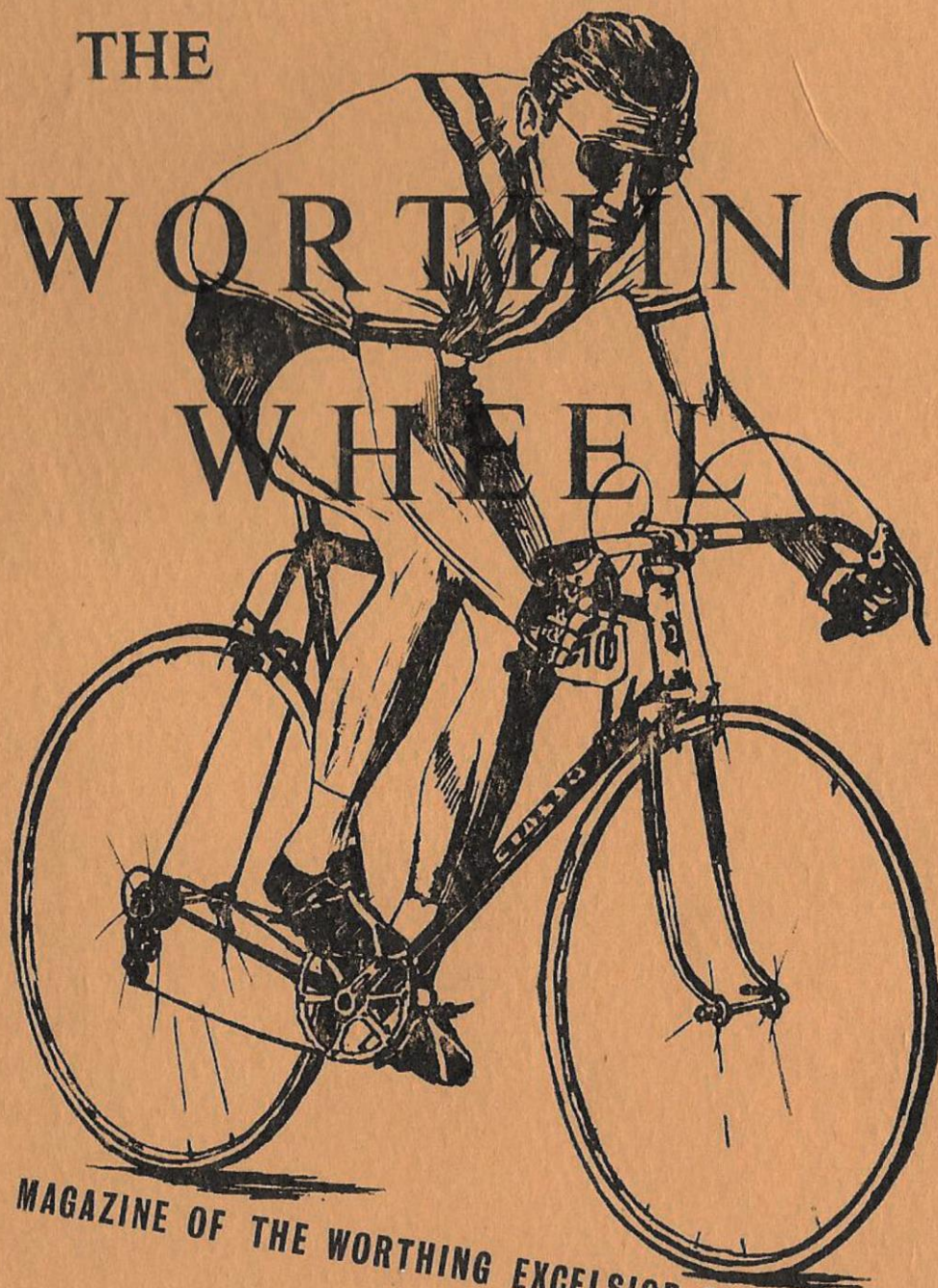


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

WINTER 1975-6

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THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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

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THIS WILL NOT HELP CYCLING

British Cycling Federation, Sussex Division

4 Ebenezer Cottages,
Framfield, Uckfield.

To all Clubs & Division Officials

Below is a copy of a letter recently received from the Sussex Police and discussed at the last Division Council Meeting. It was agreed that it should be circulated to all member clubs, with the request that the contents should be brought to the notice of your members.

R. Humphrey, Road Race Secretary

Sussex Constabulary

Dear Sir,

I am directed by the Chief Constable to inform you that a report has been received from an off duty police officer concerning the manner in which some cyclists were riding whilst taking part in an event on Thursday June 5th.

The circumstances were that the officer concerned was travelling along the B.2124 road from Ringmer towards Golden Cross at about 8.35 p.m. and as he approached Laughton he found himself to be the last in a line of five cars travelling behind a group of pedal cyclists. This group which consisted of at least 30 members were dressed similarly and were obviously members of the cycle club, but the only identification he was able to see was a "Central Sussex Cycling Club" motif on the shirt of one of the cyclists.

This group of cyclists was spread out across

one half of the road and the length of the group was the equivalent of about four cars lengths. From time to time one or two of the rear members of the group swerved out around the main group to get to the front and in so doing crossed the centre line of the road by 3 or 4 feet, thus further reducing the width of road available to other traffic. It became apparent to the officer that the drivers of cars behind these cyclists were becoming impatient at having to travel at a slow speed behind these cyclists and on three separate occasions such drivers overtook the group in positions where the degree of visibility did not really permit such a manoeuvre with adequate safety and had there been traffic coming from the opposite direction there could well have been a serious accident.

The cyclists concerned appeared to treat the situation as a joke and were continually turning round and laughing at the drivers of the following vehicles. It was not until the group were nearing the junction with the A.22 that the officer was able to overtake them safely and when he did so he saw that an Austin Westminster No. WRU 84 was approximately 100 yds ahead of the group and it was apparently the lead car for the group as it had stickers in its window.

It is appreciated that the drivers of the cars which overtook the cyclists had a responsibility for ensuring that the conditions were such that it was safe for them to complete these manoeuvres, but it is felt that the actions of the group in taking up such a considerable amount of the road and making it known by their attitudes that they were not unduly concerned

about the delays they were causing to following drivers, did nothing for the cause of road safety or indeed the good relations which one would hope would exist between cycling clubs and the rest of the community.

It is noted from police records that the Lewes Wanderers Cycle Club held an event at about the time in question and it would seem very probable that the cyclists to whom the officer referred were in fact from that club.

As you will be aware complaints are received by police from time to time about the alleged inconvenience caused by groups of cyclists on these events, and whilst it is acknowledged of course that these complaints are not always completely justified there would seem to be a need for actions on the part of cyclists as described by the officer to be avoided.

I would be grateful if you would draw the contents of this letter to the notice of your members, to avoid repetitions of this type of report being received.

Yours faithfully,
Chief Superintendent, Traffic Division

CORRESPONDENCE

Burgess Hill 2930

"Wheelers"
46 Valebridge Road,
Burgess Hill,
West Sussex,
RH15 0QY

Editor,
"The Worthing Wheel".

Roger Smallman's article "Memory Lane" in the last edition of your magazine stirred a few of my own, and I think I am able to fill in a few details of some of the things he wrote about.

It was the mention of the Carlyle C.C. that did the trick. My first contact with that organisation was on my very first day at work in January 1946 when a very senior accountant named Arthur Shenfield asked me what my Club badge was. I don't recall what position he held at that time in the Club but I do know, he was, or still may be, President. Through his good offices I had a few trips out with the Carlyle and even rode a couple of Club 25's with them. These events started at the gates of a Recreation ground in Staines and the course was noted for being very misty. The winner of one I remember went by the unlikely, but factual name of Robin Goodfellow, he did about a 1-6-0 just beating runner-up Peter Gilbert. Peter, I know is still riding with the Basildon C.C. and has subsequently beaten the hour.

With regard to the 2nd Class 100 this seemed to be the brainchild of Frank Wells and was organised by him for some years. It ran for the term 1953 to 1963 and according to my records the winners and times were :

1953 J.Wright	Guildford Phoenix	4h 34m 35s
1954 G.Gaida	Maidenhead C & A C	4 34 7
1955 F.Freere	Carlyle C.C.	4 40 8
1956 D.Nations	De Laune C.C.	4 44 0
1957 H.E.Foy	Good Companions	4 37 12
1958 M.Shea	Ross Whrs	4 30 46

1959 R.A.Clarke	Farnham R.C.	4h 28m 29s
1960 D.F.Dumbrill	Redhill C.C.	4 33 18
1961 R.Wilkinson	North Bucks C.C.	4 41 16
1962 V.T.Possee	Ashford Whrs	4 21 39
1963 B.M.Mangan	Century R.C.	4 22 58

The Roller Contest at Wiseton Road Institute strikes another chord for my own first Club was the Bec C.C. and they were mentioned as taking part. These were regular meetings, about once a month I recall. The Bec and the 29th Wheelers still have Clubnights at the same place, and still in the same rooms.

At this time the sport of Roller Racing was very popular, the "Sportsmens Nights" at the Dome being the best in the South. The highlight of these meetings was the battle between Reg Harris and Wally Gimber (Dulwich Paragon C.C.) to see who would become the first to beat 100 m.p.h. for the flying quarter. My own most graphic memory of Roller Racing was the Seymour Hall, London, riding in a West London C.A. promotion and shooting off the Roller, across the stage on to the top of a closed grand piano in the Orchestra pit. Luckily for me the pianist acted as a good brake.

As Roger intimates, Pangbourne Lane and Theale were the absolute Mecca for all West and South London cyclists. Events were always over-subscribed and you could only get in if very fast or if a member of the Club team. Even Ladies events had full cards. Barbara rode her first 25 on that course only because the Club had a team entered. The event was the Hounslow & Dist. Wheelers 25 held on the 13th May 1951 and she was No. 118 recording 1.15.51. The winner and Scratch-girl was Elsie Horton of the Coventy C.C. who did 1.7.27. Joyce

Dean (1.8.47) of the Appollo C.C. was co-scratch and Eileen Sheridan (1.10.22) was also on the card. Barbara was more than a little unconventional for the time and rode gears. I can remember her being nagged by the Club 'trainer' (no COACHES in those days) for actually getting into TOP gear, about 92 inches, shades of June Pitchford.

I trust that the foregoing is of some interest and look forward to more editions of your most excellent publication.

Yours in sport

Ken Atkins

Central Sussex C.C.

GABBLETALK ... ON WINTER CLOTHING ?

Novembrio staggers into Decembremas and Janeweer into Februfrost. The autumny nippyness becomes winty monkeys and many bikies make long hibernations pendency much warmy uppy of springy time and tall flowery of the daffy rose and viobell. Tis undoubtedmust time for great thoughtand careio as to the cover up of all extremeties against all climatic nastiness. Plenty of pullies that breathe are better than the plasty nylo or simly with all dirty sweat and drip. You may resemble like michelin tubby man and peddly bit slower than usual twenty-fiveses, but betty to be warmy and it don't hurty so muchee when sittee on arsee on icee.

Despitee and notwithsittie the presence amongee of oldies and newees riding with shorty

shorties all brave and blueyo. Longuns is betty than shortuns, keepy joints warm and long john whatsits very good underneath of.

I'm back under me blankerdowns and eiderlows now till Apmay or Eastee at leasto. Oh yes.

A SUMMER TOUR 1975

The summer tour started by being driven to Ramsgate by Dave Hudson in his van. His load consisting of five cycles, Rick and Valerie Stringer, Dave Elson and myself.

It only takes thirty five minutes to cross the channel by Hovercraft from Ramsgate to Calais. Calais is the place where you are greeted by the nasty smell of a chemical works.

Our exit from Calais was fairly fast possibly because of the aforementioned smells.

We were now heading southwards across the plains of the Pas de Calais.

It was extremely hot and the roads were the typical French variety, very straight with a line of Poplar trees either side.

Owing to the heat and the boring roads we decided to let the train take the strain, so the route from Amiens to Paris was taken in comfort.

Dave Hudson left our company at Paris for a short tour of Northern France.

Time for another train trip, this time to Lyon where we arrived at 04.30 and still very hot so ~~when~~we saw a lawn sprinkler

at work we had a quick shower, fully clothed.

A very nice two star hotel was found for the night at Tullins, some way to the East of Grenoble.

Tuesday morning and we were in with the traffic heading for Grenoble, just a quick stop here to change travellers cheques and have elevenes.

On leaving the town, with snow covered peaks all around, it was plain to see that the mountains were not very far away.

The road was now climbing up through The Gorge of the Romance River, past many Hydro Electric power stations and industrial areas.

After the industrial bits we stopped at the Hotel Belladonne which was a smart place, each room having a private shower and a balcony to hang the washing out on, a quick clothes washing session being one of the first jobs when accommodation had been fixed.

Departure next morning was still upwards, the road now getting more interesting with a few tunnels, good job we brought cycle lamps.

Lunch was taken in the now usual manner of French Rolls and Ham, Tomatoes and Cheese, etc.

We were now heading for the first target of this tour, the summit of the Col du Lautaret, where we wanted to fill our drinking bottles and ended up paying for bottles of water.

At the summit we turned left and the road still went upwards, and how, so this was really where I found my 26 tooth chainring paying off as this was the road to the summit of the Col du Galibier, over 7,000 ft. above sea level.

At the top there is a monument to Henri Desgrange, the Father of the Tour de France, which passes this way most years.

Through the tunnel at the summit and then a long descent with steep unguarded drops at the sides of the road, After Valloire and a gradual climb over the Col du Telegraphe and another twisty descent to St. Michel.

A hotel was found along the road at a place called La Praz.

On the road again next morning at our usual time of about nine o'clock, through Mondane and Lanslebourg, where we had dinner, then into the wilds again and the big climb of the tour.

This was the road over the Col d'Iseran at over 8000 ft high with banks of snow at the roadside, also very cold, so much extra clothing was put on for the descent to Val D'Isere for a hotel.

Next morning it was still a descent, a total of 30 miles downhill and many tunnels, one quite long and curved and unlit, mild panic as we sped into it and found we could not see the familiar circle of daylight at the other end.

At Bourg St. Maurice we had a choice of a main road or a "nice little lane", we chose the lane which turned out to be very scenic but also very hard work although the height at the summit of this small pass was only 5900 feet above sea level, this was the Cormet de Roselend.

Another long and very fast descent, this time a distance of twenty five miles, to a town

called Albertville where we stayed the night.

Next day Saturday, was quite leisurely with flat roads to Annecy which is a very interesting and old town.

It was on Annecy Lake that we had a boat out with some bumpy navigation through the wash of bigger boats, no lives lost though.

In the afternoon we carried on our way stopping at Cruseilles near the border with Switzerland.

Sunday, and the route was main road to Geneva for a train to Basle where we had an eight hour wait for the overnight train to Calais.

At Calais there was a short ride to the Hoverport where we just had enough money for a final French Breakfast and tickets to Ramsgate.

So ended a very enjoyable tour of the Savoy Alps region in France.

One thing that struck us was the attitude of the French people, when we arrived at hotels the staff and other guests didn't mind us wearing shorts as shorts seem to be more acceptable in France than in England.

When out on the road we were greeted with cheers and people clapping just as though we were riding "THE" Tour de France.

C. Beckingham

others on the tour....

Rick and Valerie Stringer

David Elson

all members of Brighton Excelsior Cycling Club
and all Second Claim members of the Worthing
Excelsior C.C.

HARDRIDERS 1975

Ten riders tackled this year's championship and with the recent 'hardriders' form of Keith Dodman, the event did not have quite the clear cut look about it that the presence of George Matthews usually created. George was out to notch up a fourth successive win and Keith was equally determined to stop him. A very fine second place behind Dave Brown in the Bognor Open Hardriders the week before had given Keith the inspiration necessary, while George might have been forgiven for wondering where he would have finished in that Bognor event had he started. Richard Shipton was the only other rider who could perhaps upset these two but his recent form was not promising.

Schoolboy Paul West, John Williams, Graham Tooley and John Biddle were all tackling the event and course for the first time, although it was known that John Biddle had secretly bombed around the course in mid-week, in about 1 hour 45 minutes. The field was then completed by another schoolboy Martin Morris, Mike Poland riding his 18th Hardriders, and Colin Miller.

By Storrington, on the way out, Keith in 27 minutes 18 seconds was 22 seconds ahead of George and Richard was a further 55 seconds back in 28.35 and John Biddle, chasing Colin was fourth in 29.15. Then came the big hills, the climb from Houghton Bridge to Whiteways, the drop to Arundel and the long drag back. Although at Whiteways (first time) Keith's lead had stretched to $\frac{3}{4}$ minute, by the return it had been reduced a little and George seemed to be fighting back. It was therefore a great shame that Keith should puncture, and, without spare, had to retire

at Amberley on the return.

A lot of interest went out of the event at this stage and it was a rather academic interest only in the placings and the times that remained.

George was first and his time was good, but not excellent. 1.34.44 compared with a 1.29 record, and second was Richard, who at 1.38.50, at least had a $1\frac{1}{4}$ minute improvement over his 1974 effort. John Biddle, eventually catching his minute man, Colin Miller, had a scrap over the last few miles and clinched third spot with 1.42.12, and the first handicap award.

Paul West was the fastest schoolboy at 1.45.40 and as forecast in last year's report, Martin Morris came down from 2.1.. to under 1.50.., in fact, down to 1.47.52.

	<u>Full Result</u>	<u>Actual Time</u>	<u>H'cap Time</u>
1st	George Matthews	1.34.44	1.34.44
2nd	Richard Shipton	1.38.50	1.34.20
3rd	John Biddle	1.42.12	1.32.12
4th	Colin Miller	1.43.12	1.36.12
5th	Paul West	1.45.40	1.36.40
6th	Martin Morris	1.47.52	1.40.52
7th	Mike Poland	1.50.21	1.33.21
8th	Graham Tooley	1.55.58	1.46.13
9th	John Williams	2. 1.16	1.43.16
	D.N.F. Keith Dodman	(punctured)	

1975 POINTS CUP

	Circ	25	25		C'shaw							
	<u>Event</u>	<u>H'cap</u>	<u>Champ</u>	<u>30</u>	<u>15</u>	<u>25</u>	<u>50</u>	<u>100</u>	<u>12hr</u>	<u>Hardriders</u>	<u>Totals</u>	
Mike Poland	2	2	8	3	9	8	3	5	5	6	51	
Richard Shipton	5	5	7	1	9	6	7	5	5	2	52	
Colin Miller	4	6	15	4	1	2	7	5	5	4	53	
John Biddle	1	9	12	8	9	3	1	5	5	1	54	
John Antram	14	3	5	2	9	4	7	5	5	1	55	
Ray Douglass	11	8	3	6	9	10	2	5	3	11	68	
Paul West	13	1	6	8	9	9	7	5	5	5	68	
Pete Reeves	3	10	13	8	9	5	7	3	5	11	74	
Keith Dodman	9	12	11	5	3	18	4	1	5	10	78	
Martin Morris	11	12	1	8	9	13	7	5	5	7	78	

JUNIOR BEST ALL ROUNDER 1975

	<u>10</u>	<u>15</u>	<u>25</u>	<u>Average</u>
1st				
Paul West	24.17	40.06	1.7.48	23.092
2nd				
Martin Morris	25.14	40.56	1.8.32	22.551

SENIOR BEST ALL ROUNDER 1975

	<u>25</u>	<u>50</u>	<u>100</u>	<u>12hr</u>
1st				
Don Lock	1.2.15	2.5.21	4.38.02	226.66
			Average	22.124
2nd				
Bernard Wright	1.5.30	2.17.12	4.54.52	224.27
			Average	20.960
3rd				
Ray Douglass	1.2.09	2.19.02	4.57.44	196.81
			Average	20.567

MOST IMPROVED RIDER 1975

	<u>Distance</u>	<u>From</u>	<u>To</u>	<u>Average</u>
1st				
Pete Reeves	50	2.25.58	2.13.23	1.939
2nd				
George Matthews	100	4.49.40	4.26.40	1.824
3rd				
Martin Morris	15	43.41	40.56	1.384

THE ELM TREE

A great deal has been written lately about Elm Trees, particularly about Dutch Elm Disease of which West Sussex has had the highest percentage of dead and dying trees, about eighty five per cent.

In early Victorian times there was a famous Elm "up the road" at Crawley which was completely hollow with an inside circumference of 35 feet. There was a door into the tree and a woman lived inside for quite a time.

At Hampstead there used to be an Elm with a spiral staircase in it and seats at the top for sightseers.

Elm wood has a high resistance to rotting and so many years ago it was used for water pipes and buckets, another use was for coffins.

C. Beckingham.

OLD SNAPS

I've been going through that old photo album of mine again and was stopped by the shot of Alfriston Church. My mind wandered away, thinking of the many other small and old churches nestling in hollows of the rolling Sussex Downs.

Most of these little churches are Norman, in the valley of the Cuckmere, there's Litlington with its two original Norman windows and its near neighbour Lullington which claims to be the smallest in England, although it is really only the remaining chancel of the original church. It measures 16 feet by

16 feet and can seat 30.

The snap of Alfriston reminds me that this is known locally as the "Cathedral of the Downs". It's a beautiful old church in cruciform standing in the gap made by the River Cuckmere as it flows through the Downs.

Not far from Birling Gap we have the village church of Friston with one of only three "Tapsell" gates in Sussex. Another is at East Dean and the third at Kingston. A tapsell gate by the way is one that pivots on a central pillar.

Although now much built up Rottingdean is still a charming little place in a 'dean' or depression in the Downs. The church is early English with a stained glass window by Sir Edward Burne Jones, (the painter) who lived here, also in the church is a chair presented by Sir Stanley Baldwin.

Round and about Lewes are several little churches, Rodmell is Norman with a 'squinch', that's a small arch across the angle of a square tower to support the side of an octagonal spire and a 'piscina', in mediaeval churches a stone basin near the altar in which were washed the chalice and other sacred vessels. Up the lane from Cooksbridge is Hamsey Church, for many years unused, but now restored and with services on the first Sunday of the month, May to September; a string quartet supplies the music.

"Windy Piddinghoe" as Kipling calls it, has a little church mostly early English, on a small hill sloping down to the Ouse. Piddinghoe has one of the round towers of Sussex and Southease has another.

Offham lies at the foot of the slope of the

battlefield where Simon de Montfort defeated Henry III in 1264 at the Battle of Lewes.

It's amazing how much interest both historical and architectural can be found in these quiet and simple churches situated so beautifully in their downland settings. The old bike certainly gets you about to these so interesting places, and the camera has held those memories so wonderfully captive...

"Within these hallowed walls
 of mellowed stone,
Where silence reigns enchanted
 by echoed sounds,
Of footsteps, whispered voice and
 creak of door,
Our forbears, down the centuries
 praised their Lord."

From "The Old Church" by Stanley W. Budd.

. CAMERA

1975 ANNUAL PRIZE PRESENTATION BUFFET AND DANCE

Some seventy five members and friends attended the Club's annual do at Worthing Sports Centre on Saturday 8th November, and enjoyed the music of the Mike Berry Five. During a break in the dancing there was a short speech from Worthing's Recreation Manager, Mr. Alan Sly, who paid tribute to the Club for all its efforts in putting on the Fiesta Kermesse and assured them that the Council would again, in 1976, do all that was possible to assist

in a similar promotion. In a reply on behalf of the Club Don Lock thanked the many people who had helped in the promotion of the Kermesse and promised that in 1976 it would be better still. The Club had already applied to the British Cycling Federation for the necessary licence.

Mrs. Argent then presented the prizes; the major recipients being:- Keith Dodman, 25 mile, 30 mile, 50 mile, 100 mile and Hill Climb Championships, Don Lock 12 hour and Best All-Rounder, George Matthews, Track and Hardriders and winner of the evening ten mile series. Paul West, Junior 15 and Junior Best All-Rounder. John Mansell, Tourist Trial and Graham Tooley, Club runs trophy. The Clubman of the Year award went most deservedly to Norman Macmillan for all he has done for the younger members of the Club in encouraging them, and training them. Norman has also qualified as a Coach during the year under the British Cycling Coaches Scheme.

Final business during this interval was the prize draw in the Club's Fund Raising Scheme and the lucky fellow was Richard Shipton. He went home sixty pounds richer.

Dancing then continued until midnight.

The Buffet Menu provided by the Council was terribly poor and the room was far too large for the numbers attending and was inadequately heated. It had been hoped that by adopting this type of evening and particularly by bringing tickets down to £2 that considerably greater numbers would have attended, but this was not to be. Only two members of other Clubs attended and in the opinion of the

writer it was a poor advert for The Worthing
Excelsior Cycling Club.

Don.

THREE WORDS FROM NORMAN

1. Out and about with the younger members in 75.

At the end of the 1974 season it was decided that I would take under my wing the younger racing members in order to coach and advise them towards improving their performances.

We began with regular attendances at the circuit training at Lancing and eventually, due to the good offices of a neighbour of Alan Matthews, we were able to acquire some weight training equipment, which the boys have since put to very good use.

With the advent of 1975 work began on the bikes, trying to put into practise some of the things I had been preaching on my Tuesday night lectures. These lectures had been fairly well attended and now was the time to see if anyone had been listening.

With the assistance of some of the senior members it was possible to send the boys off on a given distance in a target time, paced by the seniors. Here I must thank those particular individuals for giving up their time in this way. My thanks to Don, George, Pete, Keith and all others who helped.

There is no doubt that these rides were of great benefit to these boys and I hope to be able to repeat the exercise next spring.

Unfortunately a couple of them fell by the wayside being sidetracked by other interests, but that is the way of all sports.

Time was also spent on interval training and other forms of refined cruelty which they all enjoyed, especially the bits where I couldn't hear the names they called me. All in all the boys worked hard and I have been pleased, most of the time, with their efforts and dedication.

I was also pleased that Roy, Martin and Paul have all attended coaching weekends at Crystal Palace, and Roy and Paul also went to the Youth week at the same venue. These courses are very good and do help to keep the enthusiasm at a high level.

Well now, was it worth doing. I think I must praise the boys for the way in which they have ridden their races this year. We have had our disappointments of course, especially in the G.H.S. 10, where all rode well below form. No excuses from them, it just was not their night. Nevertheless we have had a few minor placings and good performances right through the season. Even the 'horizontal champion' managed a couple of placings in fairly good company!! and Paul learnt not to swear at the starter, at least not so he would be heard. Martin rode with his usual unhurried looking style, so relaxed in one race, that he forgot how many laps had gone and let himself be caught with only one to go, when he had it won.

I have been proud of the lads both on the road and the track, for the way they have competed at all times, and for the sportsmanship they have shown. Although we didn't win many, those who did win had to fight off

the Worthing Excelsior challenge to do so. I don't think any coach could ask for more.

I enjoyed my first year's duties and the racing witnessed. I'm sure those members who do not race would enjoy it just as much so why not come along and cheer them on. Try an evening at Preston Park for a start, we're still a bit outnumbered over there.

2. From little things

On a warm summer evening in August 1974 I was talking to Tony Yorke at Preston Park when in the course of conversation I happened to mention how important coaching had become in all sports. This remark was completely forgotten by me until some weeks later Tony asked me if I would be prepared to go on a British Cycling Coaching Scheme course for club coaches. He quickly overruled my protests that I was too old, etc. and eventually persuaded me to go. Little did I know! I expected a couple of quiet weekends yarning about the coaching scene and a little bit of information on what to read etc. Nothing could have been further from the truth.

I arrived for the first weekend in Enfield and quickly found the digs and made the acquaintance of some of my fellow students. They varied very much in age and in riding experience but all had one thing in common, a love of cycling and a desire to become more involved.

We all reported at Ponders End Sports Centre by 09.00 hours and got down to work. The whole of the first weekend was devoted to theory with lectures of Anatomy, Physiology, Nutrition, Exercise and allied subjects, totalling 20 hours in 2 days. Very tough going but put over with

such evident sincerity by Malcolm Firth, Peter Valentine, Dick Poole and others that the time spent on meals, ably provided by members of the Whitewebbs C.C., seemed to intrude rather than provide a welcome break. By the time I arrived home I felt mentally fogged, and felt sure that I could never absorb it all. A bit of judicious reading helped to allay these doubts.

The second weekend, also at Enfield was devoted to more practical subjects with demonstrations of weight training, circuit training, interval training, cycle mechanics and the development of skills. The session finished with some practical exercises and riding tuition, using a group of volunteers as guinea-pigs. Incidentally one of the guinea-pigs was Ian Banbury, Junior Pursuit Champion and now a member of the Senior Squad. Our thanks were due to him and his friends for giving up their Sunday afternoon to help us.

And so home again to fulfill the rest of the requirements. In order to do this I had to assist Tony for six months with his coaching of the local riders and also assist on a nationally organised course. I was lucky enough to be asked to two national courses at Crystal Palace where I learnt almost as much as the boys themselves, and had an enjoyable time as well.

Steadily and inexorably April began to draw near and with it the dreaded exam. For weeks before, my decorating stood still and my wife had to work around a heap of books on Anatomy, Nutrition, First Aid and so on, until she was nearly as demented as me.

Came the day and a visit to Tony's in company with Brian Wilkins from Lewes Wanderers, the only other candidate from this area. I will gloss over the exam. Enough to say that it lasted 4 hours, in 4 X 1 hour sessions and a total of approximately 150 questions. Some easy, we won't mention the others!! Then it was all over and the long wait began.

I got stuck into my work with the schoolboys and every race we went to one of my fellow candidates would be there. The first question invariably asked was, "Any news?" and the invariable reply was "No", until early November when the word came through that I had passed.

So now I am the proud possessor of an official certificate and badge as a club coach. It was hard work but worth every minute of it, if only for the host of new friends I have made through it and the satisfaction of watching 'my boys' competing and riding in a way of which Worthing Excelsior can be proud.

3. Prospects for 1976

1975 has now gone and shortly the start of another season will be upon us. I am now forming tentative plans for the new seasons training and racing programme.

My work in the coming year will be more widespread and I will of necessity have to try to allocate my time equally between the juniors and the new crop of schoolboy riders coming along.

Firstly the Juniors. Three of last year's

boys will be entering the junior ranks this year, where they will find a vastly different racing scene. They will be using bigger gears and racing up to five times as far as last year. I am sure they will find it hard going at first, but I am also sure that if they work hard then they will be able to give a good account of themselves.

If the move to provide regional races for first year juniors comes to fruition they should be in with a chance of making themselves known, and be able to build up strength and stamina for the big junior races in 1977.

Now for the schoolboys. As will, I expect, be known I have been riding out with a number of new boys for the past few weeks and their keenness and enthusiasm is very rewarding. With, I believe one exception, they are all in the under 14 age group and consequently have plenty of time to develop in strength and stamina. They have been attending circuit training and weight training regularly and the improvement over the past weeks has been remarkable. At my weekly lectures they have shown a lively interest and have asked a lot of very pertinent questions showing that they intend to take their racing seriously.

Some of them have already had a go at a couple of last year's evening tens and I'm sure will be a constant course of re-assessment to the handicapper in the next series.

At present we are all trying to beg borrow or even buy any pieces of usable equipment which other riders no longer require, so if anyone has anything spare please let me know.

Until I obtain a list of events for 1976 I can

not finalise my intentions but I would hope to get the boys entered for schoolboy circuit races in their own age groups and in the local 10 mile events for juniors etc. We shall of course be invading Preston Park in force so come along and cheer them on. All parents and friends can do a lot to stimulate these lads just by being there and I can promise you all a good evening's entertainment.

Finally I wish all riders a happy and successful 1976.

Norman.

THE CHRISTMAS FEAST 1975

Christmas comes but once a year,
Chicken, turkey, wine and beer.

Theo puts on such a spread,
Now we'll live on milk and bread.

Sixty people sat to eat,
Sixty people rose replete.

How he does it we know not,
Serving food that's piping hot.

Bringing forth such splendid fare,
From a kitchen six foot square.

Costing just a pound a head,
It looks as though inflation's dead.

A poor attempt at poetry that does no justice to the meal or the evening. Everyone present (72 but I couldn't make it rhyme) thoroughly enjoyed themselves. It was, perfectly informal, if that's not a contradiction in terms, and

there was the kind of atmosphere for which cycling club get-togethers have always been renown. To Theo and those who helped him a very big thanks.

FUND RAISING SCHEME 1976

Social Secretary Theo Puttick is running the scheme this year and at the time of going to 'print' there are more members and more being given away in prizes. The draws start again at the end of January and the monthly prize is almost certain to be increased to £5. The monthly draws continue for ten months, that is up to and including October. If participating numbers are up to 70 then, it may be decided to increase the prizes at the annual dinner to one of £60 or £65 and a second or final 'consolation' prize of £5. Further details and the monthly winners will, of course, continue to be published in the Mag.

As will be seen in the report on the 1975 Dinner, Richard Shipton won the £60 for last year, and the previous, October, draw went to Mr. M.E. Chapman.

LAKE DISTRICT AUTUMN 1975

"England's highest mountains - Scafell Pike, Helvellyn and Skiddaw - and nearly all her largest lakes and numerous 'tarns', are found within her most extensive and probably most spectacular National Park". Cycling, though, rarely gets a mention in the brochure when describing sports and pastimes normally

associated with Lakeland. Indeed, from Y.H.A. figures, cyclists accounted for only 16% of overnights in the Lakeland Region in 1974.

So to see what cyclists are missing, and to savour the delights of cycletouring engulfed within some of the 866 square miles of National Park, containing lofty peaks, broadbacked mountains, and lake filled valleys, Dave Hudson and I set off for a four day Autumn break.

Gone were the hoards of motorists usually found choking up the roads and indeed cyclists lungs, in the summer months. They left the lanes and even main roads, almost traffic free. Our campsite was in the grounds of Ashness Farm, about 400 feet above Derwentwater, on the east bank. The only drawback to the otherwise perfect setting, was the 400 feet climb back in the evenings.

Saturday was spent setting up 'base camp', exploring the surrounding area, including the hamlet of Watendlath, immortalised by the novels of Sir Hugh Walpole, and the town of Keswick. We had breakfast on Sunday, in a small cafe in Keswick, an old country town, with Skiddaw (3053 ft.) forming the backcloth.

We set off under blue skies and sunshine on the back road round Derwentwater (west side). It was a fine start to any holiday, a gentle climb with views in all directions - but keep one eye on the road, it has some sharp bends. Down then through Grange and into Burrowdale, in the shadow of Scafell, and consequently, one of the wettest places in England. A stiff

rise of 800 feet lay in front, to the summit of the Honister Pass (1176 ft), at which point, there is a Youth Hostel. A most spectacular descent followed, initially steep, then flattening out slightly, for 2 miles of fast 'coasting' through Gatesgarth and beside Buttermere towards the village of the same name. Here a ploughman's lunch was particularly welcome and prepared us for the 750 ft. ascent of Newlands House to reach a height of 1096 ft. A gentle descent through the Newlands Valley, with its small communities and farms, led us to Braithwaite and Keswick for 3's. Back on the bikes and heading in an easterly direction, we tackled the relatively easy Whinlatter Pass (1043 ft) twisting its way through forestry plantations. A circular through High Lorton and Wythrop brought us back to Bassenthwaite Lake, with views over to Skiddaw, with its fells covered in fern and heather, glowing a rich rust colour in the late sun. This brought us back to Keswick for an evening meal at the Derwentwater Hotel, in Portinscale nearby. Finishing that day with a mileage of 55, in mountainous country, we did justice to the four course meal served up.

On Monday we had breakfast at the same hotel, and then gave the van a run down to Ambleside, ready for the start of another strenuous day. Following Stockghyll north eastwards out of Ambleside, we climbed continuously for 1250 ft. until we reached the Kirkstone Pass Inn at 1450 ft, ready for 11's, after just four miles! Refreshed with coffee and cakes we prepared ourselves to lose some 1000 ft of our hard gained height. Speeding down gradients of 1 in 4 and 1 in 8, we passed by Brotherswater

and past the superior Youth Hostel at Pattersdale to arrive at Glenridding and the wooded shores of Ullswater. This is a 'Mecca' for the many walkers attempting Helvellyn and Striding Edge or surrounding peaks. After about two miles we turned up from the Lake and had some tasty cheese sandwiches in a pub at Dockray. After lunch we followed the lane to the junction of the A.66, along which we rode westwards, towards Threlkeld. A pleasant valley to our left, with the name of St. Johns in the Vale, led us to Thirlmere. This reservoir provides an additional source of water for Manchester. An aqueduct, tunnelling through the hills, conveys the water to reservoirs at Manchester, 96 miles away. We followed the quiet and bumpy lane around the west side of the lake and then the main road back to Ambleside, completing 40 miles.

On entering the town from the north, you can't fail to miss seeing the Bridge House, a unique structure at the foot of Chapel Hill. It has bridged Stockbeck since the early 16th century. This tiny house, probably built as a summer house and a means of crossing the beck has been well used since - as an apple store, a small one up, one down dwelling, a counting house for mill owners, tea rooms, a weaving shop, a chair repairers, a cobblers, pigeon lofts, and lastly as an antiques and gift shop. It was then bought for £450 in 1926 and handed over to The National Trust. Opened in 1956 as the first information centre in the country, a use which still continues today, it is now painted and

photographed by many, as a reminder of their visit.

I spent the night at Ambleside Y.H. and Dave kipped in the van, on the coldest night of our stay. I woke with views of a fine lake mist, hovering above the surface of Windermere. The special Y.H. was an hotel before being converted, and although an experience, not my idea of hostelling.

On our third day and final day on the bikes, we chose a more level, yet delightful circuit, in a woody landscape with trees and ferns just changing colour. Hugging the lakeside we cycled down towards Bowness on Windermere, a more commercialised part of the Lake District. We crossed the lake on the vehicle ferry for a small charge. Straight away, it seemed as if we had entered a new area, a dramatic change from the previous days of cycling through the lofty mountains. The road led through Far Sawrey - home of Beatrix Potter, and on to Hawkshead. This is a quaint old town of narrow twisting streets, squares and old odd shaped houses. This is where William Wordsworth was educated. A rough, but rideable track was found just north of Tam Hows, winding through trees and bracken, giving views over a deservedly popular and rewarding area. Back on to tarmac and following a series of intricate lanes, we arrived for lunch at a pub in Little Langdale. We heard, while enjoying our Ploughman's meal, about the activity of the local hounds and hunt meetings; we were to see the tail end of one that afternoon. Passing Little Langdale Tarn, we turned right up a steep and narrow road, with Blea Tarn on our left and a breathtaking view into Great

Langdale ahead, with Crinkle Crag, Bowfell and the Langdale Pikes, seen to advantage. A steep drop, with sharp hairpins, soon followed leading to the head of the Langdales, a wide flat river valley. We passed near by the foot of Dungeon Ghyll Force, a waterfall that plunges 60 ft. into a basin, between perpendicular cliffs, and continued on down the valley taking a left hand fork for Grassmere. This is an attractive and popular little village for walkers and tourists alike and was the home of Wordsworth for 9 years. To complete the day's cycling, we headed for Rydal and turned right down the lane following the river Rothay. This brought us to a park, just west of Ambleside, through which we rode to the van, covering a moderate 31 miles that day.

Although finished on the bikes, we had a brief shopping spree buying mint cake and rum butter, etc. before setting off in the van to do the Wrynose Pass and Duddon Valley. The Wrynose and Hardnott passes are both surfaced but even the toughest cyclists may find the 1 in 3 gradients too steep. However, once past that formidable obstacle, the Duddon Valley, through Seathwaite and Ulpha, deserves more time than was possible on this trip and on a return visit, this valley will be on my itinerary.

On Wednesday, the day of our return, we packed up early from the campsite at Derwentwater, and motored over the Honister Pass, past Buttermere on a circuit round the mountains to Wastwater, to view the spectacular Scree making a sheer descent of 1700 ft. into the depths

of Wastwater, itself over 250 ft. deep. The view to the head of Wastwater is probably one of the finest, with Yewbarrow, Great Gable, and Scafell dominating the landscape.

I have now been walking, cycling and motoring in the Lake District and feel that cycling is the best. It combines the intimate contact with the countryside, normally associated with walking, while still being able to travel as far afield as the motorist.

We couldn't have had better weather, and dispel that idea that the Lake District is always wet, I have only seen 2 days rain out of the four weeks that I've been there.

Derek Smith

LITTLE GEMS.....

Brian Weir has purchased a bicycle and has actually been observed propelling it. Rumour that he plans to ride an early 24 are, however, denied at this time. Brian's daughter, Tracey, has also been seen with racing type machine, so perhaps we shall have another lady to carry on where Mum left off.

The Editor's son Andrew is a new member this year and the proud possessor of a smart machine turned out from the Biddle factory at West Chiltonington. At the moment he's on about a 30 minute "5" but improvement is forecast.

Another of the Club's veterans has been getting the miles in; yes our genial host, Jim Hughes has been popping over to Brighton and back,

so watch out you youngsters or he may decide to ride the evening tens.

Ray Douglass has fallen for another; unable to sit near Beryl, at the recent B.B.A.R. concert, he found himself with the Gamblings of 'Cycling' fame. Watch out Mick he thinks she has a lovely smile.....!

Touring exponent Dave Hudson spent Christmas touring in a van... disgraceful, but even worse, with a member of the opposite sex.

Derek Smith another of the Club's touring men has almost been talked into riding the Poole Wheelers 12 hour.

John Antram has found a nice little bungalow with a nice little lady, near Hurstpierpoint and is already enjoying fairy cakes in the kitchen...!

Mike Poland wins this year's prize for sartorial elegance with a magnificent red and white horizontal stripe, three quarter length pullover. Hope he doesn't wear it to the next Russia v England soccer match; he'll get lynched twice.

1975 CLUB RUNS ATTENDANCE TROPHY

Still an outstanding success for its originator, Dave Hudson, and for the Club runs side of the Club. Charlie Lednor and Theo Puttick have received weekly reports from the runs committee as to the attendance at each organised run, and have duly awarded points for that attendance. Broadly their guide lines have been three

points if out all day, two if out until lunch and one if out until elevenses. Hostel weekends have been given a maximum of six and van/bike trips a maximum of three. Last year, had it not been for Graham Tooley, Dave may have run away with the trophy for the second year running, for these two were always well clear of their nearest rivals. In the event a most consistent attendance by Graham gave him the Trophy by the narrowest of margins, just the one point.

The final table shows the gap that these two had opened up, and the other top positions:-

1st	Graham Tooley	71	points
2nd	Dave Hudson	70	"
3rd	Ray Douglass	50	"
4th	Peter Shaw	39	"
"	Martin Morris	39	"
6th	Roger Smallman	38	"
	Paul West	38	"
8th	David Mills	37	"
9th	Derek Smith	34	"
10th	Don Lock	32	"
11th	Keith Dodman	25	"
12th	John Mansell	18	"
	Pete Reeves	18	"
14th	John Antram	16	"

Altogether 33 different members attended the runs last season, that is from 1st October 1974 to 30th September, 1975 compared with 42 in the previous year, which was the first year of the Trophy. In the year there were 61 outings with an average attendance of 5.18. In 1973/74 we had 47 runs and an average of 6.7. To finish the statistics, there were in 74/5, 316 individual attendances as against 314 in 73/4.

A special award was made to Roger Smallman for

his creditable 6th place. Special awards may be made each year if decided by the committee to be justified for any particular reason.

FORTHCOMING EVENTS

15th Feb. Your Editor's annual promotion of the Reliability Trial. Start this year is at Franklands Arms Washington at 9 o'clock. There are 3 standards 'A' 60 miles in 4 hours. 'B' 50 miles in $3\frac{1}{2}$ hours or 'C' 40 miles in 3 hours. Route sheets available from Don. Entry fee 20p.

22nd Feb. Central Sussex Reliability Trial with start and finish at Balcombe. Don has details. It is thought that there will be a group from W.E.C.C.

24th Feb. ANNUAL GENERAL MEETING in the Clubroom. Start 7.30. It is the duty of every member to attend.

29th Feb. Club Circuit event. The usual opener to the time trial programme. Just a couple of laps of The Long Furlong. Details from Time Trials Secretary, Keith Dodman.

7th March. There's a New Forest outing on the runs list, full details here from Dave Hudson. For the 'racers' there's the East Sussex Hard-riders. A 16 mile hilly event start 11 a.m. We should try and organise a good entry for this. Don't forget you have to enter two weeks ahead for Association and Open events.

13th March. Saturday afternoon. Central Sussex Hilly 25, and separate Hilly 10 for juniors and ladies.

20th March. S.C.A.25. Start 3 p.m. at the Hammerpot. Ray Douglass is the promotor, so information and entry forms from him.

21st March S.C.A.10 Two events, one specially for juveniles, start 9 a.m. The course is the one we use for our evening tens at Washington.

28th March. Brighton Mitre 2-Up 25 on the Horsham road course with start and finish at West Grinstead. First team away at 8 a.m.

