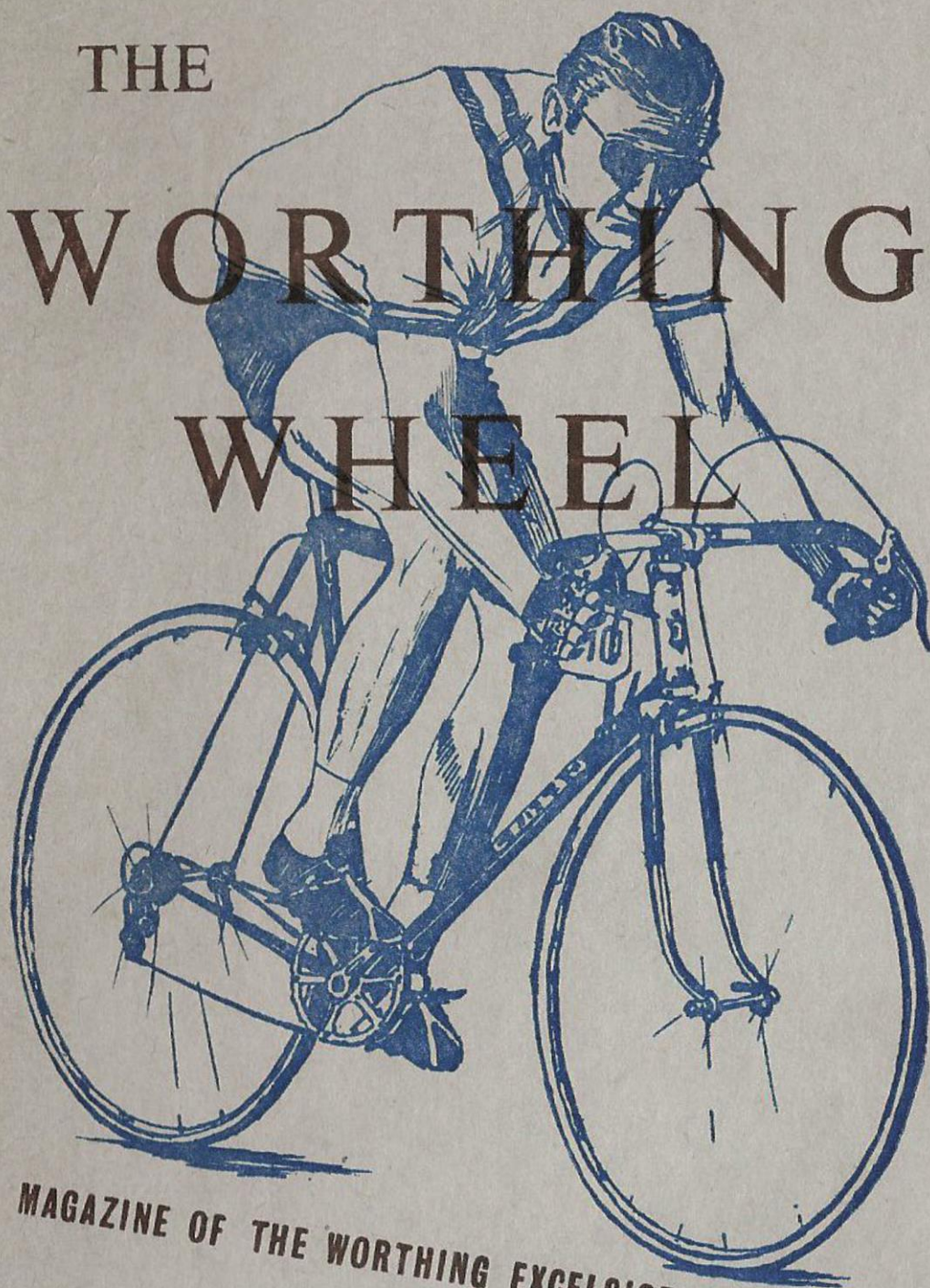


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 1975

Vol 8 No 3

THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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Broadwater Green, Worthing.
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EVENING TENS 1975

SECOND HALF OF SERIES

No.7 19th June

1st	George Matthews	23.45	Sc.	23.45
2nd	Pete Reeves	25.05	1.00	24.05
3rd	John Biddle	25.13	1.35	23.38
4th	Ray Douglass	25.29	2.20	23.09
5th	Martin Morris	25.39	1.50	23.49
6th	Mike Poland	26.18	2.40	23.38
7th	Roy Macmillan	26.23	2.10	24.13
8th	John Williams	28.21	4.50	23.31
9th	Paul West	29.46	1.55	27.51

1st Handicap: Ray Douglass 23.09

No.8 26th June

1st	Richard Shipton	24.02	-	-
2nd	George Matthews	24.13	Sc.	24.13
3rd	Don Lock	24.41	1.20	23.21
4th	Paul West	25.14	2.30	22.44
5th	Martin Morris	25.20	2.25	22.55
6th	John Antram	25.45	2.30	23.15
7th	Roy Macmillan	25.47	2.45	23.02
8th	Mike Poland	26.20	2.50	23.30
9th	John Williams	28.19	5.05	23.14
10th	Ivan Morris	30.07	7.40	22.27

1st Handicap: Ivan Morris 22.27

No.9 24th July

1st	Don Lock	24.52	1.10	23.42
2nd	Paul West	25.15	1.55	23.20
3rd	Pete Reeves	25.35	1.15	24.20
4th	Ray Douglass	25.55	1.55	24.00
5th	John Antram	26.14	2.25	23.49
6th	Mike Poland	26.33	2.50	23.43
7th	Graham Tooley	26.57	-	-

8th	Roy Macmillan	27.10	2.30	24.40
9th	John Williams	29.20	4.50	24.30

1st Handicap: Paul West 23.20

No.10 31st July

1st	Keith Dodman	24.50	0.45	24.05
2nd	Paul West	25.16	1.35	23.41
3rd	Pete Reeves	25.41	1.15	24.26
4th	Ray Douglass	26.05	1.55	24.10
5th	Colin Miller	26.06	2.10	23.56
6th	John Antram	26.13	2.25	23.48
7th	John Biddle	26.21	1.50	24.31
8th	George Matthews	26.27	Sc.	26.27
9th	Mike Poland	27.15	2.50	24.25
10th	John Williams	29.45	5.45	24.00
11th	Nigel Burrows	34.10	-	-

1st Handicap: Paul West 23.41

No.11 7th August

1st	George Matthews	23.54	Sc.	23.54
2nd	Pete Reeves	24.55	1.15	23.40
3rd	John Biddle	25.39	1.50	23.49
4th	Martin Morris	25.42	2.00	23.42
5th	Graham Tooley	26.44	2.50	23.54
6th	Steve Richards	27.05	3.40	23.25
7th	John Williams	28.05	5.45	22.20
8th	Stuart Allen	29.03	-	-
9th	Derek Pearce	29.17	4.00	25.17
10th	Ivan Morris	30.10	6.40	23.30
11th	Nicholas Knight	31.07	-	-
12th	Nigel Burrows	35.43	10.30	25.13

1st Handicap: John Williams 22.20

No.12 14th August

1st	George Matthews	22.20	Sc.	22.20
2nd	Colin Miller	24.31	2.45	21.46
3rd	Ray Douglass	24.52	1.55	22.57
4th	John Biddle	25.08	1.50	23.18
5th	Martin Morris	25.33	2.00	23.33
6th	Graham Tooley	26.06	3.25	22.41
7th	Mike Poland	26.30	2.50	23.40
8th	Steve Richards	27.02	3.40	23.22
9th	John Williams	27.38	4.45	22.53
10th	Stuart Allen	28.03	5.45	22.18
11th	John Lucas	28.11	-	-
12th	Ivan Morris	29.45	6.50	22.55
13th	Nicholas Knight	30.19	7.45	22.34

1st Handicap: Colin Miller 21.46

No.13 21st August

1st	Alan Orman	24.08	-	-
2nd	John Biddle	25.14	2.50	22.24
3rd	Colin Miller	25.19	2.10	23.09
4th	Paul West	25.32	2.35	22.57
5th	Martin Morris	25.39	3.00	22.39
6th	Pete Reeves	25.45	2.15	23.30
7th	Pete Mansfield	26.23	-	-
8th	Roy Macmillan	26.25	3.30	22.55
9th	Mike Poland	26.28	3.50	22.38
10th	John Lucas	28.36	5.50	22.46
11th	John Williams	28.39	5.20	23.19
12th	Kevin Pederson	31.48	-	-
13th	Gary Edwards	35.27	-	-
14th	Robert Powell	38.09	-	-

1st Handicap: John Biddle 22.24

No.14 28th August

1st	Alan Orman	23.55	-	-
2nd	Paul West	24.17	2.35	21.32
3rd	Don Lock	24.45	2.10	22.35
4th	Colin Miller	24.48	2.10	22.38
5th	Pete Mansfield	25.01	-	-
6th	Martin Morris	25.36	3.00	22.36
7th	John Biddle	25.45	2.50	22.55
8th	Mike Poland	26.23	3.50	22.33
9th	John Williams	26.49	5.20	21.29
10th	John Lucas	27.25	5.50	21.35
11th	Nigel Burrows	33.51	11.00	22.51

1st Handicap: John Williams 21.29

Evening Tens: Some interesting facts:

Fourteen events were held and as has happened for the past three seasons they started with the first being run off in heavy rain conditions. Thirty one different club members took part and between them they amassed 147 ten mile times. The average entry from club members was therefore nearly 11 per event. The lowest entry was five for event number one when there was the awful rain and the highest for event two when there were fifteen.

Only one rider finished every one of the races and that was a rider, new to cycling this season, John Williams. He started with 32.25 and made eight consecutive improvements down to 28.19. He then went back for a couple of weeks, came back again with 28.05 and finally in the last race and on a 'Biddle Special' banged out a 26.49. So watch out for John next season.

Not many go off course in tens but John Biddle found it shorter to take first left along the Steyning Road, and surprised even himself with his 18 minute performance.

The handicaps were won as follows; John Williams (4), Paul West (2), Roy Macmillan (2), and one each to Ray Douglass, Ivan Morris, Colin Miller, John Biddle, John Antram and Don Lock.

Support from other clubs, with riders from Brighton Mitre, Lewes and Central Sussex added generally to the competition and stirred our George (Matthews) into a course record time of 22.20. A time which still stands despite a couple of near misses by the Mitre's Clive Oxborrow.

Evening Tens Series 1975 Result

Seniors: Best six placings to count.

Juniors: Four best placings to count.

1st	George Matthews	6	points
2nd	Paul West	9	"
3rd	Pete Reeves	13	"
	Don Lock	13	"
5th	Martin Morris	16	"
6th	John Biddle	18	"
7th	Roy Macmillan	23	"
8th	Ray Douglass	25	"
9th	John Antram	38	"
10th	Mike Poland	40	"
11th	John Williams	46	"

Best schoolboy: Paul West

B.C.F. Coach

Norman Macmillan, the Club's coach, has heard unofficially but on good authority that he has passed the theory of the B.C.F. coaching examination, and has now only to complete the practical exam. Well done Norman.

JUNIOR FIFTEEN MILE CHAMPIONSHIP 1975

17th July 1975

Held once again on that farmyard of a circuit from Ashington out towards Steyning then up through Ashurst and Partridge Green to the A.24 at West Grinstead, then south to the start and then round again, this is a severe trial for the youngsters.

Paul West was defending champion, and, according to the handicapper, was to be successful again, but with only a little to spare. Martin Morris was considered to be the likely closest challenger and this proved to be so. Paul returned a very creditable 40 minutes 6 seconds and Martin chased him hard at 40.56. Michael Etherington was third in 44 minutes 31 seconds.

With the crop of youngsters who have, since this championship, ridden in the evening tens, and with the benefit of a winter's riding and training, there should be a larger and more interesting field for next year's event.

A Voice in the Forest

Number Six

Linwood Common
The New Forest

Autumn 1975

Dear Cycling Friends,

Once more I write a few words, but this time, for a change, I will write a little about the Bipeds of the Forest; Commoners, and Commoners Rights.

Commoners rights are held by a person who owns or makes part of his living on at least $1\frac{1}{2}$ acres of Forest Land. The rights do not however belong to the person but to the holding. If a holding is sold the rights pass automatically to the new owner.

The right of Common Pasture. This is administered, for the Verderers, by the Agistors, and it covers horses, ponies, cattle and donkeys. The Agistors, who are sometimes referred to as the cowboys of the New Forest also have to do the ear marking, and branding, and collect the grazing fees.

The right of Common Pasture of Sheep. This is now very little used, as nearly all flocks are on farms.

The right of Marl. At one time Commoners used to have Marl pits in which to collect manure for the land. Less energetic methods of manuring are now used, but I wonder if the dear old ladies, one sees at weekends, with their shovels and little plastic bags, know they are breaking Forest laws. However I hope they have lovely roses.

The right of Turbary. This is the right to cut peat and turves for fuel. Another right which is very little used, even in these days of fuel economy.

The right of Common Estover. This right was to collect fuel wood by hook or by crook. The crook was like a shepherd's crook and was used to dislodge dead branches from trees. The hook (Bilhook) to cut living wood not thick enough for the axe. This right is still held by a few holdings, but by agreement is no longer used. The Forestry Commission in return supply a certain amount of firewood to each holding, with the right.

The right of Common Mast. This is the right to turn pigs loose in the pannage season (when acorns are falling). All pigs must be marked, ringed and fees paid. Pigs are dealt with by the keepers of the Forest. In addition Commoners may let the breeding sows loose throughout the year, but they must all be home at night. This is not however a legal right.

This gives a little insight to Forest rights, but of interest, I wonder how many Foresters of today would know what a 'Smoke Penny' was. For the answer go to the right of Turbary. One penny had to be paid to the Authorities before the first turf was cut. (A smoke Penny).

Lovely to have seen several of you down in the Forest with Jim and Con. We've certainly had a nice summer. Cheerio for now and happy cycling during the winter.

Your Forest Friend.

Maggie.

FIESTA KERMESSE

The Club has tried for years to promote on closed roads and within the Borough of Worthing. After a great deal of effort and many setbacks the ambition was achieved with the Kermesse promotion on August 16th.

For the unknowing lets first explain what a Kermesse is. The word comes from Belgium and is Flemish in origin, meaning Christmas. Later the name became used for Church fetes and fairs. A feature of every village Kermesse is the bike race and gradually the name has come to be used for a race on a small closed circuit. The circuit for the Worthing Fiesta Kermesse was nearly half a mile in length between Balcombe Court flats and Thorn Road with the start and finish point at the junction with Heene Road. A system of categories is used by the British Cycling Federation to grade the riders by ability, third being the lowest and first the highest. Juniors are under 18 and schoolboys are under 16 and attending full time school.

Seizing the opportunity to promote such an event as part of Worthing's Fiesta Fortnight ensured the formidable backing of the Worthing Corporation and, in particular, of Alan Slynn the Fiesta Co-ordinator, of the Mayor Councillor Ron Clapp and of the Borough Chief Executive Mr. Carroll. It soon became apparent that without their timely interventions with the Police the event would never have started. It would have had to be cancelled through the lack of permission from the Lewes headquarters of the Sussex Constabulary. The full reasons for the anti-cycling attitude in a time when sport rather than delinquency and cycling rather than motoring should receive every official assistance and encouragement is quite

impossible to comprehend. However, that as may be, we won through and whether they like it or not a precedent has been created for future occasions.

Our contribution to the Fiesta was successful, colourful, spectacular and appropriate. We provided entertainment for both the enthusiast and for the uninitiated and with the sun just about beating the clouds for supremacy in the sky the racing was thoroughly enjoyed by a large crowd which thronged along both sides of the quarter mile long stretch of road.

The programme for Club members had started many weeks before with all arrangements and organisation (a lot of which was new to us in this first edition on our part) but culminated with the start of racing at 9 a.m. on the Sunday morning.

The first event was the CARA GROUP 4 lap race for schoolboys which provided a clean sweep for V.C.Londres riders who had Richard Payne, Kevin Simpson and Guy Rowland filling the first three places. Lone Worthing rider was new member Nicholas Knight.

Event 2 the BENTALLS 20 lap event junior and third category senior had a large field of 25 including World Junior Championship selection Richard Smith of the Brighton Mitre. Smith showed his class to dominate matters from the start and after picking up some mid-event primes, went on to lead out in the sprint winning comfortably and pulling his team mate Owen Leigh through to second place, in front of another V.C.Londres member Chris Gamble-Beresford.

The senior all category HASTINGS & THANET race over 35 laps was a very fast event and the pace soon told on 'the not so fit'. The field was split into two main groups and these were further split as riders fought for the primes and made efforts to bridge the gaps. George Matthews and the Mitre's Clive Oxborrow worked hard and George was to record the fastest lap of the morning of 1 minute 18 seconds in his efforts to shake off the attentions of those who stuck to his wheel. It was however, to be those who had done less of the work at the front who moved away with a couple of laps remaining. Paul Allen of the San Fairy Ann Club had the sprint that counted at the end, and the minor places went to Dave Brown, St.Raphael-Waite (second), Alan Chinchin, C.C.Orpington-Ken Bird (third), and Bob Vaisey, St.Raphael-Waite (fourth).

The BENTALLS schoolboys (over 14) 5 mile race was hastened on its way by the very active Worthing trio of Paul West, Roy Macmillan and Martin Morris. Roy was particularly aggressive and was away off the front with one of the special primes well within his grasp when he crashed at the turn. He required, what his Mum described as 'the usual couple of plasters' and gave the St. John's Ambulance justification for their attendance. There was also something of a thrill for the young girl cadets at the thought of getting his shorts off to attend to his thigh. In the massed sprint finish it was V.C.Londres again, this time in the guise of Russell Williams (first) and Mike Guthrie (second). Jeremy Parkes of V.C.Noviomagus was third and the Mitre's Dave Barnard fourth.

In the final race, the WATNEY RED DEVIL, a Devil-take-the-hindmost event, there was great excitement as after every alternate lap so the back marker was called out and the sizeable field was gradually reduced. At about six laps to go George Matthews, showing little signs of his earlier ride made a great effort. The spectacular all over the road and get off my wheel, riding had the crowds on their toes, although some came close to losing these digits as he hurtled along the very edge, and caused much excitement. He got a lead of perhaps 50 yards, and he then had to go all the way and fight very hard to keep ahead. He managed this by calling on his undoubted time trialling ability and so brought to the Club a final and really quite tremendous success to crown all the efforts that had previously been made. Track specialist Dave Carter of 34th Nomads was second, Dave Brown, St.Raphael-Waite collected his second award in finishing third, and fourth was another earlier winner Paul Allen of the San Fairy Ann Club.

The Mayor then came forward from our 'grandstand' and in the centre of Marine Parade, and before a still large number of people presented the prizes. This was by about 12.45 and after another half hours hard work the site was cleared and Marine Parade returned to its former, motor dominated, state.

So many people and organisations had done so much to assist in this promotion, some had provided time and effort, others had contributed from their experiences in this kind of event, more had given their services in filling the many necessary official positions, and others had contributed generously by donations or the purchase of advertising space in the programme.

Without them it would not have been possible, and the Club is grateful to them all. It must be remembered that many were from outside the Club.

The Club's General Committee have already put in the application to the British Cycling Federation for the same programme events next year. In addition the Club has informed the Fiesta Co-ordinator of our willingness to take part once again.

SUSSEX C.A. 25 MILE CHAMPIONSHIP

September 27th, a date in the year by which many riders have either decided to end their season or have lost interest and form, seems to me a peculiar choice for a championship. Most other Association or Club or indeed the National Championship have been decided three months earlier and I would not have thought they could all be wrong. The weather is also likely to be less co-operative at this time and whilst the S.C.A. have produced a worthy champion every time it would be nice to see some times under the hour instead of ones and threes.

The 1975 race had a few more entries than 1974 but 38 is still not much to crow about. The event is now held on the A.27 Chichester Road Course which is faster than the Horsham A.24 road but for this particular event that is perhaps doubtful in view of the wind and wind direction. The Beaufort Scales must have reached new levels this day for I had a job to stand upright at the finish and it must have been a pretty murderous stretch out to the turn.

Exactly half of the field failed to start and one (Colin Miller) failed to finish. Cliff Sharp, the defending Champion as expected won again and his 1.1.29 was a remarkable effort. The Central Sussex were in for the places with second spot going to Adrian Jones and third to Tony Goodsell who caught Keith Dodman in the final stages. Keith was the only senior Worthing rider to finish; he was sixth in 1.6.10. There was a courageous ride from Paul West, still a schoolboy, to finish in 1.10.22.

INSURANCES

As Club cyclists, racing, touring and domestic bike riding have their hazards and to most peoples way of thinking, insurance is a must. If you are a member of the C.T.C. or B.C.F. you will have third party - personal liability - protection. It is indeed a Club rule that you should have this; for the benefit of other members, primarily. You can also obtain insurance cover through these organisations for loss or damage to your bike and for personal injury. Normal household comprehensive policies give some third party and loss or damage protection but it is usually very restricted.

Norman Macmillan has been making some enquiries, and has produced to the Club's General Committee particulars of the Royal Insurance Group's 'Playsafe Policy' which includes coverage under all the above headings and with reasonable premiums. The cost is basically £3 per annum per unit. One unit gives Loss or Damage cover to the extent of £150, Personal Liability to the extent of £100,000, and up to £2,000 for

disablement or death or £10 per week whilst partially disabled and unable to attend work. It is possible to have 2 or 3 units if required and each cover is increased accordingly. It is anticipated that a member with two or three bikes may well require to have more than one unit. One very important thing about the policy is that competitive cycling is covered and in no way voids the Insurance Company's liability under any of the headings.

Further details can be obtained from Norman at 31 Parkfield Road, Worthing. Telephone 30810 or at the Clubroom on Tuesdays.

TWO-UP CLUB 25 3RD JULY

This should have been a really good event: at the start it looked like being a fiasco; as the race progressed it became more and more exciting; and then after the event - a timekeepers nightmare...

Winners in 1974, Keith Dodman and Don Lock were paired again but had some pretty formidable opposition. Richard Shipton was riding with Pete Reeves, George Matthews had teamed up with Bernie Wright, Alan Orman was with John Biddle, there was Graham Tooley and John Williams, and, the get together that every one thought was impossible, Ray Douglass and John Mansell. So there were six teams entered from nine or ten that had previously been organised, including junior combinations that could have added considerable interest.

It was a good evening and wind direction being north east but only light. The course was the Chichester Road, A.27 with start and finish near the Hammerpot and the turn at Westhampnett Roundabout.

Pete France (Romford) and Alan Goodson (Mitre) made up a private entry and added to the competition.

Those were the facts. The next paragraph is just hazy recollection and blurred impressions. Determined not to let Keith down I started like Gowland after a lap in a Six, and rapid progress was made until we hit the hill out of Arundel where Keith was clearly making the pace and I was hanging on. Pete and Richard had started 2 minutes in front of us and Keith was out to catch them if he could. Ray and John were 4 minutes ahead and to Keith it would have been shame indeed if we didn't catch them. George and Bernie were behind us. Somewhere between Tangmere and Westhampnett - I was still doing my share, but I could no longer distinguish landmarks - we saw heading homewards, Alan Orman and then at a distance John Biddle (more about that in a minute) and then close behind Ray and John. Westhampnett was almost in sight when Pete and Richard were passed. We must have been half a minute up, but noticeably, Keith increased the pressure. On those open stretches of dual-carriageway back towards Fontwell I felt that Keith was coming through at increasingly frequent intervals, and each time I came to move forward, it took longer. The signs were, as they say, "being written". We nevertheless passed John and Alan now riding more sociably, together. After a hair raising descent of the Arundel Hill, where I thought Keith was going across the

roundabout rather than, conventionally, round it, we had Ray and John in sight, and caught them on the climb up past the station. This is the point where John had threatened to say 'come on old man' - it looked however as if Ray was making the pace. Cheered by catching these teams and smelling success I was going great again - well at least I thought so until 'the old one' came past again. Well I mean to say, you can't let that happen can you, so the pace went up another gear, and still he was there grinning and snorting and on the line throwing his wheel in front like a regular roadman sprinter. Keith and I thought of lodging formal objections, at this flagrant breach, this flouting of the R.T.T.C. regulations, the very regulations that Ray of all people lives by, but we decided against it. Pete and Richard had finished but not that much in front and it seemed we had won but then.....

"Would you mind doing that again". It was Theo Puttick who spoke and he was obviously enjoying some huge private joke. "The watch", he said, "It stopped half way"!!!!!!!!!!

Tony Palmer was timekeeper and while he had not done a great deal of timing he had been conscientious enough to attend a short course recently run by Bognor timekeepers Brian Cox and Charlie Janman, and had assisted on several previous occasions. What happened, except, that is, that it stopped, we shall never know. It had started again after the problem was noticed, but for how long had it stopped? A rider who rode an individual private time trial carried a watch and knew to within a few seconds his time. From this Tony calculated the time that the watch had not been going and

added this to the time that the watch had recorded, after being restarted. Would you believe that this gave us a time of 1 hour no minutes and no seconds! Richard and Pete were given 1 hour 1 minute 9 seconds, which was apparently within a few seconds of Richard's watch. George and Bernie 1.3.00 and Ray and John 1.4.00. John Biddle and Alan Orman had started at an interval of one minute, Alan had waited for John and their time was 1.6.47. Graham Tooley had not waited for John Williams and their time was when John crossed the line 1.18.8.

All good fun really but just as well it was only a club event and that it was not too close a finish. Incidentally John Mansell is going into serious training for next year's event. He is determined to say 'come on old man' coming back out of Arundel.

Don.

N.C.U.

Letters that disappeared in the 1950's. The National Cyclists' Union was founded in 1878 and recently we had the opportunity to peruse it's 1937 Handbook. Some of the following items will perhaps be of interest:-

Among the advertisements:-

John Bull Speed tyres 6/-
The Bicycle Magazine -/2d.
Ordnance Survey 1" Maps 1/9d.
Famous Dunlop Sprite tyres 7/6d.
Cycling Magazine -/2d.
Stormgard Capes 10/11d.

Bed and breakfast places in Worthing:-
22 Elm Grove - Mrs. Morley
30 Rowlands Rd. - Mrs. Charman
St. Ann's Cafe - 13 High Street
35 West Buildings - Mrs. Teasdale
all at 4/6d. bed and breakfast.

N.C.U. badges were priced at 3d celluloid, 1/- metal, or if you were really well off you could have one in silver for 3/-. The touring handbook cost 9d and the annual subscription the princely sum of 2/6d.

Thomas Cook & Son still probably the most famous name in tour operators offered a 16 day 400 mile tour of the Austrian Tyrol and Bavaria to include all travel, full board, hotel accommodation, with tips, and the services of a leader throughout for --- £16.16.0.

Noting some pencil ticks on a gear table in the handbook it would seem the owner at that time used 26" wheels and a three speed gear, favouring a 46 chain ring and sprockets of 15, 16 and 18 to give a 66, 74, and 79 ratio.

Also of interest was the page dealing with point to point railway vouchers. The union had made special arrangements with the Railway Companies. The vouchers permitted a choice of return routes and at savings over the monthly fare.

A statement on the law at that time for lights on bicycles (The Road Transport Lighting Act 1927) reads:- "in the case of bicycles not propelled by mechanical power, it shall not be necessary to carry

a lamp showing a red light to the rear if the bicycle has attached thereto an unobscured and efficient red reflector". By the Pedal Cycles (White Surface) Provisional Regulations dated 18th October 1934 however, a white surface not less than 12 square inches must also be carried if no red light is fixed.

In 1936 the Union settled 1034 cases, the cost of fighting these was £828.13.7. and compensation obtained for members totalled £10,503.3.6. It sounds like one rather ordinary kind of case these days doesn't it.

One final note is that the book is endorsed "Bognor Regis Wheelers. This book must not be taken away from the Club". We must hasten to return it, but who are the Bognor Regis Wheelers?

5 YEARS AGO

George Matthews was just seventeen and had really started to show something of his potential. He travelled to Preston for the National Junior 25 mile time trial championship. He went, not just to take part but to try and win. On a morning when, apparently most went back, George not only improved, but for the first time went under the hour with a great 59.25 and finished 11th out of a full field.

A youngster who sadly left us, emigrating to South Africa, was Bob Sparks. Bob might easily have been another George, (who said heaven forbid). He was only 16 when he won the Clapshaw and Sherwin Trophies with an actual of 1.5.20.

Brighton Excel. were best team in the S.C.A.

'50' and Rick Stringer was individual winner. He was supported by Roger Hughes and John Spooner. For Worthing, Mick Venner finished third, just behind Robin Johnson of Brighton Mitre.

Mick Venner was placed third in the S.C.A. '100'. Managing in his first ride at the distance 4.37.3. Also riding a first 100 was Tony Hill, 4th on 4.45.50.

1970 was the year that Tony Hill rode the National 24 hour and after a disastrous first 10 miles (it took about three quarters of an hour) went on to record a very good 410.6 miles.

Keith Dodman was travelling, as ever, farther than anyone else for his time trialling, and recorded our first ever win north of the border. Despite the modest 1.3.8. he was too good for the wee Scots in the Fife C.C. event.

TWENTY ONE YEARS AGO

A one off news letter in April 1954 has been made available to us. We notice among the officials, Charlie Lednor as General Secretary, Ray Douglass as Time Trials Secretary, Theo Puttick as Social Secretary, Connie Hughes on the Social Committee and Jim Hughes on the General Committee. The Club room was at the Broadwater Parish Rooms, so there was a pretty familiar look about things, to start with. On further inspection, however, we find some things that are strange to us these days. There's quite

a long item about the Club's Bicycle Polo team, with references to matches and the National Finals in Cowdray Park. There's also details of ladies time trial club events. We found interesting too the report on the Club's medium gear 25. Medium gear, meant 72" provided your tyres were not too bulky, and the exact gearing would be measured out on the road at the start. There were always the specialists at these events, (one remembers the Higginson brothers at National level) in Worthing it was Charlie Lednor's son Dennis who won the event with a 1.8.52. In the process he beat Ray Douglass, 1.10.22 and John Antram 1.12.33.

We hope there's not too much looking back in this issue. It must reflect the ageing magazine personnel, perhaps for the winter issue someone would care to write a few prophecies for 1976.

1975 SKOL SIX

The last night, Wednesday 24th September saw our, now regular, pilgrimage to the Empire Pool Wembley. This year was a major operation for organiser Dave Hudson for some 35 members and friends attended and caused a fair amount of vehicle juggling by Dave and our Vice President Brian Weir. The mini-bus of the Worthing Youth Council was hired as well as the mini-bus of A & B Car Hire (Worthing 36517) (a deserved plug Ed.) There was also Dave's van and in addition several went by private cars.

We haven't a journalist on our 'staff' capable of describing to those who were not lucky enough to be present, the atmosphere and excitement of that evening. The sport - no,

it's bigger than that - the sheer entertainment, that was provided gradually and constantly increased until by the final lap there were not only 22 riders but also several thousand spectators who were exhausted. The racing had maintained a tremendous level of interest by reason of there being five teams all on the same lap. As each team went for a lap there were always four to counter-attack. The last one hour maddison was the finest possible, with never a let up and some prodigious efforts were made.

Tony Gowland was always the spice in the cake. He may not have quite the speed or the ability and experience of the very top stars of the indoor tracks, but he has flair, showmanship and guts to beat the best. If there were another British rider of his calibre to ride with him we could really look for an all British win.

The winners Pijnen of Holland and Haritz of West Germany were - well they had to be - magnificent. It had to be a fantastic effort that would win a lap and it was nothing less. From a lap down with some 20 minutes to go, they won a lap, not easily, but at nothing like the cost, in effort, they were to make in the remainder of the event. They were behind on points and the field obviously thought they could defend any other lap attempts. But, as they took that lap, they did not pause, but went straight through and before the rest knew what was happening they had attacked again and were half a lap away for a winning lap again. They fought against the rest of the field, for whom Gowland and Peffgen, his West German partner,

had toiled away at the front, for nearly ten minutes before they made it, and nobody, but nobody was going to take it away from them in the very few minutes then remaining. Gowland valiantly tried, but failed and then in the greatest manner possible Pijnen and Haritz went on to take the final sprint.

Voices were hoarse, and hands were sore from clapping, but we had all had a very good time.

TOP 50'S OF 1975

1.	Don Lock	Eagle	E.5.	2. 5.21.
2.	Keith Dodman	Oldbury	K.16	2. 9.24.
3.	Don Lock	New Forest	P.2.	2.10.20.
4.	Keith Dodman	S.C.A.	G.951	2.11.35.
5.	George Matthews	E.S.C.A.	G.852	2.12.27.
6.	Don Lock	Glade	E.1.	2.13.05.
7.	Pete Reeves	Sorian	H.35	2.13.24.
8.	Richard Shipton	E.S.C.A.	G.851	2.14.22.
9.	Keith Dodman	E.S.C.A.	G.851	2.16.04.
10.	Don Lock	E.S.C.A.	G.851	2.17.01.

TOP 100'S OF 1975

1.	George Matthews	E.S.C.A.	G.868	4.26.14.
2.	Keith Dodman	S.C.A.	G.961	4.36.05.
3.	Don Lock	Kent	Q100/3	4.38.02.
4.	Don Lock	S.C.A.	G.961	4.46.56.
5.	Bernard Wright	E.S.C.A.	G.868	4.54.52.
6.	Pete Reeves	S.C.A.	G.961	4.55.23.
7.	Bernard Wright	S.C.C.U.	G.93-	4.56.56.
8.	Ray Douglass	E.S.C.A.	G.868	4.57.44.
9.	Ray Douglass	Kent	Q100/3	5.04.18.

MISCELLANY

Your CHRISTMAS FEAST 1975 will be in the Clubroom on Saturday 13th December at 7.30 for 8.00. Theo Puttick will be providing the usual full Christmas fare at the usual ridiculously low cost. (Details will be available in the Clubroom shortly). Please hurry to confirm your bookings with Theo. Only definite bookings can be accepted and all bookings will have to be charged for. Please remember to bring knife, fork and spoon, plate and sweet bowl.

RUMOUR - but on very good authority, has it that our Hon.Gen.Sec. John Mansell has moved into the Executive set. We understand he now wears a jacket to work instead of a pullover. Must look quite funny over his cycling shorts!

ADVICE to Ray Douglass from his Osteopath from whom he'd been receiving treatment for his back. "Now if you get back ache in this 12 hour you're riding, find a tree and hang by your hands from a branch for as long as you can." He couldn't have hung around for very long for he managed a couple of hundred miles.

FUND RAISING July winner was our Ed. (fiddle-typist). August saw the £4.50 going to Martin Lednor and the draw for September found the name of our President Duggie Argent. There's only the draw for October now and then the Big One for £60 at the Buffet Dance and Prize Presentation on November 8th. Next year the scheme will be run by Theo Puttick so everyone who has been in it up to now please let him know

that you will continue. All those who have not previously been involved please support the scheme if you possibly can. Maybe some could share the purchase of a ticket and the prizes when they come along. The purchase price of a ticket is £2.50 (less than 5p per week). This year there have been 60 tickets and 10 prizes of £4.50 and 1 @ £60. If we could sell more then the prizes could be increased also.

TOURIST TRIAL 1975

Ten cyclists assembled at the layby on the A.27 at the south end of Patching Pond awaiting the start of the Tourist Trial to compete for the Argent Trophy.

While the competitors were sorting out the route from Patching to Amberley, Charlie Lednor was rifling through saddlebags and cape rolls sniffing out puncture outfits, tools, etc., surely he must have been a customs and excise officer.

Although the route via Burpham to Amberley seemed reasonably easy there were however, a few restrictions imposed, only minor roads were to be used, no going above the 76 metre contour line and before leaving a complete route check. John Mansell the defending champion was the only rider with 100% marking on this section of map reading.

The first check at Burpham was to test the riders on their knowledge of the highway code, this proved to be most interesting with some cyclists requesting questions on motorway signs, and other questions received peculiar answers. Checkpoint number two had difficulty in obtaining the correct answers to questions on

Sussex. Where did Timothy Tortoise live anyway?

Section One took far longer than anticipated, somebody said that there was some mud on the Forestry Commission Land and it had slowed them down, so section two had to be shortened accordingly so that riders stood a chance of reaching the White Horse at Sutton for lunch, many did in fact arrive with seconds to spare. Observation was the theme for this section, to ride on a route guided only by O.S. map references and answer questions on route of their observations.

At lunch it was discovered that Graham Tooley was "lost" and had not been seen all morning, later it was found that he had broken a rear spindle shortly after starting and had returned home. John Mansell continued in his expected form with John Antram, Ray Douglass and Peter Shaw all within two points of his lead.

After lunch an exercise on hill riding took place on the hill to Bignor, where we were told that "it was so steep even the locals walk up backwards", Charlie Lednor using his skills as a track judge to mark the riders on their ability to ride the hill in an orderly manner, without putting a foot down, or using too much of the road and smooth gear changing. Approximately 14 miles was the length of the afternoon section to be followed to a precise route copied from a master map, and to answer questions at particular places indicated by O.S. map references. Secret checks were also made to find who had strayed from the correct route. Check One was manned by Alan Matthews and his wife Madeleine who only had three competitors who approached from the correct

direction, while at the check at Pulborough seven managed to arrive where Charlie Lednor quizzed them on the Highway Code.

From Pulborough the course went to West Chiltington, a favourite area for the tourist trial with its own complexity of lanes and tracks. A secret check was set up here also and almost everybody fell foul of the questions on Sussex. One entrant who shall be nameless estimated the length of the Shoreham Toll Bridge at 1200 yards. This check was also missed by some riders although it was on a relatively easy section of the route. Many of the observations to be made on this route should also have been very easy, especially when the map reference was given as well, but it was surprising to note that only two people achieved all the correct answers on observations on route. And on the question asked at the secret checks of which eleven points was the most to be gained, the highest score was seven by John Mansell and six by John Antram and Brian Weir, everybody else gained four or less points.

Speed judging was the final item for the afternoon much to the relief of some, a nice circuit of 5.6 miles long to be completed at speeds varying between $8\frac{1}{2}$ and $12\frac{1}{2}$ m.p.h. around the Parham Estate.

Ray Douglass, that sly old fox, incurred the least penalty points on arriving within 30 seconds of his estimated time for the course. Followed by Don Lock who was able to catch up on some points he had missed at a secret check. Our European tourist, Peter Shaw gained third position at the speed judging and Derek Smith was placed fourth. The two closest placed riders on general classification so far John

Mansell and John Antram, (T.T. Champion 1956), were placed fifth and sixth respectively. The only other rider still left competing at this stage was Brian Weir who blamed the hills on the circuit for his performance on this section but he could have been five minutes slower and got nearer the speed he selected before starting. All other riders having retired by this stage or having arrived to start this section when everyone else had already finished. And so to Wiggonholt Common for the "nosh up" provided by Theo that everyone had looked forward to, soup, meat, peas and mash followed by plum duff with coffee to finish. This welcome break at the end of the day gave an opportunity to assess the marks for the competition, it was obvious from lunch time that the result would be quite close. Champion of the day was John Mansell who gained 86 points and second to fifth places were all one point apart indicating that it could have all been won or lost on the speed judging.

Overall result:-

John Mansell	86 points
John Antram	80 "
Ray Douglass	79 "
Peter Shaw	78 "
Don Lock	77 "
Derek Smith	73 "
Dave Hudson	66 "
Roger Smallman)
David Mills) retired
Graham Tooley)

Brian Weir who missed section One and the machine check gained 42 points.

Tony Palmer

S.C.A. 50 AND CLUB CHAMPIONSHIP

22ND JUNE 1975

1st	John Dutson	Central Sussex	2.00.08.
2nd	Martin Hawes	" "	2.11.04.
3rd	Keith Dodman	Worthing Excel.	2.11.35.

Keith then retained his hold on the Club trophy on a very hard morning. Other Worthing times were:- Ray Douglass 2.22.01, John Biddle 2.24.46, Mike Poland 2.25.08, Bernard Wright 2.25.30.

CLUB 12 HOUR CHAMPIONSHIP

Incorporated in the Oldbury & District event on 14th September.

1st	Don Lock	226.66 miles
2nd	Bernard Wright	224.37 "
3rd	Ray Douglass	196.81 "

HE'S DONE IT AGAIN. WE'RE SO UNKIND THAT WE PROMISED TO PUT IT IN CAPITALS.

FOR THE SECOND TIME WHEN THERE HAS BEEN A COMMITTEE MEETING AT CHARLIE LEDNOR'S HOUSE...
HE'S BEEN OUT!

MEMORY LANE

A recent "Happening" gives me the opportunity to take a stroll down that oft quoted thoroughfare, Memory Lane (a popular pastime for the old 'uns) and at the same time, fill up a page or so in the Club Mag. What happened was that the Hon.Gen.Sec. of my former Club, the Carlyle

C.C. (Chelsea) asked me if the Worthing Excelsior would like (free of charge) a set of training rollers, plus sundry "other things". These had come to light when their Clubroom cupboard was tidied up, and were of no further use to the Carlyle. Anyway, I accepted these with thanks, and one Sunday in July met a small party from London for a drink in the Star Inn, Alfriston, followed by a picnic lunch on the High and Over, near Seaford, where the goods were handed over.

I had forgotten that the old club ever owned any rollers, but quite a few years have passed since they were last used. Roller contests between clubs were a feature of the Winter Season, although I personally never indulged in this side of the sport, preferring dancing and darts! Looking through some old mags, I spotted an announcement for a GRAND ROLLER CONTEST, at the Wiseton Road Institute (Wandsworth) on 13th November 1952. The four clubs taking part were the Fulham Wheelers, Bec C.C., 29th Wheelers and the Carlyle C.C. All these Clubs are still going, but unfortunately very little cycling is being done these days by the Carlyle members.

Further memories came back when I saw the box of "other things" which had been handed over. There were about a dozen drinking bottles, two large liquid containers and a number of sponges. These had been acquired when the Carlyle promoted a series of 2nd class 100's on the famous H.5 Bath Road course. Just when these events started, I can't recall (memory gone again!) but they were going well in the late 1950's and early 60's. Our renowned veteran, Ray Douglass, rode in at least one of them. These events usually meant

a week-end away, having lodgings in the Theale area, or, for those out on the far stretches of the course, the Red Lion Hungerford. One year I seem to remember staying the night in Oxford. I think this was because we had some duties in the Clifton Hampden area. The Club Official who organised the marshalling and accommodation (no light task) left nothing to chance. I still have an instruction sheet for one of these 100's telling me that my marshalling point would be at the Streatley fork, and to be there at 6.15 a.m. My lodging on the previous night was at Mrs. Wakefields, Theale, who put up (and put up with) a large number of racing cyclists and helpers during the summer, with their strange habit of wanting a light breakfast at an unearthly hour on a Sunday morning, then vanishing until later in the day, when they would all return and sit down to a larger cooked breakfast, before finally departing near lunch time.

Road conditions have changed somewhat since those days. "The Lane" looks different now, with the Motorway bridge and the big roundabout where it joins the Bath Road. But the Bath Road is wider and has a better surface than it had fifteen years ago. And of course the M.4 takes most of the through traffic, so that the old road has an almost deserted air at times. It was no joke being a "turn marshall" at Savernake, standing out in the middle of the A.4, with traffic passing by in both directions. In more recent years the H.5 course has been slightly less favoured, as the search for higher average speeds goes on, but Pangbourne Lane has probably never had a more exciting moment than in the Bath Road 100 of 1956, when Ray Booty became the first rider to crack the four hour barrier.

Roger Smallman

"TOP TWENTY" TWENTY FIVES OF 1975

1.	Keith Dodman - Hillingdon	H.5	59.29
2.	Keith Dodman - Southend	E.72	1.00.23
3.	Keith Dodman - Salisbury	P.2B	1.01.15
4.	Keith Dodman - B'ton Mitre	G.533	1.01.20
5.	Richard Shipton - New Forest	P.2B	1.01.21
6.	Richard Shipton - Southend	E.72	1.01.38
7.	Richard Shipton - Wigmore	Q25/3	1.01.52
8.	Alan Orman - North Hants	H.1	1.02.04
9.	Ray Douglass - South Eastern	Q25/3	1.02.09
10.	Keith Dodman - Somerset	U.21	1.02.11
11.	Keith Dodman - Harrogate	V.133	1.02.14
12.	Don Lock - New Forest	P.2B	1.02.15
13.	Don Lock - Salisbury	P.2B	1.02.19
14.	Richard Shipton - Old Portlians	H.1	1.02.25
15.	Keith Dodman - Worthing	G.938	1.02.50
16.	Richard Shipton - Sotonia	P.2B	1.03.02
	George Matthews - Worthing	G.938	1.03.02
18.	Pete Reeves - Southend	E.72	1.03.09
19.	Alan Orman - Club event	G.938	1.03.20
	Pete Reeves - Old Portlians	H.1	1.03.20

+++++

So that, at the time of going to press anyway, is the best we could manage in the past season. In 1974 we had Keith's 58.54 but then we went back to 1.00.33 and the top twenty included six fours, indeed, more than half of the rides that qualified last year were slower than No.20 this time. Altogether 1975 looks a better list and 1976 should show even better. let's see if we can have twenty rides under a three and more under the hour. Keith had eight qualifying rides last year but only seven in 1975. Richard has really been the one to impress this year with many first class performances and several personal bests in the process. Last season he had one ride in the list while in 1975 he has five

As for Alan Orman, well we've said "if only" so many times before, but with only a few rides all season he has still notched up a couple of good ones. What could he do if he had a full season and travelled a bit to find some faster courses and some sterner competition. The ride of the season, however, must be that 1.2.9. by veteran Ray. Ray now much nearer 50 than 40, improved his personal best with this effort, more than 25 years after he started racing and nearly 15 years after his previous best performance. Colin Miller made the list in 1974 but not this time. He has had a difficult season being unable to race for several months, and his place in the list goes to Alan who must have done even less last year. Apart from those, then the names make a familiar list. Let's hope that next season there will be others pushing hard for inclusion.

STOP PRESS

WASTE PAPER

Please do not collect any more paper. The bottom has fallen out of the market. We will take what you have and let you all know if and when we would like you to start again.

EUROPEAN SIXES

Bremen	Thur. 8 Jan - Wed. 14 Jan 1976.
Rotterdam	Thur. 22 Jan - Tues. 27 Jan 1976.
Antwerp	Fri. 6 Feb - Thur. 12 Feb 1976.

Anyone interested in going to any of these, please contact Dave Hudson.

1975 HILL CLIMB CHAMPIONSHIP

Steyning Bostal 19th October

1st	Keith Dodman	4 minutes	35.6 secs.
2nd	George Matthews	4 "	36.8 "
3rd	Paul West	5 "	12.4 "
4th	Martin Morris	5 "	29.4 "
5th	Graham Tooley	5 "	35.4 "

So Keith just pipped George by a nod and a bit of the Donald Duck on timekeeper Ray Douglass' stop watch and so prevented a recurrence of the dead heat which occurred between the two last year. Times were generally very much faster than in '74 when the tie was at 5 minutes 11.2 seconds.

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 its General Committee.

