June | S.C.C.U. 50 | G.552 |
| Sun. | 3rd June | Surrey R.C. 25 | G.231 |
| SAT. | 9TH JUNE | WORTHING EXCEL. OPEN 25 | G.935 |
| Sat/Sun. | 16th/17th June | Catford 24 hour | |
| Thur. | 21st June | Club Evening 25 | G.935 |
| Su. | 24th June | S.C.A. 50 | G.952 |
| Su. | 24th June | S.C.A. 10 | G.914 |
| Su. | 24th June | South Eastern R.C. 25 | G.231 |
| Sat. | 30th June | SC.C.U. 25 | G.935 |
| Su. | 1st July | East Sussex 100 | G.861 |
| Su. | 1st July | Kingston Whrs 25 | G.231 |
| Sun. | 8th July | Dulwich Paragon 25 | G.231 |
| Sun. | 8th July | S.C.C.U. 50 | G.552 |
| Sun. | 15th July | Sussex & Club 100 | G.961 |
| Sun. | 22nd July | London St. Christ. 25 | G.231 |
| Sun. | 22nd July | S.C.C.U. 100 | G.561 |

- - - - - Don't forget
fuller details and all other events are in the
R.T.T.C. Handbook, and if you fancy a ride away
from home, try and get others interested, and
make a club team entry. It will lessen the
cost of the travelling as well as adding to the
competitive spirit.

Your Time Trial Secretary will be able to
supply entry forms if you haven't got any.

Remember also that entries close 12, some-
times 14, days before the event.

LONDON SOUTH DISTRICT COUNCIL

ROAD TIME TRIALS COUNCIL

A list of the timekeepers and Handicappers for this district of the Road Time Trials Council has come into my possession. I was interested to see just how well Sussex was represented, and was pleased to see so many names.

Under the heading 'Official Timekeepers' there was, of course, Club Member Alf Dawes of 10 Fircroft Avenue, Lancing. There was the King of the East Sussex Association, Roy Humphrey 4, Ebenezer Cottages, Framfield, Uckfield. Reg. Porter of 151, Sackville Road, Hove, so often officiating at Sussex events was there, as was Mr. D.H. Stokes of 163, Buckswood Drive, Gossops Green, Crawley.

In the list of 'Assistant Timekeepers' we have our own Chairman, Charlie Lednor, 5 Uplands Avenue, Worthing, and Stan Curtis of the Crawley Wheelers, 12 Falcon Close, Langley Green, Crawley.

The list of 'Handicappers' includes Alf Dawes again and another Club Member, Ray Douglass of 25 Guildford Road, Worthing. Roy Humphrey is there for the E.S.C.A. and Arthur Linington of 153 Downland Drive, Southgate West, represents the Crawley area.

Ken Atkins (that's K.L. with red hair) Central Sussex C.C. of "Wheelers", Valebridge Road, Burgess Hill, completes the list of Sussex Officers.

Strikes me we do our share.

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CLUB CIRCUIT EVENT4th March, 1973

The usual opener to the Club's time trial programme, and this year the first promotion for 1973 Time Trials Secretary, Dave Funnell. When Dave last held this particular office, the Club's racing strength was much greater than now, and he will no doubt look forward to an improvement in the number of entries.

Just five competed, and first success of the year went to Alan Orman. Alan starts off the season with a strong resolution of making the start every time out, and to make this his best season ever. His time of 59 minutes 29 seconds was too good for scratchman Keith Dodman's 1 hour 0 minutes 34 seconds. The Handicapper was perhaps forgetting the unusually early outing for Keith, who does not normally come out of his Winter hibernation until Easter.

Derek Pearce gave early promise of form with a strong ride to finish third in 1 hour 6 minutes 59 seconds.

A not yet fit Colin Miller was next in 1 hour 7 minutes 19 seconds, and thirteen year old Michael Murphy, riding his first event, is to be congratulated on riding this hard course in 1 hour 13 minutes 15 seconds.

Alan's ride was also just too good in the handicap section, where he beat Derek Pearce by a few seconds.

THE 3-UP, 2-UP.

This event was briefly reported on in our Spring, 1972, issue, and we questioned then whether it would be continued. In 1972 there were just three teams, just enough to make an event, and in 1973 the position was exactly the same. Three very scratch teams with little serious racing intent between them, rode out the formalities even to the extent of agreeing beforehand that all would wear trousers or track suit bottoms.

Alan Orman and Colin Miller were clearly favourites from the word go, and although Colin was seen to be suffering a bit towards the end, they had by then caught the others and had nothing to fear. Don Lock and Richard Shipton enjoyed their first outing of the season. Two youngsters, Michael Murphy and Maurice Rosenberg completed the field.

| | | |
|-------------|-------------------|---------|
| Times were: | Alan & Colin | 1.07.43 |
| | Richard & Don | 1.11.29 |
| | Michael & Maurice | 1.24.25 |

This was the second outing for thirteen year old Michael; and again he showed that he is very strong. People are already noticing and talking of the potential that is obviously tucked away in his small wiry frame.

SUSSEX PROMOTIONS, 17TH MARCH, 1973

When the Sussex Cyclists' Association at their last Annual General Meeting elected individual and separate promoters for their 1973 events, some, I think, felt that continuity would be broken and there might be an adverse effect on entries. Others hoped that each promoter would, being only involved for just the one event, be able to devote more time to it and bring his own ideas and energies into uplifting the class of the events. After these events there is good reason for being optimistic.

Our own Ray Douglass, well experienced in the requirements of the time triallist, had accepted responsibility for both the Senior 25 and the Junior 10, and made a first class job of the organisation. He has set a high standard to follow.

The continuation of the marvellously mild Winter blessed the riders with just about the best March conditions that anyone could remember, and they rejoiced appropriately with some extremely fast performances.

The Horsham Road course (G.935) was covered by winner Paul Lipscombe of the Central Sussex C.C. in 1.0.51, and I would be interested to know when last such a fast time was recorded in an S.C.A. event in March. This time was too good for our George (Matthews) who settled for second place with 1.2.3. and for Adrian Jones, also of Central Sussex, who with 1.2.22 was third.

Obviously the club to be reckoned with

for the S.C.A. Team Championship event in May are the Central Sussex, for apart from 1st and 3rd, they also had 6th and 7th and seven other useful other performances from their eleven entries.

Alan Orman finished in 8th place in 1.3.27, and Mike Poland, back racing after a season's painting ! was further back in 1.10.54.

The Junior 10 was held over the Club course now officially approved and bearing R.T.T.C. course number G.914. The really tremendous thing about this event from the Club's point of view was that we had an entry of no less than TEN and it must be a long while since we have been able to field as many juniors. Six of them were riding in their first race, but the spirit of competition was there at the start, and they completely dominated the event.

The weather, as has been said, was almost perfect, and there will be harder days in the Summer when their times will be slower, but regardless of this, the total of their performances was extremely good. If this kind of enthusiasm and performance can be maintained for the next four or five years, then they will be providing the Club with as strong a senior racing team as it has had for some time.

The most experienced of the riders was Derek Pearce (the scratchman); he rode well to his last season form and justified the scratch mark with a time of 26.4. On the basis of Handicapper Ray Douglass' judgement no one should have been closer than three minutes to this ride, yet Michael Howard in his first ride smashed through his 5 minute

allowance to record a remarkable 26.25. Derek will have to push up his training schedules if he is to win the Junior Best All Rounder that a month ago seemed a foregone conclusion. Michael Howard's ride gave him second place overall and very deservedly the handicap prize. Third overall was the mighty Michael Murphy. This thirteen year old had already shown his strength in a 2-up and in the Circuit Event, and a 10 was obviously kids stuff. He dealt with it in just 27.31. Dave Elson showed just what some good touring and rough stuff can do for you when he pushed off at No. 1 and made it first home with a time of 28.7. Alan Hubbard, who rode many times in last season's evening series without beating 30 minutes, this time scorched round in 28.35, and his close rival of last season, Maurice Rosenberg, also improved considerably to a time of 28.47.

S. Wood was only just outside evens with 30.3. Neil Windeatt, who at 11 must be the youngest ever competitor to race in Excelsior's colours, finished in 31.9, and Tony Miller, nephew of our Colin, completed our ten man effort with 33.37.

The Time Trial Secretary must keep his eyes on all of these for the Junior B.A.R., and the evening ten series looks to have more interest in them this year than for some time.

CORRESPONDENCE

Southfield Stores,
101, Southfield Road,
Broadwater,
Worthing.

Dear Don,

I take this opportunity to write and thank you and the Worthing Excelsior for making both John and myself welcome into the Club. I am only sorry that we were not able to join in with the club more. Perhaps you would convey our thanks to the rest of the boys (and girls).

We move to Southampton now, and our address will be 449, Millbrook Road, Southampton. Please don't hesitate to come in and see us if you are ever down that way.

Wishing you all the best, and thanks once again,

Yours sincerely,
Mary Finch.

NICK LELLIOTT

After being out of the sport for a considerable period through serious injury, we are delighted to have Nick back amongst us. It remains to be seen what he will be doing, but he looks bigger, stronger and fitter.

Sufficient to say at this time, "Welcome back".

GENEROSITY

Without mentioning names or amounts, our Treasurer has informed us of the very generous nature of several donations that have recently been made to the Club funds. These have come from subscription and non-subscription members, and from young and old. They have come also from those who have been with the Club many years and from some who have been with us only a short time.

The Committee has requested us to include this expression of our grateful thanks to all of you.

FUND RAISING SCHEME

February winner was Mrs P.J. Shelton, of
8, Freshbrook Close,
Lancing.

March winner was Dennis Dean,
68, Parham Road,
Worthing.

EVENING TENS

We regret the error which occurred in our last issue. The Evening Tens start on 3rd May and continue until 19th July, but interrupted on Thursday, 21st June by an evening 25.

OLD SNAPS

Whatever are you dreaming about? Excuse me please, that was the wife from the kitchen. However, that was the truth, I was dreaming, day dreaming, anyway. I had been looking through one of my old photo albums, and had been pulled back with a jerk by a snap I had taken 50 years ago. From that point in time, my mind was off wandering.

The photo, the statue of Prince William of Orange on Brixham Quay; not a very inspiring subject, and, for that matter, not a very well taken snap. For me, however, it held numerous memories for it was taken by me at the end of my first really long trip, by bike. I was on my own - I was always a loner - in any case, in my station of life, I had not many pals who could afford a bicycle!

The cycle I made that memorable journey on was a "New Hudson", my word, what a wonderful old juggernaut, it cost me fifty shillings, second-hand, of course. How I saved up and went without to get that bike, for in those days my magnificent wage was half-a-crown a week as an apprentice. You can imagine the pride and painstaking care I lavished on that machine. I won't vouch for this but I believe that bike weighed nearly as much as I did. The vendor told me "That's a powerful strong-bike, Sir".

My day dreaming took me back to the reason why I made for Brixham, and my preparation for the journey, and of course the route I chose. You know photographs are a little like records or tape

recordings, they all perform the same function of recalling to mind something the brain has, temporarily, put aside. They act as a sort of warehouse for the mind.

I think the logical reason for choosing this South Devon fishing port for my first long ride, was the fact of having relatives there at the time, and I suppose to my young mind there was the comforting thought that if something went wrong I had friends at either end to reach out to. I recalled writing the names of towns that I would pass through on route (list fashion) on a plain postcard. Staines, Bracknell, Wokingham, Reading, Newbury, etc., and this I carried in the top pocket of my jacket.

The journey took me two days, I remember getting as far as the commencement of Savernake Forest a few miles past Froxfield about four o'clock and thinking that I was not making very good progress. At this point there used to be a gate that could be shut across the Bath Road. I wonder if it is still in existence by the side of the road, but there was a round building, a kind of Lodge that had been turned into a cafe. Here I partook of a pot of tea, bread and butter and jam.

After this rest, and I suppose some of the heat had gone out of the sun, I seemed to make better speed. Going on through Marlborough, Devizes, Trowbridge and Frome, I finished up that first day at Shepton Mallett. I recall looking for digs, my first time, bear in mind. What adventure! I stayed at a Bed and Breakfast place displaying the Winged Wheel. I would

like a penny for every C.T.C. Establishment I have stayed at since that day.

The second day, referring to my much thumbled postcard, I went on through Glastonbury, Taunton, Wellington, Cullompton and Exeter. Through lack of experience I then followed the coast road through Starcross, Dawlish, Teignmouth, Torquay, Paignton and so to journey's end.

You may be wondering why I chose this route from London, instead of taking the more direct way via Basingstoke and Salisbury, the road now known as the A.30. I am sorry, but my recollections do not provide the answer to this. I have been gazing at the snap now for some time, pondering this very question.

The great thing is that I made it under my own steam, and how I thoroughly enjoyed every moment of that ride. I suppose I took the photo to prove that I had really made it.

Apart from that bike, both roads and traffic were a bit different half a century back.

Camera

"WHAT ABOUT SOME CYCLO-CROSS?"

"I don't thknk there would be sufficient interest or support", I responded to this question, put to me by Harry Beasley. I was talking to Harry on the telephone informing him of the Clubrun due to start in his New Forest area the coming Sunday, when he started discussing John Mansell's Secretary's report for 1972. "No", he said, "I mean for youngsters and schoolboys, to encourage them to join in competition".

It appears that of the several clubs in the New Forest area a number of them run such events for schoolboys. They hold different classes for different age groups, and hold the events on private land and usually over exciting short quarter or half mile laps. With total race distance not more, according to ages, of 4 or 5 miles, school Sportsmasters are requested to inform their pupils of the events, and small prizes are put up. Any kind of two wheeled machine is allowed (as long as there is no engine) and it has been found to be immensely popular and a very good source of recruitment of new members who have then progressed to other cycling activities.

No membership of the club is required for their competition, although I imagine some sort of insurance cover might be prudent, unless parents were to countersign an entry form. I would think a simple enter on the line formula would be best, and I think this is something we might look into.

OFF THE BEATEN TRACK

A series of short cuts, or maybe, long cuts, hard or easy, but which will nevertheless take one off the hard macadam and reveal perhaps a few fresh views and scenes of the Sussex countryside. Remember please that you can ride along the bridleways, but on the footpaths you should walk.

No. 1 Arundel to Lyminster.

Start up the hill from Arundel Railway Station, that is along the main road towards Worthing, and after no more than a hundred yards from the station entrance, go over the stile to the right. Follow then the line of the telegraph poles across the field with trees in it, and pass through the gate into the next larger field. At the end take the track to the left through a gate and then take an immediate right turn. Walk down by the hedge to the bottom and then over the fence. From here you should be able to follow the "diverted footpath" signs by Broomhurst Farm.

Follow these all the way to Lyminster Church, which, by now, you should be able to see ahead of you in the distance. After you have passed through a bed of rushes you will see the famous Knuckers Hole, which is by some water-cress beds. This is a place of great antiquity. It is a mere pond, but one which is popularly supposed to be bottomless. According to the legend, a dragon resided there in Saxon times, until it was killed by a certain John Pulk, whose

tombstone is to be seen in Lyminster Church.

The distance of this little diversion is only about $1\frac{1}{2}$ miles, so it is not going to add much time to your journey, if that should be a consideration.

One Inch Ordnance Survey Map Sheet 182 (Brighton and Worthing) or the two and a half inch TQ 43 (Littlehampton). Quite a lot of bike lifting, and mainly the terrain is for walking. Please remember to keep those gates closed.

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CONGRATULATIONS

To Barbara and Martin Ford-Dunn on the birth of Suzanne Clare on 25th April - a sister for Elizabeth.

WATCH OUT, THERE'S A CYCLE THIEF ABOUT

"It's not worth much"

So often this is the cry by owners of perfectly serviceable cycles. They assume because their cycle is not brand new that it is not likely to be stolen. They couldn't be more wrong in that many cycles are each year removed without their owner's consent, in most cases simply as a means of transport. Many of these machines cannot be returned to their owners as the descriptions provided are, to say the least, a little vague. Consider for a moment how you would describe your cycle if it were not there; in particular, do you know the number, or even the make or colour?

The above is part of a handout of the Sussex Constabulary which recently came to our Secretary. "It's not worth much" does not apply to the majority of our members valuable machines, but I wonder how we get on with that description; I wonder how many have a note of the frame number, for instance.

WATCH OUT, THERE'S A CYCLE THIEF ABOUT

CYCLISTS TO-DAY

Statement of Policy by the C.T.C.

In this and future issues we shall be reproducing parts of the above statement, so that you will know of the thoughts and plans of this body which does more than any other to preserve the rights of all cyclists.

Traffic in the countryside

Ownership of a motor vehicle has brought to the population a facility of door to door travel that has never before been experienced on so large a scale. But the alarming volume of motor cars now finding their way into the countryside destroys to a large extent the quiet and beauty which the occupants have presumably come to enjoy. When this happens, the quiet and beauty is destroyed also for those who want to enjoy the countryside without motor assistance.

In rural areas the handy bicycle is often preferred as a means of transport and, among town and country dwellers alike, there are many people who prefer to experience the physical, aesthetic and sensuous delights journeying quietly through the countryside by such means as walking, horse riding and cycling. Of those "silent travellers" the cyclist is perhaps the most seriously affected by the impact of motor traffic.

The facility of travelling slowly, thus to enjoy in full measure the countryside around him, is endearing to the cyclist: it may be frustrating to the motorist who wants to travel faster on a narrow or winding road.

The comparative vulnerability of the cyclist brings home to him the paramount need for care in riding: the motor vehicle presents a constant danger. Not every driver realises the actual threat to the cyclists' life involved by the close passing of a motor car at speed within the confines of a narrow lane

It is easy to recognise the problem, but difficult indeed to find the right answer. There are those who would widen all narrow roads, straighten the corners, cut down the trees - anything to provide more room for the motor car in the hope of making the traffic flow faster and more freely.

Of course there are danger spots which need to be eliminated - but to change the nature and character of the "rolling English road" by turning it into a succession of speedways would achieve nothing at all: it would merely encourage misuse and finally destroy the very charm of the countryside.

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ONLY WHEN THE SUN SHINES

Sun clocks, more commonly called sundials, are a very ancient and ingenious invention. Apart from providing a link with the past, they have their own indefinable charm.

An instrument by which the time of day is shown from the sun's shadow thrown by an upright on a flat surface is its definition. In fact, it is the most natural way of telling the time, and most probably, until the 13th Century when mechanical clocks came into being, the sundial had the unique distinction of being the oldest known clock on record.

The instrument proves, if indeed proof were needed, of the truly remarkable amount of knowledge and technical skill of our early ancestors.

Its origins are buried way back 2000 - 3000 years B.C. in the days of the Babylonian Empire. The Babylonians were a highly cultured people famous for beautiful buildings and gardens, but they were a practical race and are known to have had a most successful system of law and a valuable knowledge of astronomy.. This implies an organised way of life and it is reasonable to assume that from their study of the stars they would be capable of producing some sort of device to determine the time of day. Thus they are generally credited with its invention.

There remain many examples of sundials, and some of these may be very old themselves. It has been suggested that Cleopatra's Needle may have been an Egyptian variation. Instead of the traditional type they had the rather more primitive

shadow clock. This involved a shadow measuring instrument which enabled them to tell the time by measuring the angle of the shadow in relation to the position of the sun.

In common with Eastern and European countries England kept track of time with a variety of sundials, many of which are still in existence to-day. In one form or another they are to be found all over Britain, adding grace and charm to churches, colleges and sometimes ordinary houses.

As the centuries passed, man applied his genius and knowledge to improving sundials, and by comparison with the early designs, many later models were frequently quite beautiful examples of ornamental art. Greater attention was paid to detail, the dial face was finely engraved, with the hours, halves, quarters and even minutes clearly defined.

Mottos were also sometimes engraved "Horas non numero nisi serenas" which translated means "I record only the sunny hours" and "Umbra pro sole loqiter", "The shadow speaks for the sun". To record the right time, the sundial must always be sited correctly (due North and South) and if vertical, on a South wall, so that the projecting "gnomon" casts an uninterrupted shadow on the dial.

The sundial, though good, was not quite good enough, and in due course a more uniform and accurate timepiece, one not dependent upon the heavens and the behaviour of the sun was needed.

The advent of the mechanical clock solved part of the problem by standardizing the length of the hours, but towns still ran their affairs by "local" time, set according to noon by the sun in that particular spot.

For example, to a casual observer, the sun appears to move around the earth a distance of 15 degrees an hour (the earth goes through one rotation of 360 degrees every 24 hours) thus, when it is noon in London, at a point 15 degrees west it will still be 11.0 a.m. and so on.

With the coming of the railways, these flexible arrangements had to end, and in 1880 came the introduction of G.M.T.

See how many different kinds of sundials you can find whilst out on the bike. The most common are the traditional horizontal, vertical, vertical declining, globe or spherical reclining and cup. Another less common is equatorial.

You will be pleased to know that the Sussex Cyclists' Association have discontinued their use for time trials.

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TOURING AND CLUB RUNS

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Since Dave Hudson took on the job of Runs and Touring Secretary, the Club has really started to enjoy the kind of club runs and touring organisation that most clubs have unfortunately decided is something of the past.

The publication of a runs list for one or two months ahead with time and details of elevenses and lunch destinations, was the first of Dave's ideas to keep people informed, and the numbers began to rise immediately. His day-long bike/car outings have also been popular and without exception have been successful and enjoyed by all participants. Now he has plans for re-introducing the evening soup and/or pub runs that have been successful in the past. More adventurous ideas include a group Youth Hostel tour in the Gloucestershire area.

It has been thought by some, that youngsters these days are only interested in the glamour side of our sport, particularly road racing and track. This may still be true to a large extent, but new members of the Worthing Excelsior are being shown the tremendous and varied enjoyments of touring, and many, including the younger ones are showing that they really like it.

Thanks to the efforts of Dave this Club is retaining "real" cycling.

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THE FUND RAISING SCHEME

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Members of the Worthing Excelsior Fund Raising 50 Club may have read in the local press that the Sussex Police had stated that a number of organisations are promoting certain lotteries under such titles as "100 Club" or "200 Club" for the purpose of raising funds. They gave general details describing schemes broadly similar to our own. The article continued that Police Advisers had considered the matter and it was the Police view that certain of these lotteries did not comply with the appropriate provisions of the Betting, Gaming and Lotteries Act, 1963, and the promoters of the Clubs may be committing offences. The Police statement suggested that persons engaged in the operation of such lottery clubs should take immediate legal advice.

The Club's General Committee did, in fact, seek legal opinion on the matter before the scheme was started, and this opinion has subsequently been confirmed. Under the Act, all lotteries are made illegal subject to certain exempted forms of lottery of which the two principal types are: the private lottery covered by Section 44 of the Act, and small lotteries covered by Section 45.

The Club's fund raising scheme comes within the scope of Section 44 because it is private; every member is a member of the Worthing Excelsior Cycling Club by the terms of the Fund Raising Scheme supplied to every

supporting member. It is thought likely that those clubs who have infringed the provisions of the Act are those who have sought to sell their tickets to the general public.

A private lottery has to observe other conditions, the chief of which is that the whole of the proceeds after deduction of expenses shall be devoted to either:-

- (i) to the provision of prizes
- (ii) for the purposes of the Club, or
- (iii) part for prizes and part for Club.

Our scheme comes under the third of these alternatives. I hope that puts at rest the minds of our participating members who may have been concerned that they were party to some illegality.

TABBLEGALK NUMBER THREE

The General Manual Eating of the Sexing Exworthior has wolden at the Rubclean in the Barren Rooms, Poorwater, on Fuesday Tebruary the wenty teventh. In the Chair Ned Lcr and under the table, his excellency Mr. Wubbleyou Dee Urgent. In attendance, thirty eight souls who have in the past, may still, and might possibly do again in the future; partake in the ancient spart or portime picycle bushing.

General Sex Terrier Mon Jansell was reported and taken as bred and reproved.

Dougal Rugless showed that the loss of fifty nickers was really tied up with half-a-dozen racing vests.

The defection of ossifers, with most hiding under their chairs ended with the said Ned Lor as Chairman co-opting all thirty eight under threat of a sit-in.

Kom and Gin disappeared through a whole in the wall to reappear moments later with gea and pot toodies after which the Ancient Order of Buffoons or A.O.B. or any bunny fuzziness proceeded and yours twuly dropped from under his seat in a sleep dumper.

Nut case ...

25 MILES CHAMPIONSHIP, 1973

The 1973 running of this event was disappointing after hopes of a good class event when there had been a good entry. Three of the fastest riders entered failed to report to the Timekeeper

Alan Orman, an obvious favourite and the Scratchman, did not start, and we must hope that he has not lapsed so soon into the ways of 1972. Keith Dodman, who manages the starts of events as far apart as Hereford or Fife, found Washington too far, and Eddy Kneen presumably found the previous day's party too much

According to the handicapping of Ray Douglass, the race should now have been between an out of training yours truly, or a Colin Miller who had ridden in the previous afternoon's Open Road Race. If I was ever in the running is doubtful, but the situation was settled after a couple of miles when the rear tub punctured, and thoughts, that maybe I could, were also quickly deflated.

The morning was reasonably mild, but an almost invisible wind, and I wasn't the only one who couldn't see it, but swore that it was there, and made things very hard indeed. If the doubting Thomases need some proof, let them consider the times of faster riders from the club event that followed ours. They were about four minutes outside their best. This wind seemed to be mainly from the north west and the return should have been faster; perhaps for some it was!

In what was to be the slowest Club 25 mile Championship since 1937 - a staggering 36 years ago - Colin, despite his efforts in the in the Road Race, won with a time of 1.8.59. I doubt that he will be proud of it but he deserves our applause, he did at least least ride and he was too good for anyone else on the morning. Mike Poland was second with 1.11.8, and Dudley Chandler who, along with his brother have recently rejoined the club, finished third with a time of 1.11.43. I was fourth in 1.14.51 and youngster Michael Murphy, in his first solo 25 was just one second slower on 1.14.52. Tony Rotherham, out of racing all last season, came back on a hard morning to record 1.16.17, and Junior Maurice Rosenberg finished in 1.20.5.

The Handicap was won by Dudley Chandler with a net time of 1.1.43, just pipping Michael Murphy by 24 seconds.

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