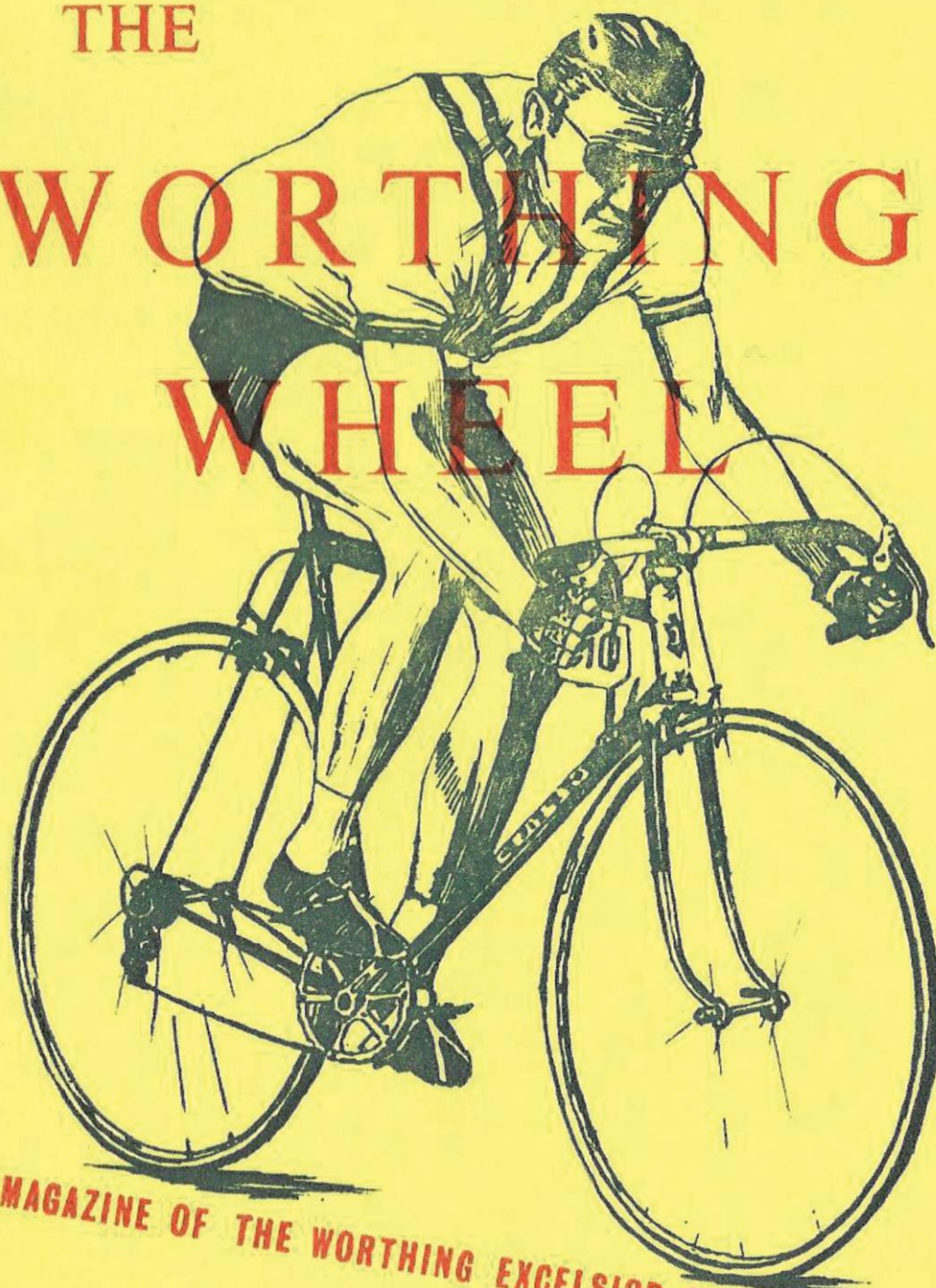


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THE WORTHING WHEEL



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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Broadwater Green, Worthing
(Meetings: every Tuesday
8 p.m. to 10 30 p.m. approx.)

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OLD SHOREHAM BRIDGE

The old wooden bridge, built at the site of an earlier ford and ferry dates back to 1781 when its construction was authorised by an Act of Parliament. It was regarded in its time as a marvel of engineering construction. It took about ten months to build. It is 435 feet $3\frac{1}{2}$ inches long and is carried on 28 trestles. Its overall length including abutments is 500 feet and it carries a 13 feet wide roadway widened in two 76 feet sections to 24 feet to allow vehicles to pass.

There was originally a causeway connecting the bridge to the Sussex Pad Inn and this was built on faggots across the morass which had formed on the alluvial deposits of the consequent stream from the Bramber gap (the present River Adur occupies a narrower bed). Later the causeway was improved by banking, drainage and road surfacing. In their time both causeway and bridge must have carried many millions of vehicles of all kinds which used this short cut route across the river, both before and after the lower Norfolk Bridge was built. When the railway line was extended from Shoreham to Horsham, in 1860, the bridge was taken over by the London Brighton & South Coast Railway and subsequently by the Southern and this included the right to collect the tolls, which had formerly gone to the Duke of Norfolk. The toll records do not show the total number of vehicles that have crossed the bridge since 1860, but annual receipts of latter years have exceeded £20,000 which at 6d per vehicle would have

meant over 800,000 vehicles per annum, a truly astounding figure for such an ancient structure. The bridge approaches are now effectively barricaded against all motor traffic. West Sussex County Council to whom the bridge was sold on 30th December 1970 are retaining it for use by pedestrians and cyclists. It is to be hoped that they will be able to preserve it in good condition, along with its essential character (which has altered but little over the years), for a long time to come.

SUSSEX C.A. TEAM CHAMPIONSHIP

As the promoter of the S.C.A. 25 mile Team Championship for 1974 I viewed the event from a different aspect than perhaps I would have done if I had simply been a rider. I hope, as a rider, I have not previously taken for granted how important so many people are to the successful running of a time trial, but in running this event for the S.C.A. I was firstly very relieved, but then, and, more properly, grateful for all those who turned out to marshal, timekeep record, serve refreshments, look after numbers, write up results, prepare result board, act as pushers off and runners and help in so many other details. I begin the report then with my grateful thanks to everyone of them for the event, which I believe, was a success, would without them have been impossible.

The course, Cowfold down through Henfield to the Adur Bridge roundabout at Shoreham and back is virtually a reverse running of the old course which had been used for the event for many years. It retains therefore in the original and intended spirit of the event, the 'sporty' or hilly characteristics that provide such a good test for the all round strength of any club's 25 milers.

The field comprised 77 riders, six less than 1973, the only thing about which I was disappointed. Brighton Mitre entered 14 riders as did the Worthing Excelsior, Lewes Wanderers, Central Sussex and Brighton Excelsior put in 10, Crawley Wheelers 9 and Bognor Regis 6. The only affiliated Club of the Association which did not enter a team was the Eastbourne Rovers.

The morning, (after a dreadful forecast the previous evening), was a pleasant one, perhaps a little chilly for the spectators and perhaps a bit too windy for the riders. It was however sunny and dry and the wind being from the south, was in most people's minds coming from the right direction.

I rode with my mind more on the event than on my own efforts and this could, I suppose, have adversely affected my time, but on the other hand, Colin Miller was apparently so conscious of the need to do well that it put him back on previous performances more than could be accounted for by the course, so maybe I did as well as I would have done anyway.

Central Sussex, the defending champions, had their chances cruelly hit when one of their top riders, Ron Rogers, was unable to start. This seemed to leave the championship between Brighton Mitre and Worthing with the Mitre the favourites.

Determined not to push too big a gear I got stuck in 82 and seemed to make reasonable progress going south. Although Dave Elson of Brighton Excelsior (late start) was caught after about 6 miles I saw nothing of the speedy Colin Leigh of Brighton Mitre, my two minute man. Hardest section I thought was from Small Dole up to the top of Golding Barn, and even the descent to Upper Beeding was something of a struggle. The halfway mark was reached in about 35 minutes and I thought this was pretty good for me and reckoned that although Cowfold is higher than Shoreham's sea level, with the wind doing its best to assist I ought to get back in something of the order of 31 minutes. I noticed at the turn that Dave Silk (off 5 minutes in front of me) was a good couple of minutes up, but my apprehension that Maurice Wyatt (5 minutes behind) might be catching me seemed ill founded and, if anything, I think I had a slight advantage. The return was a question of really attacking the hills and I don't think many could have raced over the Downs with quite the speed that was possible this morning. As far as gears go I try to be moderate but 88 went over there easily, perhaps too easily for I subsequently heard of others who didn't change down below 100 and something all the way back.

Better road surface on northern parts of the course made I thought a significant difference and must have been worth a few seconds. The mileage boards at 5, 4, 3, 2 and 1 to go were a little erratically placed (difficult to judge on a cars mileometer) but I found some encouragement from ticking them off between Henfield and the finish.

With itinerants cleared from the finish area Dave Stokes and Charlie Lednor were able to check in the times and runners did a good job getting them back quickly to the result board in the car park and refreshments area on the village green.

Finding that I had beaten Maurice Wyatt by a minute my hopes were high that we might have managed the team win. I considered myself as probably outside the four fastest for Worthing and at the same time thought Maurice a certain counter for the Mitre. This was not to be; George Matthews not able to turn in a real fast performance with leg injury still troubling him could manage only 1.6.34 and Keith Dodman was in with 1.7.58 to my 1.7.9. Alan Orman restored hopes briefly with a fine 1.5.30 but Colin Miller was down at 1.8.15 and Richard Shipton slower with 1.9.3. These were really quite good times for the course and the morning but it needed something more that just good packing to make a winning combination and Brighton Mitre had an extremely good ride from veteran Alan Limbrey 1.5.16 and two fine rides from younger members Colin Leigh and Chris Wood

with times of 1.6.6 and 1.6.38. Stalwart Robin Johnson completed their four with his 1.6.33.

Brighton Mitre therefore clinched the Team Championship honours and we had to accept the runners up Trophy. We had I think performed very much better than we did in 1973 when we were disastrously fifth. Of our 14 entries 13 had started and all three teams entered had therefore recorded aggregate times.

In the 'B' team section our B.1. team of Ian Reader, Ray Douglass, Tony Rotheram recorded 1.18.9., 1.13.26, and 1.14.21, respectively while B.2. riders were, John Gilbert 1.8.55, Pete Reeves 1.9.49 and Eddy Kneen 1.14.25.

Fastest individual ride was by Dave Silk the former Portsmouth star now riding for the Bognor Regis C.C. He was a minute clear of the field in 1.3.43.

The results being studied and discussed and refreshments being dispensed to the hundred or so people milling around on the village green, Brighton Mitre jumping up and down with glee and displaying already prepared 'Champions' banner to the friendly jeers of beaten clubs. There was again the atmosphere which this event never fails to generate.

Don

THE BICYCLE BEAT BOBBY IS BACK

Perhaps we should put some Club membership forms in the local police canteens and recreation rooms for there is the possibility that the reintroduction by Worthing Police of Bicycle beats might interest them in our way of travel. The opportunity of using the quite respectable and not too heavy models must have appealed to those constables normally condemned to "pound" the beat, and the greater manoeuvrability must be a distinct advantage over the panda car. Comment from one of the first P.C's to go by bike was that you have greater flexibility and "If need be, they can get you somewhere fairly quickly". Watch out all you speedy law breakers your speed may not be good enough. Perhaps we could introduce that particular P.C. to a "crash" course at Preston Park.

Undoubtedly public relations will improve and hopefully the police will get a better understanding of the problems of the cyclist, for they have been in danger of becoming rather single minded on the motorist and his self made problems.

Worthing will have 16 police cyclists operating over 4 beats. It is understood that there will be no police women on cycle beats for the time being.

A picture which appeared in the local press should be of interest to any motorists, and there are some, who have a complete misunderstanding about the law so far as cycling two abreast is concerned. The picture shows the two policemen on their new machines and proceeding side by side!

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COURSES LOCALLY

Traffic lights at Hill Barn, Lancing on the A.259, traffic lights at Buck Barn on the A.24 and traffic lights at The Thomas a Becket crossroads in Worthing, have drastically cut down the number and variety of courses available locally. The London South District Council of the R.T.T.C. and event promoters are currently dealing with an enormous problem. The three points mentioned are those which most closely affect us in Worthing, but the position is no better elsewhere within the London South District. There are practically no courses left anywhere in the Crawley area or north of Crawley and the Portsmouth Road courses near Guildford are also being adversely affected.

One ray of light has been the road improvements in the Arundel area, for with the completion of the Arundel By-pass and surface improvements there are now distinct possibilities of courses along the A.27. This road does of course leave the London South District at Arundel although it is understood that the By-pass itself is to be within our area. Any events using roads to the west of Arundel will

require the approval of the South District Council.

Ray Douglass's course G.937 tried out in March is considered to be a morning only course and not suitable for Saturday afternoon events in view of it's entry into the built up Durrington area of Worthing.

A course thought of by Keith Dodman and measured by Ray seemed to have the advantage of being local and possibly fast but this was to have problems. This was a straight out and home 25 starting at the top of Hammerpot Hill on the Arundel Road turning round Westhampnett Roundabout and retracing to finish at the bottom of the Hammerpot.

It may still be possible to use Keith's course by the 1975 season but it is doubtful if it will be approved by both the South D.C. and the London South D.C. before then. It is possible that it's use would even then have to be restricted to Sunday mornings, or otherwise to out of 'summer season' Saturday afternoons. The effort was made to get our Open 25 on to this course but there was not sufficient time available and it was feared that current works on the A.27 at the Hammerpot (a new eastbound carriageway) might have caused problems.

The Open 25 then had to be on a new and quickly concocted course, and one which is unlikely to be very attractive either to riders or possible promoters. The start

just south of Buck Barn, a first turn (in the road - something the R.T.T.C., particularly, London South, have previously said is out) down in the Partridge Green area, and after retracing to the A.24 at the point where the old Burrell Arms used to be, a second turn at the Findon Roundabout.

The Littlehampton By-pass from Wick out to the Bognor Road would probably have provided some useful alternatives, but it is unlikely that this will now be started in the foreseeable future because of national financial cutbacks.

The problem is one which is going to be with us for some time and may indeed get worse before it gets better. If you think you can work out a good course avoiding traffic lights and with good start and finish points, the R.T.T.C. London South would be delighted to know and so for sure would the riders of this area.

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RADIO BRIGHTON

At the end of May your Editor was appointed by Radio Brighton, Cycling Correspondent for their Area, i.e. from Seaford in the East to Worthing in the West. Don will collect the news and information from the Brighton Mitre and the Brighton Excelsior as well, of course, from the Worthing Excelsior, and will have a regular spot on the Sports

Parade Programme every Friday at 6.15 p.m. Depending on the time/space available the 'spot' will vary between 1 and 2 minutes. but it is hoped that occasional interviews of slightly longer duration will also be arranged. With Open events or any big news item Radio Brighton will make every effort to also give some coverage in their 'Sport in Summer' Programme at 6.15 p.m. on Mondays. Sussex Clubs outside of the immediate 'Area' will also be included where their news concerns The Radio Brighton area or riders from the Clubs in the area.

Radio Brighton broadcasts on 202m medium wave and 95.3 VHF. Whilst its coverage is particularly for the area mentioned and about 10 miles inland, reception is good in many areas, depending on geographical situation, farther afield. Don tells us of the warm and friendly reception given him by the team of sports reporters on the station and of their Producer's concern to see that sports like ours are given reasonable coverage, and this attitude is very welcome.

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BRIDGES ACROSS THE ARUN

Did you know that the Arun used to run out to sea near Lancing, converging thereabouts with the Adur?

One of the most frequently photographed or painted bridges is possibly that at Stopham, near where the Arun is joined by the Western Rother. The design of this bridge with its semi-circular arches is unusual for the buttresses on the north are triangular while those on the southern side are square. It has been suggested that this was because of heavy tides flowing up river when the bridge was built way back in the 14th century, but at that time the river was, at this point anyway, certainly non-tidal. The fact that it eventually became tidal was brought about mainly by extensive erosion of the south coast in the 14th and 15th centuries. From early times the southern stretches of the Arun ran parallel with the sea from Littlehampton with a two mile wide strip of land, which tapered away at the eastern end near Lancing, between the sea and the river. It was not until the middle of the 16th century that the river found a way out at Littlehampton. It was the easterly channel tides that piled up the shingle and gradually blocked off the exit of the two rivers at Lancing. The Adur moved eastwards towards Shoreham and the Arun broke out at Littlehampton.

The fact that the Arun was non-tidal is corroborated by the fords which are found at strategic points and which are now under

several feet of water. The majority of them are Roman and remains of a Roman bridge have been found at Alfoldean where Stane Street crossed on the way from London to Chichester. The present bridge at Alfoldean is an attractive single arch constructed in 1939.

The bridge at Arundel was a wooden one until 1724 when a roadway stone bridge was built with footways being suspended from iron brackets on the outside in about 1830. The present construction was finished in 1935.

According to the Domesday Book Arundel had a port but things point to this having been a little farther south at Ford.

In 1816 the Wey-Arun Canal was opened and it was then possible to travel by water from Littlehampton on the Arun through to Guildford and the River Wey and then on to London and the River Thames. This attempt to assist trade between Sussex and London lasted for about 50 years but with the coming of the railways it eventually closed in 1871. Parts are still visible and some enthusiasts are trying to restore parts of it at the present time.

Houghton Bridge, built in the Tudor style was completed in 1875. One of the finest examples of bridge building in the County is at Trotton although this is not strictly on the Arun but on its tributary the Rother. It carries the main road from Midhurst to Petersfield over its five arches and was built some 560 years ago.

The biggest and the costliest and perhaps the least attractive is that which has recently been built to carry the A.259 west of Littlehampton and so enable traffic to avoid the swing bridge.

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THERE ARE SOME FUNNY PLACES AROUND HERE

Do you like pouring over maps? Well get out the local Ordnance Survey Sheet Number 182, that is the one inch Brighton and Worthing, and see if you can find these places.

1. I don't see the ladies but there is certainly THE MENS.
2. There is no pub in the immediate vicinity but THE BAR is there.
3. Can this be safe? A RICE BRIDGE!
4. Perhaps this BROADHALFPENNY has been flattened by a train.
5. This is surely not the WHITEHALL where all the ministeries are.
6. KNOWLES TOOTH to the east and...
7. THE DENTURE to the west.
8. Is this the GREYFRIARS of Billy Bunter fame?
9. What is this KENT STREET doing in Sussex.
10. So this is where LILY BEDS down for the night.

LETTERS

"Les Randonneurs",
51 The Crescent,
Southwick.

9.6.74.

Dear Don (or Eddy-tor)

I feel I cannot let your contributors notes of the S.C.A. Luncheon pass without comment (or defence!).

Generally speaking the people in question, whom, opinion has it are regular members of Alcoholics Anonymous, are also some of the strongest supporters of the 'healthy outdoor activity', indeed even prizewinners, and can be seen 'up the road' year in and year out rain or shine, while some have even survived 18 S.C.A. Luncheons (there should be a medal for it).

The 'other' Excelsior has always had a reputation of being slightly non-conformist, which could explain why we survive when so many local clubs have long since folded up.

To those who will no doubt be saying "Ah but they are a danger on the road in that condition" I will placate by revealing that we followed the South Downs Way almost to our doorsteps, no mean feat in the dark, sated by many pints of the liquid gold that brings cheer, let me tell you!

Finally may I congratulate you on a most readable and enjoyable magazine,

excellent value at less than the price of half a pint!

Yours sincerely,

Rick Stringer
Brighton Excelsior C.C.

P.S. We did arrive on healthy, non-polluting, non-lethal cycles.

Rick.

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ANOTHER PEEK AT THE PEAKS

In a haphazard calm, causing considerable apprehension to his proposed fellow tourists, Ray Douglass set to arrange the 1974 Whitsun Tour. John Mansell, out on a two year, three job stint, was back and threatening to cause all the old antagonism of 'old man Ray', John's favourite pastime. John would also be wearing a much loved pair of bright, almost luminous, pink socks, found he informs us after being lost for some fourteen years! Tony Hill currently resident in Barnsley would supply first nights digs and guide us from there to the scenic delights of The Peak District. Dave Hudson who was touring in the area with Derek Smith earlier this year (see last Mag) will endeavour to keep the older ones in order and ensure that at least one bridleway is attempted every day. Keith Dodman with Times crossword and Travel Scrabble will see to the educational aspects and with C.T.C. Diary maps is delegated guide

for one day. I complete Ray's party and with Dave's help as to where exactly we have been each day, will attempt to record the 1974 escapades of this mottley crew.

Day One - grey drizzly start through a not very appealing part of Barnsley, although Ray found the Church, blackened with grime - to have character! Out on the A.61 through Birdwell and pleasantly surprising how quickly the scenery improved. Sheffield was skirted down the western side and then we struck out into our intended touring area. Keith in charge this day had little alternative to the "A" roads early on but we found the A.6101 and A.57 quite pleasant and the terrain which followed closely the River Rivelin was a fairly easy start. The Rivelin Dams were passed on the left and we then commenced a long gradual climb from 678' to 1182 over Hallam Moors before a most attractive descent between Derwent Moor and Bamford Moor to the lovely Ladybower Reservoir. The weather was improving and I with new camera, and set upon a pictorial record started here with a couple of quickies. John Mansell caused some surprise on the next stretch, into Bamford, and also received the first reprimand of the tour by breaking away in a sudden frenzy of pedalling. It would seem that he couldn't wait to see Tony again, who rejoined us at this point having parked his car at Castleton. No elevenses available at Bamford - bad show Keith - we pressed on to Castleton, only about 5 miles and there had a splendid lunch.

A look round the Information Centre and then a ride to the foot of the famous Winnats Pass. Ray did a personal time trial up it, saying it was a good test for his new gears, while the rest of us, apart from Dave who had done it at Easter, made a visit to the Speedwell Cavern. Heading south now with a wind at our backs and the sun shining we climbed a sharp one out of Castleton, round the back of Peveril Castle and up from 500' to 1200' in two miles. There were grand views back over Castleton. Nice peaceful lanes followed through Little Hucklow, past the village of Tideswell and through Tideswell Dale took us on to Ravenstor. A really beautiful bridleway then led us through Litton Mill and along Millers Dale right down beside the river and with steep banks, even cliffs, rising sheer from the edge and high above us. The water was quite wide in places and seemed to be very still. At Little Langstone we had a late threeses. The late afternoon saw us passing through Monsal Dale from the old railway bridge at the north and down to the A.6 road near Ashford. With digs booked at Matlock we stayed on the main road now and passed through Bakewell, promising ourselves some puddings next time by. Matlock was reached about 6.30 and the accommodation located without difficulty. The lady of the house was most friendly and caused some hilarity by immediately recognising Ray as "Mr. Douglass". A Chinese meal, and a game of scrabble won by Keith, by a single point from John, brought us to the end of Day one.

Sunday - Day two had Dave in charge and

we thought of bringing some climbing boots knowing his love of roughstuff. We started however, on the A.6 to Matlock Bath and past the famous Arkwright Cotton Mill. Lanes then took us to Holloway (no wayward ladies) and Ashover where we had intended visiting a Wild Life Park, only to find it had been closed down. Eleveneses here consisted of bottles of fizz and goodies from the village 'we sell everything and open on Sundays' shop. Our route began to take on the look of one of those mystery tours for throughout the morning we seemed never more than five or six miles from Matlock, and even this distance reduced as we now wound a northerly route via Kelstedge, Upperton and the quaintly named, North Britain. With unerring accuracy Dave took us up over Beeley Moor (very bleak but with lovely views) and, after some roughstuff, past Beeley Lodge and into the superb grounds of Chatsworth House, the home of The Duke and Duchess of Devonshire. A wait of two hours to get into the house would have spoilt the day so we moved on. we made Bakewell for lunch after a long roughstuff climb from the village of Edensor. Dave found the steepest way out of Bakewell, a footpath about 1 in 3 to a cemetery, - very appropriate - but then level ground across Haddon Fields and then to join the A.524 near Youlgreave. Bridlepaths again saw us heading south west over Middleton Common and into Hartington for threeses. Extra-vagant expenditure here saw John purchasing a peculiar camouflage hat. It looked quite ridiculous, especially with

his pink socks. More off the beaten track and we were cycling along Beresford Dale and Wolfscote Dale. The weather was now the best we had in the tour, really warm and sunny, and for me this was quite the most beautiful scenery of the four days. The camera was fairly snapping away and I dropped way behind the others. There were a good number of people about but with the weather and the scenery and it was after all a Bank Holiday this was hardly surprising. After yet another Dave special short cut, we can down to Ilam and here had tea before proceeding on the last five miles to The Crown at Waterhouses. This pub seemed to serve a large catchment area and was crowded and noisy, and I don't think Keith really appreciated the efforts of the pianist who thumped away all evening in the Saloon. After an interminable wait the kindly landlord did succeed in serving us a good meal and so the day ended.

The third day had John in charge and immediately his leadership was put to the test for the lane, unsignposted and looking as though it could not possibly lead anywhere, up which we started climbing, had Dave looking at his own map and shaking his head sadly. We paused at Farm 1 while John considered the situation and then rode on to Farm 2; here, with great courage, John turned to the right and we dutifully followed until we were once again at Farm 1, although, to give John his due, we were now at the back and not the front. Then showing a high degree of

confidence, which was shared by no one else, as was clearly shown by the manner in which the group spread out and hung back, John continued when road had given up, and so we made our way to the back door of Farm 3. "Are you lost" said the farmer, "Yes" said five voices in unison, and "No" said John, "We are making our way down into the Manifold Valley to the course of the old railway line". "That's right" came the unbelievable words, "carry on down here, through that gap and there you are". John's day was made and the critics were silenced. The valley was beautiful, 12 miles of tar-macadam pathway without a vehicle in sight, following the winding valley with its steep sides and wooded floor. Apart from a few rock climbers and walkers we saw hardly a soul. We shared a peace that is difficult to describe, and yet, is so easy to contrive; you simply put up a sign which bans the motor car. The river bed was, for much of the length of the valley, dried up, and only farther along was water flowing. I felt that this was a shame for it would have added 'natural life' to the peace and beauty. At the end of the valley an old railway tunnel remains and whilst it is quite straight, and you can always see the light at the other end, it is pitch black in the middle and one's balance is peculiarly affected and there is an uncanny feeling of being in space. We emerged from the Valley at Hulme End and made our way into Hartington for elevenses. The weather deteriorated somewhat at this stage and as we climbed up through Sheen and Longnor strong winds blew towards us. The climb

continued and Keith won the prime over Edgetop and onto the main A.53 south of Buxton. A ten minute descent (and a very cold one) saw us into Buxton for lunch. Cafes in this place seemed to be, full, closed, or singularly lacking in staff, and after one abortive sit in we eventually got a meal together from a menu on which most things were either "off" or "sorry none left". However after sufficient sustenance we headed out on the A.5002 up the aptly named Long Hill. Thick mist was threatening and there was very democratic discussion as to the route to be followed. The 'B' road route across the Fernilee Reservoir and then up through the Goyt Forest was selected. Although this was a grey afternoon the Reservoir, dotted with dozens of gaily coloured yachts looked very attractive. It was about here that Tony's machine began to cause serious trouble. He managed the long climb up through the Forest on his 66" fixed , but the chain ring, (it only had two nuts to start with), now held on by one and a small wing nut, was getting very loose, the chain was not very happy and got off, presumably to walk, at every opportunity and now the bottom bracket was starting to part company with the frame. Tony was having to proceed with caution especially on descents, where fixed wheel and, any minute, no chain, could be either hilarious or downright disastrous. On the drop into Whaley Bridge it happened; the chain came off and in doing so managed to rip a few teeth off the chain ring. Repair of the machine was impossible and a rather ashamed Tony was bundled aboard a bus to get to our digs at

Hayfield. It was not a pretty sight; shorts and a saddlebag don't look right on a bus. His 'bike' was parked in a place of safety - he thought someone might steal it! - and we made our way through New Mills to Hayfield. We overtook poor Tony en route from one bus to another, in the company of an elderly couple who had apparently taken him under their wing. The Royal - no less, at Hayfield was reached, and quickly Tony was off on Keith's bike on a 10 mile trip to Castleton where he picked up his car, then back through Whaley Bridge, the collection of his own 'machine' and back to Hayfield.

Tony and I were leaving directly in the morning so there was something of the air of a final evening together. In the splendid dining room which we had virtually to ourselves, equally splendid meals were ordered and, more importantly received, and with the call for wine, a quite hilarious and gastronomically tremendous couple of hours were spent. More beer in the bar and then to finish off a game of Scrabble won by yours truly to prove he could still see through the blue haze despite the fact that someone kept moving the room around.

The two family men went off in the morning while Ray conducted a fairly straightforward route back to Barnsley to collect the cars. Main road was followed to Glossop with a long climb

from 637' at Hayfield to 1057 at Hollingworth Head with good views of the Pennines and Kinder Scout to the east. After Glossop the B.6105 headed north and then east through the famous Devil's Elbow and afforded fine views of a series of reservoirs, Rhodeswood, Torside and Woodhead. At the last of these the group joined the A.6024 and followed this and the river Etherow to Salters Brook where they headed out across Thurlstone Moors to Dunford Bridge and Carlecotes and then via the B.6106 to Penistone for elevenses. A short run along the A.628 saw them back to the cars at 12.30.

The motorway journeys home were uneventful. The tour had covered a modest 130 miles in the $3\frac{1}{2}$ days and there had been for all of us a most enjoyable time awheel.

Don.

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YEAR OF THE BIKE

From Daily Mirror March 16th 1974

"Sales of bicycles in Britain are booming.
"In January this year 50,000 people bought
"bikes compared with only 24,000 in January 1973.
"And the cycle trade expects to sell more than
"a million bikes by the end of this year.
"Lots of people want to get back to pedal power
"as a cheap means of urban transport now that
"petrol is scarce and dear.

"If you want to be more ambitious - not to
"mention energetic - why not try a cycling
"holiday?

"You could get away from main roads and off
"into the country to explore some of the long
"distance bridlepaths open to cyclists.

"I went to Godalming, headquarters of the
"Cyclists Touring Club. Assistant Secretary

"Stephen Dallaway has been cycling for 45

"years. His club has 21,000 members. I

"paid £2.20 to join and for that I got a

"handbook listing 3000 cheap accommodation

"addresses all over Britain, a magazine and

"third party insurance cover up to £50,000.

"And I can have travel information, route

"maps and legal advice if I need them.

"The Club founded 95 years ago, gave me a

"list of recommended manufacturers"

The article with picture and big head-
lines ended

"If you want to know more about cycle

"touring drop me a postcard: Paul Hughes,

"Daily Mirror, 33 Holborn, London, EC1P 1DQ".

Can't be bad can it. Thank you Mr. Hughes.

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THE CLUB AND SUSSEX FIFTY MILE CHAMPIONSHIPS - 23RD JUNE 1974

The racing committee's foresight in
combining our event with that of the S.C.A.
is to be congratulated for with only three
club riders it would not have made for a very
exciting event on it's own. Goodness knows

where all the men are these days, all chasing after 59's on drag strips it seems! The other point was that the three that did enter comprised a reasonably strong team which was just good enough to retain the team honours which we also won in 1973.

Keith Dodman, Colin Miller and Don Lock lined up with 27 other entries representing most of the clubs in Sussex. On paper Bognor looked to be team favourites but Messrs Silk and Rushmer did not make the start and Les Janman, game though he is, didn't stand a chance on his own! Central Sussex with six riders including scratchman Martin Hawes were then the obvious danger although Brighton Excelsior, Lewes Wanderers and Crawley also had teams entered.

As it turned out, scratchman Hawes had a comfortable win being nearly two minutes clear of Alan Limbrey, Brighton Mitre in 2.8.51 to Alan's 2.10.40. Third place was secured for Brighton Excelsior by Rick Stringer in 2.11.53. The Central's team comprised of Martin Hawes, Alan Goodsell and Geoff Boore aggregated 6.48.50 so three 16's were needed for our team to get home.

Keith had started two minutes behind Don and had gained just 27 seconds at the 25 mile point near Barnham. Colin was another 28 seconds slower so the Club Championship was proving a close one. Their times at the halfway check were, Keith 1.5.30, Don 1.5.57, and Colin 1.6.25.

The course from Sompting is basically out to Westhampnett and back but with a leg on the way out from Crockerhill to Ford. Every year the competitors pray for a rising south westerly and every year it seems, they get instead, a rising north easterly; 1974 was no exception, and the second half times were considerably slower. At Westhampnett the positions of the three Worthing riders was only a little altered in as much as Keith was perhaps now 45 seconds up on Don and he in turn was about 1 minute up on Colin. All three fought their way back with determination and their efforts were rewarded; Keith with a time of 2.14.49 finished 4th overall and won the Club Trophy, Don was 6th in 2.15.58 and Colin 7th in 2.17.47. The aggregate, close but good enough was 6.48.34.

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SUSSEX JUNIOR TEN MILES

This event was run the same morning as the Fifty mile championship and two Worthing riders competed. Tony Miller returned a time of 31.42, and Paul West 27.07 for third place.

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JUNIOR 15 MILE CHAMPIONSHIP

Run over a circular course starting and finishing near the western end of Hole Street at Ashington, the event this year was held on a Thursday evening and provided a break in the ten mile series. The course, firstly east towards Steyning then north through Ashurst and Partridge Green and finally south down the A.24 is a tough one and the conditions on the evening of 27th June were decidedly dirty. The four starters were supported by a number of senior riders and one or two privates and they had plenty of encouragement from the marshalls and others who turned out. Paul West, who has shown his ability to perform well over 25 miles was the favourite and he lived up to expectations with a good ride of 41.26 and from the scratch mark this was sufficient to secure the handicap award as well. Ian Reader was second in 43.34, Martin Morris 3rd in 43.58 and Roy Macmillan 4th in 45.39.

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C.T.C. TRIENNIAL VETERANS RIDE

Sunday 6th June, is a day I shall remember, for I took part in the C.T.C. Triennial ride for Veterans. These rides, which are now organised in five areas

(4 in England, 1 in Scotland), give the old chaps a chance to get together for some group riding over a pre-arranged course.

I entered for the Southern ride, starting and finishing in Winchester. A perusal of the "start sheet" showed an entry of 58, divided up into 4 sections grouped roughly by age, each with a leader and deputy. Due to my youth I was in the scratch group! Riders included the Chairman of the C.T.C. National Council, Ivy Thorp, and her husband, from Exeter, also cycle dealer from Kingston-on-Thames, Cyril Wren, and Mrs. Wren. The leading group was led by one of the C.T.C.'s "elder statesmen", Arthur Moss from Dorset, who organised the whole affair.

So on a warm, sunny morning, I checked in at the start, under the shadow of King Alfred the Great, whose many achievements never included cycling a 100 miles in the day! The first group had already been on the road some forty minutes when we moved off at ten past nine, heading in a N.E. direction, and passing through some fine countryside. Mid-morning we pulled into a lay-by, where a welcome "cuppa" was waiting. We turned west just short of Basingstoke, taking a route mostly on minor roads, eventually reaching the lunch venue at Sutton Scotney, where in a large hall, a fine spread awaited us. This was exactly half-way.

A 30 mile afternoon session followed, which brought us by a devious route down to the New Forest and to the tea stop near Cadnam. The tea waggon had made another welcome appearance during the afternoon, as the day was decidedly hot. Only 29 miles to do after tea, so I reckoned we were almost home and dry. Everyone seemed in good spirits as we began the final leg, and we ran into Winchester at 8 p.m. Altogether, it was an enjoyable day out. Apart from the New Forest area, which was rather busy with motor traffic, I thought the course was well planned, though a bit complicated here and there. There were a few hills for walking!

New friendships were made during the day, but with riders coming from far and wide, it was no use saying "See you Tuesday". Rather, it was a case of "See you in 1977!"

Roger Smallman

MISCELLANY

Ray Douglass in the South Eastern Road Club 25 on Saturday June 29th recorded 1 hour 4 minutes 43 seconds. Can anyone recall a faster 25 by a Club member over the veterans age limit of 40 years?

The Club Dinner and Prize Presentation this year will be at The Burlington Hotel, Marine Parade, Worthing on Saturday November 16th and tickets will be priced at £2.50 the same as last year. Let's try and get every member to come along particularly all the junior members and their parents. Theo Puttick our Social Secretary will be prepared to take say 50p at a time if younger members wish to pay for their tickets in advance in this way.

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In February, as some readers will recall, a club run had a 'nasty experience' with a motorist in New Church Road in Hove. He pulled out from a parked position, as the group was about to pass, and proceeded to do a 'U' turn. He also attempted, unsuccessfully, to leave the scene of the accident, young Ray Macmillan had hit the deck but fortunately not too hard. On 13th June the said motorist was found guilty at Hove Court of driving without due care and attention. He was fined £25 and his licence was endorsed.

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Congratulations to Joe Simpson and Ann on their recent engagement. The date has not yet been fixed but every good wish to you both. We think this must be another 'veteran first'. Have you been on the Phyllosan Joe?

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FUND RAISING '50' CLUB

The 1974 Club winners to the end of June are:-

January:	Mrs. E.E. Dunn
February:	Dave Hudson
March:	Dave Hudson
April:	Dave Funnell
May:	Mr. G. Richards
June:	Dave Funnell

The lucky members have received their FOUR POUNDS or in the case of Messrs. Funnell and Hudson, their EIGHT POUNDS! Is the christian name 'Dave' lucky where money is concerned?

The draws continue up to and including October and then of course we have the big final draw of FIFTY POUNDS at the Club's Annual Dinner and Prize Presentation at the Burlington Hotel on November 16th.

After then I shall be after you to join in again for the 1975 season, and remember at £2.50 a go that is less than 5p a week.

Don

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THE CLUB RUNS ATTENDANCE TROPHY

Running from 1st January until September 30th we can now see just how successful this has been. We can also see the favourites emerging as the first award period nears its end. In future years the Trophy will cover the period from 1st October to 30th September.

At the end of January Roy Macmillan led the way with a 100% record; he had scored 17 points to Dave Hudson's 14 and Derek Smith's 13. Twenty two different members had taken some part in Club runs to the end of that month and average run attendance stood at 7.8, including soup runs there were six outings.

February saw five runs although one of these was the Reliability Trial. This is easily the best month so far, presumably because of the wish of the 'racers' to get fit after a winters hibernation but without the counter attraction of racing itself. The same three led the way, Roy had 31, Dave 25 and Derek and Ray Douglass were together on 22. The average attendance for this month was an excellent 13.2 and over the two months the average rose to 10.2. Thirty different members had now taken part.

Seven runs in March took the total number of participants to 33. Young Roy retained the lead with 38. Dave was second at 32 and Derek third with 28. Average attendance, now dropping off as racing started, was 6.3 and over the three months 8.7.

In April there were five outings, including the two day Cotswolds tour. The attendance was down again to 4.6 and the overall average down to 7.8. Roy was deposed as leader by Dave, Points now; Dave 41, Roy 38, Derek 34, Ray 25, and two new faces appearing high up; Michael Etherington and Martin Morris both on 23.

There were five runs in June and attendance was low despite, or perhaps, because of, the concentration on the South Downs Way and

the roughstuff which was involved, which does not suit everyone. The main cause, however, was probably still the racing. Dave was now way out in front on 60 points, Derek Smith was up into second spot with 42 and Roy was back to third on 39. Ray and Martin Morris were equal fourth with 35. The months average was 4.6, and over the six months down to 7.1 but this was still well up on the figures for 1973 which to the end of September was 4.13 but then picked up to 5.6 by the end of the year.

We should be able to give you the result of this year's attendance competition in the next issue of the Worthing Wheel but Dave is going to take some catching.

EVENING TENS SERIES

Event 1	C. Miller	24.26	Event 2	A. Orman	24.17
	K. Dodman	24.37		C. Miller	24.57
	P. Reeves	24.55		D. Lock	24.57
	D. Lock	25.05		K. Dodman	25.06
	R. Matthews	25.54		P. Reeves	25.12
	R. Douglass	26.27		I. Reader	26.49
	P. West	26.31		R. Macmillan	27.31
	T. Miller	27.24		P. West	27.33
	M. Morris	27.35		T. Miller	28.18
	I. Reader	27.49		M. Morris	28.18
	R. Macmillan	27.54	H'cap.	I. Reader	22.29
H'cap.	M. Morris	20.35			
Event 3	C. Miller	25.08	Event 4	P. Reeves	24.58
	P. Reeves	25.28		D. Lock	25.18
	D. Lock	26.01		T. Flumm	26.57
	R. Douglass	26.49		I. Reader	27.51
	P. West	26.55		R. Macmillan	28.12

	I.Reader	27.17		M.Morris	28.53
	M.Roberton	27.30		M.Etherington	30.29
	M.Morris	27.58	H'cap.	T.Flumm	23.27
	T.Miller	29.21			
	M.Etherington	29.39			
	P.Taylor	30.34			
H'cap.	M.Roberton	23.30			

Event 5	K.Dodman	24.10	Event 6	K.Dodman	24.08
	P.Reeves	25.10		P.Reeves	24.45
	D.Hudson	25.33		P.West	26.07
	T.Flumm	25.57		I.Reader	27.14
	M.Morris	26.46		M.Morris	27.24
	R.Macmillan	27.08		M.Humphrey	27.29
	A.Matthews	27.20		P.Taylor	27.36
	M.Etherington	27.29		D.Smith	27.49
	T.Miller	28.11	H'cap.	M.Humphrey	22.29
	P.Taylor	28.35			
H'cap.	M.Etherington	21.44			

CLUB 2-UP-20

It should have been a 25 on July 4th but lights at Arundel meant a hasty shortening of the course.

Result:	1st	D.Lock/K.Dodman	49.25
	2nd	R.Douglass/P.West	54.25
	3rd	T.Flumm/P.Taylor	56.14
	4th	I.Reader/A.Matthews	59.10
	5th	M.Morris/M.Etherington	66.23
		R.Matthews/C.Miller	D.N.F (punct)
		T.Miller/R.Macmillan	D.N.F (crash)

Four private entries made this a worthwhile mid-season diversion from the evening tens.

