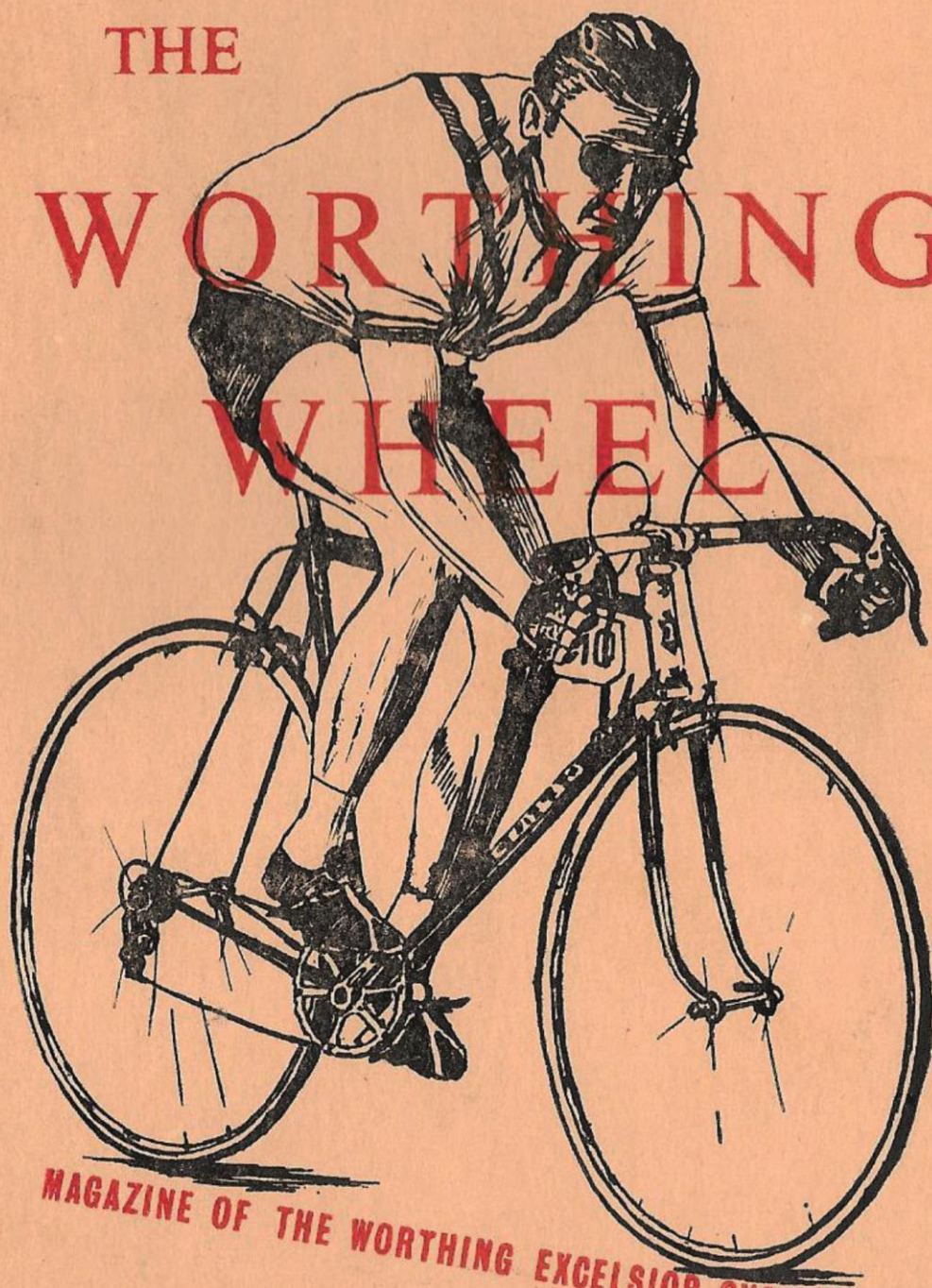


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THE
WORTHING
WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SUMMER 1975

Vol 8 No 2

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 p.m. approx)
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-

THE 30 MILE CHAMPIONSHIP

The 30 Mile Championship for 1975 stays with the holder Keith Dodman. It was another cold and hard morning (April 6) and Keith was well pleased to have held on to the trophy and will not worry that times were slow. Using the G.938 Chichester road 25 mile course but with a leg to Eastergate from Tangmere there were hopes that times would have improved from the 1974 Horsham road event but this was not to be with a hard frost and a rising and bitterly cold north east wind to contend with over the final miles back to the finish.

Man in form, Richard Shipton certainly provided the challenge and his effort was good enough for second place and first handicap award.

Third place went to Colin Miller, fourth was Mike Poland, fifth John Antram and sixth Ray Douglass all managing to beat evens. These were the only entries for the championship which is rather disappointing for the earlier events had received more than twice this number. One thing which cannot of course really be avoided is that schoolboy members will be riding other events and are not yet ready to be stretched over these increasing distances.

Result:

1st	Keith Dodman	1.20.00
2nd	Richard Shipton	1.21.04
3rd	Colin Miller	1.22.34
4th	Mike Poland	1.24.53
5th	John Antram	1.27.16
6th	Ray Douglass	1.29.02

Ray Douglass worked out the handicap and apart from being rather mean on himself succeeded in doing a pretty good job as witness the closeness in this section:-

Handicap Result:

1st	Richard Shipton	(2.30)	1.18.14
2nd	John Antram	(9.00)	1.18.16
3rd	Mike Poland	(6.20)	1.18.33
4th	Colin Miller	(3.10)	1.19.24
5th	Keith Dodman	(Scr.)	1.20.00
6th	Ray Douglass	(8.30)	1.20.32

SOME LOCAL 2-UPS. WORTHING TIMES

BRIGHTON MITRE EVENT - 22ND MARCH

25 Miles - Horsham Road

Colin Miller/Don Lock 1.5.55

Richard Shipton/Pete Reeves 1.6.13

S.C.A. EVENT - 13TH APRIL

25 Miles - Chichester Road

Richard Shipton/Colin Miller 1.4.33

BRIGHTON EXCELSIOR EVENT - 3RD MAY

25 Miles - Chichester Road

Pete Reeves/Don Lock 1.3.18

John Biddle/Eddy Kneen 1.8.45

MISCELLANY

General Note. The opinions and comments expressed in this Magazine are the opinions and comments of the individual contributors and are not necessarily the views of the Worthing Excelsior Cycling Club or it's General Committee.

APOLOGIES To Jim Hughes; no he did not win the prize in the January draw of the Fund Raising Scheme, it was of course Joe Simpson. Sorry Jim.

FUND RAISING SCHEME The March prize went to Secretary John Mansell who received a cheque with this note from Treasurer Ray Douglass:-

"Dear John,

It gives me great joy to have to send you the enclosed cheque for £4.50 as the March prize in the Club Fund Raising Scheme. It is hoped that you will not spend this money recklessly or foolishly (something for Sonia would be nice).

Yours sincerely, Ray"

The April award went to Derek Powell and that for May to Derek Smith. (See page 36)

CORRECTION TO PROGRAMME FOR OCTOBER

The early October programme should now read:-

5th October Tourist Trial

12th October Hardriders

19th October Hill Climb

As the Tourist Trial date clashes with a Bognor event we shall not have the services of our friend Brian Cox as organiser. Instead it will be a joint promotion by Theo Puttick and Tony Palmer.

EAST SUSSEX C.A. MAGAZINE 'BONK'

As we are now members of the E.S.C.A. we shall be getting copies from their Editor Iris Stevens. Distribution will be through our East Sussex outpost, Richard Shipton.

OPEN ROAD RACE

Hounslow & District's Bob Garlinge, a member of their 1974 National Championship winning team, was a fine winner of the 56 mile road race promoted by the Club on Saturday 19th April.

The event was for 1st, 2nd and 3rd category riders and a first class field of forty (the maximum permitted) had been selected. This was a change from the handicap formula of previous years. The course, also a change from the Yapton/Ford circuit, was a tight twisting and undulating 9 miles from Thakeham out to Rock Cross Roads, then north on the A.24 to Ashington. The final stretch was west to Dan Hill and south up the Townhouse Farm climb back to Thakeham.

After the previous day's rain, the weather was dry and sunny and apart from a rather too fresh (particularly for marshalling!) south westerly, conditions were good.

It was after the completion of only the first lap that the move, which won the race was made; an unusual occurrence, especially in a race of this distance. Garlinge, George Standen of the Surrey Roads Club and our own Richard Shipton had gained a few seconds, but the main field appeared to have things well in hand and the break certainly did not look serious or at all dangerous at that time. Garlinge was however deceiving them all (except Richard who was quickly back with the main group) for by the end of the second circuit he and Standen had quietly stretched their lead to some 20 seconds, enough to be out of sight in the bendy stretches, and slowly that gap increased.

During lap three individuals made attempts to bridge the gap, but this had only two effects, one was to shake a number off the back altogether, (this rather sadly included Pete Reeves and Richard Shipton our only two riders) and the other was to set up a chasing duo consisting of John Lyons a classy performer from the Ken Bird/Orpington stable, and Mick Baker of the Marlborough A.C. A club apparently named after a north London pub and not hailing from Wiltshire at all.

By lap four the position was Garlinge/Standen then about 55 seconds to Lyons/Baker, with the still quite large main group a further two minutes down. Everyone was trying hard now and the leading pair were losing just a little to Lyons, and the main group was also pulling back slightly. Baker was most unfortunate to have mechanical trouble at this stage, for, while, on his own admission he was not strong enough to catch Lyons he was on to a fairly good thing for fourth. Another who had been riding well in the bunch, Ron Woodley of Kingston Phoenix fell victim to a puncture which after a lap on a wheel borrowed from our Ed. lead to his retirement.

Over the final stages, Garlinge confirmed that he was the stronger of the leading pair by taking both the primes on the Townhouse climb and over the final lap, as Lyons slowly gained so he left Standen. These positions were held to the finish with Garlinge home with 15 seconds to spare and Standen a similar distance ahead of an ever gaining Lyons. Another Baker, Jerry from the Twickenham Club won the sprint from the main group to take fourth place.

The Club would like to record their thanks to Colin Miller and Norman Macmillan and all other members who helped in the promotion, to express their gratitude to The Cara Group, Mrs. Leonard Cook, Bunce & Co.Ltd., The Book Exchange & Toy Bazaar, A & B Private Car Hire, Derek & Ursula Powell, Mr.Hemsley and Byrne & Deeley (Electrical) Ltd. for their financial support and finally to say ta! to the riders for a good afternoon's sport.

GEORGE IS BACK

Most of you will know that our "George" (Matthews) set off in early February for a career in cycle racing on the continent; most of you will probably also be aware that in early May he was back. Back in Worthing, to his job as a postman and, back, once more, as a rider in the colours of the Worthing Excelsior. What may not be common knowledge is the reason for the failure of the high ambitions that George had carried with him when he had set out.

At first he had to get himself fit and he spent several weeks in the South of France training. The south of France sounds great doesn't it! Well, George had plenty of rain and more than enough snow to contend with in that period. Then he had to get himself into a Club with a good racing team and with good sponsorship prospects. The Club at Macon in Central France seemed perfect, especially from the financial side of things in the region of £5000 was promised. George got down to the business of learning; he rode two or three events a week, long ones and short ones, day events and stage races; he learnt to do his team work; he worked hard.

It is clear from French press cuttings and from our own 'Cycling' that by the end of April, George was beginning to make the grade. In two consecutive events he obtained second places, these were good class races, the Prix St. Genoux and the Grand Prix de Chateaurenaud. In all he rode in 15 events in about six weeks racing.

He has returned then, not because he couldn't make the grade, for it was evident, that with time, and the right kind of support, he could have done, but because that very necessary kind of support, the brass, was just not forthcoming. As with any team the prize money that was picked up was shared and came to very little for George. The £5000 just did not appear. There was in fact little more than a small handout of equipment and a racing vest. George of course being the exile was in a more desperate position than his team colleagues and it led quickly to his homecoming.

Since his parents have emigrated to South Africa, George now lives with the 'Macmillans' in what is becoming something of a second clubroom at 31 Parkfield Road. He is philosophical about the outcome of his three months away. He has got himself fit, he has lost none of his enthusiasm and general exuberance, and he has it in mind to try again next year.

We're sorry it didn't work out George but welcome back.

MATRIMONY

It catches up with most of us in time and the most recent to fall are (he held out a long time) Dave Funnoll. Maggie has him lined up for wedded bliss to start on August 2nd, with a wedding in Cornwall. Dave's bachelor flat 21 Adur Valley Court, Beeding will provide their home for a while at least.

Pete Reeves and Shelagh follow on August 16th and the matrimonial home is being made ready at 17 Dart Close, Durrington.

THE BEST OF LUCK TO THE FOUR OF YOU.

SUSSEX TEAM CHAMPIONSHIP

11TH MAY 1975

What can we say about this championship so far as Worthing Excelsior is concerned? Well we can say we took part, we gave of our best both in the racing and in the organisation. But apart from this we didn't really do very well. From second place last year we have dropped to fourth and ~~that~~ can probably be put down to the fact that we didn't have George Matthews who should, had he been available, been able to improve on our aggregate time to an extent where we would certainly have been pressing the Mitre for the runners-up place. But it would have needed more than George to have taken us anywhere near the winners. It's my personal opinion that we don't regard the event with sufficient importance, which is quite different from a few years back when there was competition for places in the "A" team and the selection itself was a matter of considerable deliberation.

Surely for one Sunday in the season (it lasts nearly nine months), thoughts could be attuned to riding on a sporting course for the CLUB instead of riding on a fast course for purely personal satisfaction. What is wrong with the attitude of members when you really have to chase them for their entry forms for such an event. It can't be money the Club pays the entry fees. I was wondering whether it might be an idea next season for us to have a club selection race over the course about three weeks before the event, but I suppose that is asking for two rides on a hard course. It was just a thought!

There were, as in 1974, 77 entries with only Hastings and Bognor not entering teams and it was good to have a team from Eastbourne. Our 'A' team was Keith Dodman, Richard Shipton, Pete Reeves, Alan Orman, Bernard Wright and myself. The 'B' teams were 1. John Antram, Ray Douglass, John Biddle and Mike Poland and 2. Ian Reader, Eddy Kneen and Michael Etherington.

On a grey and none too warm a morning with a wind from the north which made the return from Shoreham something of an agony stretch, the pace of the event quickly set by Brighton Mitre's junior star Richard Smith who was off No.10 and third man back in a fine 1.3.37. Ken Stevens as second counter for Eastbourne was home from No.20 in 1.5.34. He was perhaps expected to have gone faster but it was nevertheless 9th fastest ride of the morning. Adrian Jones of at 25 gave me a personal demonstration of his strength coming past with about 6 miles to go and taking $1\frac{1}{4}$ minutes out of me before the finish. His ride of 1.4.22 was the lead ride

for the Central Sussex. Keith Dodman was not pleased with his 1.5.31 but he led us home once again and finished 8th overall. Cliff Sharp from No.40 tore minutes out of everyone to record fastest individual time of 1.2.17. Martin Hawes at 50(number not age), added to the Central's build up with his usual storming effort, finishing in 1.4.30. Frank Godwin in his last outing for the Brighton Excel. (he's a Centralite now) was just outside a 4 with 1.5.07. The other seeded riders still to come did not disappoint. John Dutson clocked up another middling '4', a 1.4.39, for his club, and finally as a dying kick from the defending Club, Mitre junior Clive Oxbarrow, finished from No.70 with an excellent 1.4.41.

Our times were:- 'A' Keith Dodman 1.5.31, Richard Shipton 1.6.51, Alan Orman 1.7.28, self 1.7.37, Pete Reeves 1.11.11, Bernard Wright 1.12.13. 'B 1' John Biddle 1.11.15, Mike Poland 1.12.18, Ray Douglass 1.12.47, John Antram 1.13.05. 'B 2' Eddy Kneen 1.17.20, (including three minutes late start), Ian Reader 1.17.23, and Michael Etherington, who should get a prize for walking (I repeat - walking) back from the Shoreham turn after mechanical trouble.

The Result:-

1st	Central Sussex	4.20.34
2nd	Brighton Mitre	4.23.34
3rd	Eastbourne Rovers	4.25.48
4th	Worthing Excelsior	4.27.27
5th	Brighton Excelsior	4.31.07
6th	Crawley Wheelers	4.40.58
7th	Lewes Wanderers	4.44.56

Finally my many and grateful thanks to all those Club members who helped in the promotion on behalf of the S.C.A.

Don.

CLUB 25 MILE CHAMPIONSHIP

27TH MARCH 1975

A championship which always comes too early, in my opinion, and I think there would be some better championship times if it was perhaps a month later. Nevertheless Keith Dodman, despite not feeling well, managed a very reasonable 1.4.20 to win. This was sufficiently fast to put him a clear minute ahead of Richard Shipton, his nearest challenger, 1.5.20. Don Lock was third in 1.6.19 and Pete Reeves fourth with 1.7.45. There was a great personal best from schoolboy Paul West to finish fifth in 1.7.48 and then came a group of four all in the 1.10 bracket. 6th was John Biddle 1.10.5, 7th Ray Douglass 1.10.13, 8th John Antram 1.10.23. Nice to see John back in our championship results once again and after several years absence as well. 9th schoolboy Martin Morris with another personal in 1.10.28. Mike Poland was 10th in 1.11.4 just ahead of another schoolboy with yet another personal improvement, Roy Macmillan 11th in 1.11.5. 12th was Mike Etherington 1.13.4 and 13th Ian Reader 1.17.35.

Handicap result:

1st	Martin Morris	59.58
2nd	Mike Etherington	1.00.04
3rd	Ray Douglass	1.00.13
4th	Roy Macmillan	1.00.20
5th	John Antram	1.00.53
6th	Paul West	1.02.18
7th	Richard Shipton	1.02.20
8th	Mike Poland	1.03.34
9th	Ian Reader	1.03.35
10th	Don Lock	1.04.19
11th	Keith Dodman	1.04.20
12th	John Biddle	1.04.35
13th	Pete Reeves	1.04.45

A good event added to by the participation of a number of rides by second claim members and also private trials. A coldish but reasonable morning and a good try out for this new Angmering/Westhampnett G.938 course.

RULES

Dave Funnell has been a member of the Worthing Excelsior for 15 years. We know this for we had a look at his membership card the other day. It had a set of rules inside which we felt were worth setting out. There have of course been several amendments but they might provide the basis for the complete re-writing of the rules which could be done by reading through A.G.M. minutes since 1960.

1. That this Club be called the Worthing Excelsior Cycling Club. Colours, Light and Dark blue. That the annual subscription be 7/6. Junior members under 16 years of age 4/-. Affiliation to N.C.U. additional and optional. All members must be third party insured. Members joining after October 21st shall receive a rebate of 3/6 off the following year's subscription. That all renewal subscriptions of existing members must be paid by 21st March or membership ceases. That members with 21 year unbroken membership, or with a total of 25 years membership, shall become Life Members upon acceptance of their claim by the Committee. Life Vice Presidency must fulfil the above qualification and claimants must have been a Vice President for at least six years. A person wishing to become an Associate Member

of the Club may do so on payment of an Annual Subscription of 2/6.

2. That the Club be governed by a Committee of 14, consisting of the Chairman, Hon. Runs Secretary, Hon. Time Trials Secretary, Hon. Club Hostess, Hon. Social Secretary, Hon. Track Secretary, Hon. Treasurer, Hon. Assist. Secretary, Hon. General Secretary and 5 other members. No member is to hold more than one office at any one time. All to be elected at the A.G.M. Five to form a quorum. Any elected member of the Committee failing to attend three consecutive meetings without a reasonable excuse, shall cease to hold office and his place be filled by the Committee.

3. Prospective members must complete the Club membership form, which must be handed, with the Club Subscription, to the Secretary, who shall submit the application to the next Committee Meeting.

4. That any member wishing to resign must give notice to the Secretary in writing on or before the A.G.M. which shall be held in February of each year, and of which seven day's notice shall be given by the Secretary.

5. Special Meetings of the Club shall be called either by a resolution of the Committee, or by a requisition to the Secretary signed by any seven members of the Club. Not less than seven day's notice of such meeting shall be given to all members of the Club.

6. That no member shall be permitted to take part in any Club race or other event in connection with the Club who is not clear on the books at the time of entering.

7. That cycle runs be fixed by the Runs Secretary and notice thereof be given by him to all members.
8. That on all Club runs, the Runs Secretary, or if he is absent, the Leader appointed by him, shall have entire control and any member disobeying the order of either officer shall be reported to the Committee who shall deal with the matter.
9. That any member guilty of conduct calculated to bring discredit on the Club shall appear before the Committee, who shall have the power to deal with the matter as they deem desirable.
10. That the Committee have the power of appointing one or more Delegates to attend the Meetings of the National Cyclists' Union.
11. That the Handicappers and Timekeepers for local events be elected by the members at the A.G.M. In the event of neither appointed Timekeepers being available, and being unable to give seven days notice to the Secretary, then the members shall have the power to appoint a substitute.
12. Time Trail Competitors must be completely clothed from neck to just above the knees in a costume that includes a separate jersey or jacket with at least quarter sleeves. No competitor who is untidy and dirtily dressed shall be allowed to start.
13. That the racing section be governed by a Racing Committee consisting of Hon. General Secretary, Hon. Time Trials Secretary, Hon. Track Secretary and two other members to be elected at the A.G.M.

14. That the nominations for the Committee and Officers must be proposed and seconded, and handed to the Secretary in writing before the A.G.M.

15. That notice of any proposed alteration to Club Rules must be proposed and seconded and handed in writing to the Secretary at least one month prior to the A.G.M. No rule to be altered unless such notice be given.

15. That a copy of these rules be given to each member joining the Club.

WYE CYCLING

A trio comprising Dave Hudson, Chris Beckingham and Derek Smith left Chepstow on New Years Day in a damp atmosphere to follow the Wye Valley in Gwent. All the roads going north from the town climb up the steep sided banks of the river, which meanders between Gwent and Gloucester, but these roads give fine views on clear days. The D.o.E. classification of the roads lowered until we were on a narrow surfaced track, leading by way of gradual climbs and steep descents, to Abbey Chapel Hill - a village overlooking Tintern Abbey. Invariably having lost all our gained height, the road rose again in the direction of Trelleck and Monmouth. Our reward for the 700 ft climb was the drop into Monmouth, steering well clear of a jumpy horse, seemingly practising for a Hickstead Tournament.

ll's was found in a very pleasant cafe, and included with the excellent cup of coffee, and at no extra charge, was a commentary on

the Hunt riders and their horses, coming past the shop, to gather in the square. We rode through the town with the Hunt and then left them to start our ride to Ross on Wye. For the motorist there is the A.40, but many intersecting byways can be found for those on two wheels. A particularly recommendable route for those who don't mind dabbling in a little roughstuff can be followed on O.S. 1" 142, thus:-

Starting at Monmouth, cross the River Wye in an easterly direction on the road to Staunton (A.4136). Take the first lane on the left ($\frac{1}{4}$ mile) alongside the track of the old railway. Follow this quiet lane for about two miles and bear right on the unsurfaced track, towards Lady Park Wood. The track rises above the meandering river and a fine suspension bridge will come into view, (G.R. 545 144) after about 2 miles. Follow the main route through the woods avoiding all turnings until at the termination of the path, it goes along one of the old station platforms at the pleasant village of Symonds Yat. First emerging onto a narrow level lane, the road climbs sharply up to the summit of Symonds Yat Rock (G.R. 563 160). A large loop of the River Wye seems to encircle you as you study a plate naming the prominences that can be seen on a clear day. We dropped down from the rock in a northerly direction towards Ross for lunch.

A very reasonable meal was had despite slow service in a sweet shop-cum-cafe. While we were here a solo trike rider came in and was later followed by two Roughstuff Fellows with machines to match. Now making for the Forest of Dean, we chose the lanes through Pontshill, Puddlebrook, Drybrook, to Ruardean Hill where

some very steep narrow backways were found. This was followed by mixed Roughtstuff, i.e. some very good forest tracks with occasional paths of thick gooey mud and logs, in the direction of the Speech House Hotel. As rain began to set in - it had been threatening all day - capes and cagoules were put on and we stayed dressed like that until we reached the van. We climbed up to St. Briavels where there is a castle converted into a Youth Hostel, at 750 ft above sea level (G.R. 558 047). From here the gradual descent led down into Chepstow.

D.A. Smith

C.T.C. RALLY YORK. JULY 5TH AND 6TH

A three ton lorry is just about as unlikely a form of transport as one can imagine, with which to arrive at this get together of the cycling purists but then a combined group of Worthing Excelsior and Brighton Excelsior is also a pretty unlikely combination. As with magnets, where like repel and unlike attract, so it was proved with lorry and bikes and Brighton and Worthing. Lorry and mini bus were after all the only means, at reasonable cost, of getting over the 290 miles lying between York and our part of the South Coast, and still allowing time for a full weekend's attendance at the rally. As to personnel well it's good that we should mix in this way for only by example shall we educate them in our more advanced standards. What has to be watched of course is that none of our members are pulled down to that level and here we may well have suffered a little. Ray Douglass by

late Sunday night was quite the noisiest of the whole company and his continual interruption of serious discussion with bursts of singing were really very embarrassing.

Stops were made on both journeys for refuelling of vehicles and passengers and here Worthing were given a hard time by Brighton who regularly out ate them by a course or two. Worthing sadly missed George Matthews in their eating bouts. Arrival at York racecourse was at about 2.45 Saturday morning a little behind Dave Hudson's schedule but tents were soon pitched and all managed enough sleep for the day ahead.

The rally events and the cycle show started officially at 2 o'clock, so in the morning members made their own routes for a wander round York or a ride out into the Yorkshire dales and another went off to Harrogate. The cycle exhibition tent, grass track events and enumerable ice creams and drinks kept everyone occupied during the afternoon, and in the evening some went to the slide show, some went into York for a meal others got an early night, and Ray Douglass went off to his digs on the north side of York ready for his '25' the following morning.

Most were up and about early on Sunday making the quarter mile trek to toilets and washing facilities, chasing across the acres of campsite after the milkman and cooking up for breakfast. One group went off to support Ray in his 25, and one - he slept on until 10.30 - but as he had to drive the lorry we let him be.

Don Lock, and junior Lock (Andrew) on junior

small size bicyclette went off to explore the lanes covering about 20 miles before returning by lunch. Most were back from morning excursions and exertions by early afternoon in time for the full grass-track programme of serious racing and novelty events. Dave Elson and Chuck Maddison, Brighton Excel., entered the Pram Race but Dave's problem pedal meant he was never in with a chance and he failed to finish in time to get a pram.

Tents down and bikes packed we left about 6.30 and arrived home about 2.30. Many thanks to Dave for organising it and to he and Chris Beckingham for doing the driving. A most enjoyable two days.

Those who made the trip were - Dave Hudson, Ray Douglass, Bernie Bethell, Peter Shaw, Don and Andrew Lock (Worthing). Rick and Val Stringer, Colin Hudson, Chris Beckingham, Dave Elson, "Robin" Hood, Chuck Maddison, and John Palmer (Brighton). Also Peter from Steyning who will be joining us soon!

EVENING TENS 1975

FIRST HALF

Event 1. 8th May

1st	Don Lock	25.41	0.35	25.06
2nd	Pete Reeves	26.28	0.40	25.48
3rd	Paul West	27.05	1.40	25.25
4th	Bernard Wright	27.37	1.40	25.57
5th	Roy Macmillan	27.45	2.40	25.05

Handicap Winner. Roy Macmillan 25.05

Event 2. 15th May

1st	George Matthews	24.01	-----	-----
2nd	Keith Dodman	24.26	Sc	24.26
3rd	Don Lock	25.02	0.40	24.22
4th	Pete Reeves	25.24	0.50	24.34
5th	Martin Morris	26.19	1.40	24.39
6th	Paul West	26.20	1.45	24.35
7th	John Biddle	26.24	1.30	24.54
8th	John Antram	26.45	-----	-----
9th	Ray Douglass	26.46	2.00	24.46
10th	Bernard Wright	26.49	2.00	24.49
11th	Roy Macmillan	27.04	2.00	25.04
12th	Mike Poland	27.12	2.20	24.52
13th	Mike Etherington	27.48	-----	-----
14th	John Williams	30.36	-----	-----
15th	Ivan Morris	31.58	-----	-----

Handicap Winner. Don Lock 24.22.

Event 3. 22nd May

1st	George Matthews	24.24	+ 20	24.44
2nd	John Biddle	26.10	2.00	24.10
3rd	Martin Morris	26.16	1.50	24.26
4th	Roy Macmillan	26.33	2.25	24.08
5th	Mike Poland	27.17	2.35	24.42
6th	Colin Miller	28.04	-----	-----
7th	John Williams	30.35	6.15	24.20

Handicap Winner. Roy Macmillan 24.08.

Event 4. 29th May

1st	George Matthews	24.22	+ 20	24.42
2nd	Pete Reeves	24.57	0.55	24.02
3rd	Don Lock	25.10	0.35	24.35
4th	John Biddle	25.32	2.00	23.32
5th	Martin Morris	25.48	1.50	23.58
6th	Paul West	26.06	1.50	24.16
7th	Ray Douglass	26.22	2.20	24.02

8th	Roy Macmillan	26.36	1.55	24.41
9th	John Antram	26.55	2.20	24.35
10th	John Williams	29.45	6.15	23.30

Handicap Winner. John Williams 23.30.

Event 5. 5th June

1st	George Matthews	23.57	Sc.	23.57
2nd	Don Lock	24.49	1.05	23.44
3rd	Pete Reeves	25.05	0.55	24.10
4th	Martin Morris	25.48	1.50	23.58
5th	Paul West	25.50	1.55	23.55
6th	John Biddle	25.59	1.35	24.24
7th	John Antram	26.03	2.40	23.23
8th	Roy Macmillan	26.04	2.30	23.34
9th	Mike Poland	26.38	3.00	23.38
10th	John Williams	29.15	5.45	23.30
11th	Ivan Morris	31.28	7.40	23.48

Handicap Winner. John Antram 23.23.

Event 6. 12th June

1st	George Matthews	23.20	Sc.	23.20
2nd	Pete Reeves	24.37	1.00	23.37
3rd	Ray Douglass	25.22	2.20	23.02
4th	John Biddle	25.40	1.35	24.05
5th	Martin Morris	25.49	1.50	23.59
6th	John Antram	25.50	2.10	23.40
7th	Roy Macmillan	26.04	2.10	23.54
8th	Mike Poland	26.20	2.40	23.40
9th	John Mansell	26.51	----	----
10th	John Williams	28.50	5.15	23.35

Handicap Winner. Ray Douglass 23.02.

At the halfway mark then George easily leads the seniors, for with five of the necessary six rides completed he has five firsts and totals therefore just 5 points. Pete Reeves

has five rides and totals 13. Next best with five events completed is John Biddle on 23. Don Lock on four rides only totals 9.

In the junior competition things are quite close between Martin Morris, Roy Macmillan and Paul West. At the present time and, remembering that juniors only have to count their best four placings, Martin leads with 17, Paul is on 20 and Roy has 24.

CLUB & SUSSEX C.A. 100 MILE CHAMPIONSHIP

A gradual increase over the past three years saw 15 riders competing in this County event. Although open to riders from outside there was only Mick Ryall of Epsom so the event gained something in status from the numbers. It also gained something in the fact that Cliff Sharp of Eastbourne for the second year running smashed the County record and all opposition, winning this time in 4 hours 16 minutes 9 seconds. A time that will make winning times in many other Open 100's look quite sedate. Nobody could get near Cliff's speed and the only one to try, a very brave try from John Oakes Brighton Mitre in his first 100, was himself smashed by 50 miles and did not finish. Keith Dodman feels that he did not start fast enough but admitted to suffering a bit over the final miles as he chased Mick Ryall. He maintained good form to the finish and easily won the Club championship and finished second in the County event with a time of 4 hours 36 minutes 05 seconds. Don Lock who has not managed a decent Sussex 100 for two or three years, took it very carefully and as a result finished strongly but 10 minutes back

on 4.46.56. Pete Reeves rode his first 100 and did so very confidently to finish in 4.55.23 and win the special award for those who had not previously ridden the distance.

The event was marshalled and the handing up of food and drinks was so well done and a vote of thanks is due to Reg Porter the event Secretary for all his efforts. The weather could have been better but we can't blame him for that and Cliff didn't seem to notice anything wrong with it anyway.

C.T.C. TOUR OF SWEDEN 1975

Start:- 14th June - London

Finish:- 30th June - London

Participants:- 14 including 2 party leaders

Cost:- Boat £50 (Swedish Lloyd)

All other expenses £60

Party Leaders:- Arne & Anne-Sophie Rudstrom

The C.T.C.'s touring correspondents
in Sweden.

Accommodation:- 9 nights at Youth Hostels

1 night at hotel

2 nights at cottages

4 nights on the boat

The English party grouped outside the Swedish Lloyd terminal and met Arne and Anne-Sophie together with another lad from Denmark. By means of excellent cycle paths, with our own traffic lights, we made our way northwards, away from Goteborg (Gothenburg) through increasingly rocky scenery. The southern part of Sweden is a plain, relieved only in the centre by hilly country. The

tour was, very roughly, a figure 8 in shape, from Goteborg over to the Baltic coast and back again.

On the first night we arrived at Marstrand (32 miles) - an island dominated by a fortress, and in its time (1697), was considered to be Europe's strongest naval fortress. At its foot lay the bathing and yachting resort of Marstrand - indeed the Youth Hostel was a Boatel with rooms for hostellers. On the island are charming white walled wooden houses, dating back to the last century, together with crooked cobblestone lanes. Today Marstrand is the foremost yachting town in Sweden and the high point every summer, is the international regatta in July.

Next morning we retraced our route over the two ferries - many of which in Sweden are free - to the mainland and then headed further northward along the coast towards the Hostel at Trollhatten (62 miles). For our lunches we usually purchased food for a picnic. A typical picnic lunch consisted of:-

white bread, brown bread and crispbread
ham, sausage and cheese
tomato, apple/orange, youghurt
cake and biscuits
milk or orange juice (relatively cheap -
22p/litre)

Excellent supermarkets can be found in the strangest places e.g. at a minor crossroads in the country together with a small garage selling B.P. petrol (approx 60p/gall), and a few houses. These supermarkets sold food and drinks (beer/lager approx 50p/pint), dairy produce, stationery, electrical, garden tools and toilet articles etc.

As we began to turn inland, the forests began to appear, soil began to reappear, and small farms

were seen. Trollhatten is a very pleasant industrial town, famous for its great "stairway of locks". The present system of six locks take ocean going craft to a max. draft of 15ft. and raises them in stages, 106ft. to the level of Lake Vanern (one of the two great lakes). Unfortunately one of the riders suffered from an attack of diabetes that night and was taken to hospital, but was able to rejoin us at a later stage.

During the next day we made our way across the Plain of Vastergotland -- a rich farming country. We used to have 1l's and 3's if and when convenient or possible. Today was fairly typical. 1l's was bottles of drink i.e. good fruit drinks or fizzy pop (25p) with a bar of chocolate (22p) from one of the many roadside kiosks. 3's was at a "Cafe and Conditiori" (cafe and confectioner). Here one coffee was 1lp or 2 for 19½p and a small cake was 16½p. (Also many garages have snack bars to one side). With the sun getting hotter every day and the skies clearing of all cloud, it made a pleasant break to cycle through the thick forests (some people even contemplated wearing long trousers to protect themselves from the heat). The sun draws the pine fragrance from the trees, which made cycling through these forests an even greater pleasure.

The Youth Hostel that night was at Falkoping (65 miles), an important railway junction and industrial centre in Vastergotland. There are also many prehistoric remains in the region. In the evenings we used to find an hotel restaurant or grill bar for an

evening meal (only a few hostels provide evening meals). Afterwards perhaps, we would walk around the town and find somewhere for a coffee, before turning in at around 22.30. In the mornings we used to rise at 07.00 and be on the bikes by around 09.00. Breakfasts were very filling. Fairly typical it was laid out on a separate table and you "helped yourself to as much as you could eat".

Cornflakes, porridge, sour milk (yoghurt) crispbread, white bread, brown bread, cheese, smoked sausage, herring, marmalade, boiled egg - coffee, tea, milk, orange.

During the next day we visited the museum village of Asle, although it is no museum in the general sense as most of it was a genuine settlement in its original situation. It was a "common place" where poor people were permitted to build their small log cabins and to cultivate small gardens. Here craftsmen, dismissed soldiers and widows settled down around a water-course to serve the surrounding farms situated on higher ground. Lunch on Thursday was special and at a luxurious workers cafe they served the traditional Thursday meal. Surrounded by paintings on the walls, tablecloths, flowers and soft padded seats, we started on yellow pea soup - which in itself was very filling. The main course was a large helping of pancakes and jam, taken with milk and rounded off with coffee (it is not usual to have a sweet in Sweden.)

The Y.H. at Jonkoping (62 miles) is only open during the summer and is a Youth Centre for the rest of the year. It is a very modern, flat roofed building, but again provided no meals.

In the morning we left the bustling town, home of the Swedish match company, and climbed into the backcloth of hills. Road gradients are usually made easy over any hills although they may be prolonged at times. It was the 20th June - midsummer's eve - and in Sweden celebrations for most events, take place on the 'eve', even at Christmas. We were stopped later in the day, by a very friendly Swedish couple who spoke good English (as do most Swedes) and asked us to join them in their celebrations for a while. This we did and with bottles of drink and cakes we listened to the Lords Prayer read by the local vicar, standing by a maypole, on the village green (we had just missed the dancing girls). The Hostel that night at Osterbymo (59 miles) was simple - very simple! With chemical toilets in a field, one outside tap and one outside washbasin - under a tree. The dormitory was a turf roofed wooden hut, taking 5 in each of 2 rooms, with the 2 couples in another little hut. (Yes, we filled all 14 beds that night). Outside the dorms we sat drinking beer, swatting midges and mosquitoes to celebrate on the eve of the longest day.

Breakfast, as with the evening meal, was eaten outside. At 08.10 the sun was so hot, that party members were seeking the shade in which to eat. During the day we passed through a National Park. Here the trees are left to fall and decay naturally, making it look like a jungle with dense creepers, so we left the bikes and explored on foot. Our bed that night was at an hotel in the village of Horn (41 miles).

Following a good nights sleep, we made for the small island of Rundkarlen near Loftahammar in the Baltic Sea (50 miles). In Sweden it is very common to come across gravel roads. Good, well surfaced main roads often peter out to firm, rough dirt roads. Salt is sprinkled on them during the summer to attract the moisture to prevent them breaking up completely. First class tyres are needed for these roads as are tight nuts and bolts on the bike.

Facilities on the small island, which belonged to Arne's father, were primitive, although were a complete change. There was no running water - but drinking water supplies were brought over in boats as was food. We washed, fished and rowed boats in the sea, which wasn't very salty, owing to the number of fresh water rivers flowing into the Baltic. Pike and perch, two freshwater fish can be caught around the island.

When we left the island after a day of rest, we headed back westwards, through valleys of rich farmland. The Y.H. at Gardserum (39 miles) had been greatly modernised, and we were the first British visitors since at least 1972 when a new book was started. (In Sweden you fill in the Hostel Book yourself, with your name, nationality, occupation, etc, together with special yellow forms for the police). A fairly fast ride was had to Linköping the next day. It is an expanding town and famous home of the Saab aircraft and motor industry. During part of the morning we were accompanied by a press reporter, also on a bike, who gave us a good write up, with a large picture in the paper next morning. Needless to say, 14 copies of the "Östgöta Correspondenten" were purchased, exhausting 2 shops of their supplies - all good publicity for the C.T.C.

Following the article, even more motorists and pedestrians were waving to us during the next couple of days. Gamla Linköping, just north of the main town, is an example of what old Swedish towns used to be like. Old houses have been taken from the redeveloping town centre and rebuilt and reinhabited, complete with the old crafts and shops still selling their wares, but at today's prices, e.g. silversmithing, woodturning and pottery, a Post Office and a Bank. A large evening meal was followed by a short evening ride to the Y.H. at Ljungsbro (42 miles), with a small 3 mile section of towpath roughstuff along the famous Gota Älv Canal.

During the second week of our tour the wind sprung up, with very strong gusts on some days, but with the sun still shining. With a total of 15 minutes rain in 13 days in Sweden our capes were not unrolled. The following day we headed for the 'mountain plateau' of the Örnberg National Forest high above the shores of Lake Vättern (the other great lake). It is one of the most notable sights in Southern Sweden. Even from a great distance the crag is imposing. From N-S its length is 10 km and is 3 km wide, with its chief summit 263m (863ft) above sea level and 175m (574ft) above the level of the lake. The Y.H. in the centre of the forest at Stocklycke provided 3's with plenty of coffee/tea and cakes. Granna Y.H. was the overnight stop (62 miles).

In the morning we visited a factory that made sticks of edible rock or 'Polkagris' and this was followed by a visit to a small glass works. That evening the Y.H.

was at Ulricehamn (53 miles). A friendly and witty English warden prepared our 'Last Supper' - and what a feast, seconds of everything. An equally large 'help yourself breakfast' was had at 07.30 before setting off on our last 37 miles in Sweden. We cycled to Boras and caught a train to Goteborg, to meet the ship.

Sadly we said our goodbyes to our hosts, Arne and Anne-Sophie, and we all brought back to England fond memories of Sweden and the tour, together with gifts and a good suntan and an urge to go again.

D.A. Smith

THE BLUEBELL LINE

Established by an enthusiastic preservation society, in 1960 as a living museum for the steam train, the Bluebell Railway is now the home of the largest collection of vintage locomotives, carriages and wagons that previously operated in the South of England. It runs through five miles of beautiful country in the heart of the Sussex Weald - surely an ideal setting for vintage steam trains.

The stations date from the construction of the line in 1882, and at Sheffield Park, the pre-1923 atmosphere of the London, Brighton and South Coast Railway is still strong with its' evocative oil lighting. At Horsted Keynes the emphasis is on the period immediately following 1923.

The highlight of any visit to the Bluebell Line, is of course, a ride on one of the vintage trains, giving you the opportunity to re-live - or perhaps enjoy for the first time - the

experience of being hauled by a steam locomotive in vintage coaches. Sometimes the train may be formed of coaches dating back to the early nineteen hundreds, hauled by a locomotive of anything up to a century old. Other times the train may be formed of main-line coaches introduced by the Southern Railway and hauled by an "express" or secondary locomotive of the type in use on British Rail until fairly recently.

Sheffield Park is both the Administrative and Locomotive Headquarters and most of the stock not in use on a particular day is viewable by the public. Refreshments are available at Sheffield Park and Horsted Keynes stations, either of which are within easy cycling distance of Worthing.

AWHEEL AWHILE IN OXFORD & BUCKINGHAM

Good Friday saw the intrepid duo, Dave Hudson and Derek Smith battling against an icy cold wind, icy roads, salt and grit in their tyres and the unpleasantness of slush and snow sprayed in their faces.

In our hasty planning for a Good Friday tour we had neglected the possibility that the unclassified lanes would be covered in treacherous snow and ice, and we had to revise our intended route to Banbury accordingly. We set out against a head wind up the A.34 from the warmth of the Oxford services at 08.30. The two lanes of the dual carriageway bearly recognizable. Unfortunately 3 miles up that road, Dave had a spot of mechanical trouble, with his block coming loose, which

would have led to a loss of bearings. All fixed and anxious to go, we headed for the A.423 which we followed to Banbury. To keep the bike upright that morning required every ounce of concentration. The sun was just coming through, the sky was clearing and the snow was beginning to melt - it looked like the start of a pleasant day. Racing (or rather slip streaming) a mechanical digger seemed like good fun to Dave, who must have followed this machine for almost 5 miles at about 20 m.p.h. But I soon caught him up, thawing his feet by stamping up this gentle gradient.

11's were had within sight of Banbury's Cross, and we both stayed until we were thoroughly thawed out whilst planning the next stage, hoping that the lanes had cleared a little during the 2 hours of warm sun. With blue skies overhead and the gentle trickle of melting snow in the gullies below, we had a pleasant ride to Brackley on the A.422. Enough of these main roads - although little traffic was using them - and into the lanes. We plunged into narrowing, hedged lined byways, to enjoy the villages all neat and tidy looking like a Christmas Card scene. In the village of Evenley, local youths tried their hand at snowballing the now sprinting cyclists - but missed. Engrossed in conversation we passed our planned turning but found a pleasant diversion by way of Shelswell Park. Twisting in and out of lanes through Twyford, Edgecote and Quainton towards the Roman Road of Akerman Street, we came across a cattle grid which we rode, but not without shaking both bike and rider to pieces. A closer inspection revealed that it had been made of railway lines spaced at about 1' centres, and we came across another of the same type along the road, which needless to say we stepped over.

A late lunch was taken in Aylesbury, the county town of Buckinghamshire, a busy thriving shopping centre even on Good Friday with M&S, David Greigs and others open. We had covered about 60 miles at this stage and the Chiltern Hills lay in front of us. At the foot of the hill, I mended a slow front puncture ready for the climb. However the gradient was a gentle one just rising to the 700' contour. On the way up we passed Chequers, the country home of the Prime Minister, the grounds covered with the last of the days snow. The same gentle gradient led us down for a snack in High Wycombe at around 1600 hours.

We left the town by a steep road to the south and turned off to weave over the M.40 through Lane End and Cadmore End towards Stokenchurch. Here we dropped down from the hills and on to the levels leading to Oxford. The A.40 was the most direct route, left quiet and peaceful now that the motorway has come to relieve the villages. Quite suddenly the road narrowed just west of the Three Pigeons Inn and No Entry signs confronted us. Only later on did we find out that this stretch of the A.40 has now become a slip road for the exclusive use of non-motorway traffic heading EASTWARDS. We found some lanes as a diversion and were then left with the last 10 miles of fast dual carriage roads around the City of Oxford, to bring us back to the van. We washed and changed and went to the restaurant for the usual 3-course meal and to look back over the very varied last 110 miles that we had covered in a total of $12\frac{1}{2}$ hours within the boundaries of these two unspoilt counties.

D.A. Smith

G.H.S. 10 LONDON SOUTH D.C. HEAT - 10TH JULY

No qualifiers from Worthing for this year's final unfortunately but our trio rode very well and finished in high places in the field of 48. Paul West with 25.45 was 7th. Martin Morris just 10 seconds slower in 25.55 was 8th and Roy Macmillan in recording 26.39 finished 14th. Of the first three C. Glibbery 23.50 and M. Karavasili 24.42 are both from Hayes Kent and Mark Jones 25.24 of Crawley. A particularly fine ride from this member of the Crawley Wheelers. He managed a personal best on a hard evening and should improve by the final in September. We wish him well.

WE'RE ALL GOING TO THE ZOO TOMORROW.....

Well not actually tomorrow, but on the 26th October. Dave Hudson will have a mini bus or two, available and would like to have all names and numbers as soon as possible.

Very cheap - as usual.

Oh! by the way that's London Zoo, Regent's Park.

BUSH TELEGRAPH

For 1975 I have produced a colt.
Sgd. Maggie.

HOME COOKING?

Overheard in the Clubroom Canteen.

Jim: "I haven't seen Ray Douglass for about three weeks. Connie: "The last time I saw him he said he was going home to make a steak and kidney pie".

CONGRATULATIONS

Dave (Spider) Funnell is now a married man, but why did you have to go all the way to Cornwall for it! We wouldn't have been that hard on you.

CONGRATULATIONS

Pete Reeves is also now a married man. Some are saying Pete, that all those long distance events were just to build up your stamina. Can that be true?

CONGRATULATIONS

George Matthews - no he's not a married man, well we don't think so for who could keep up with him. 22.20 for a Washington '10' Course record and 4.26 - for the E.S.C.A. 100. You know George, like it or not you're a true time tester really.

FUND RAISING SCHEME

The June prize went to Alan Windeatt.

