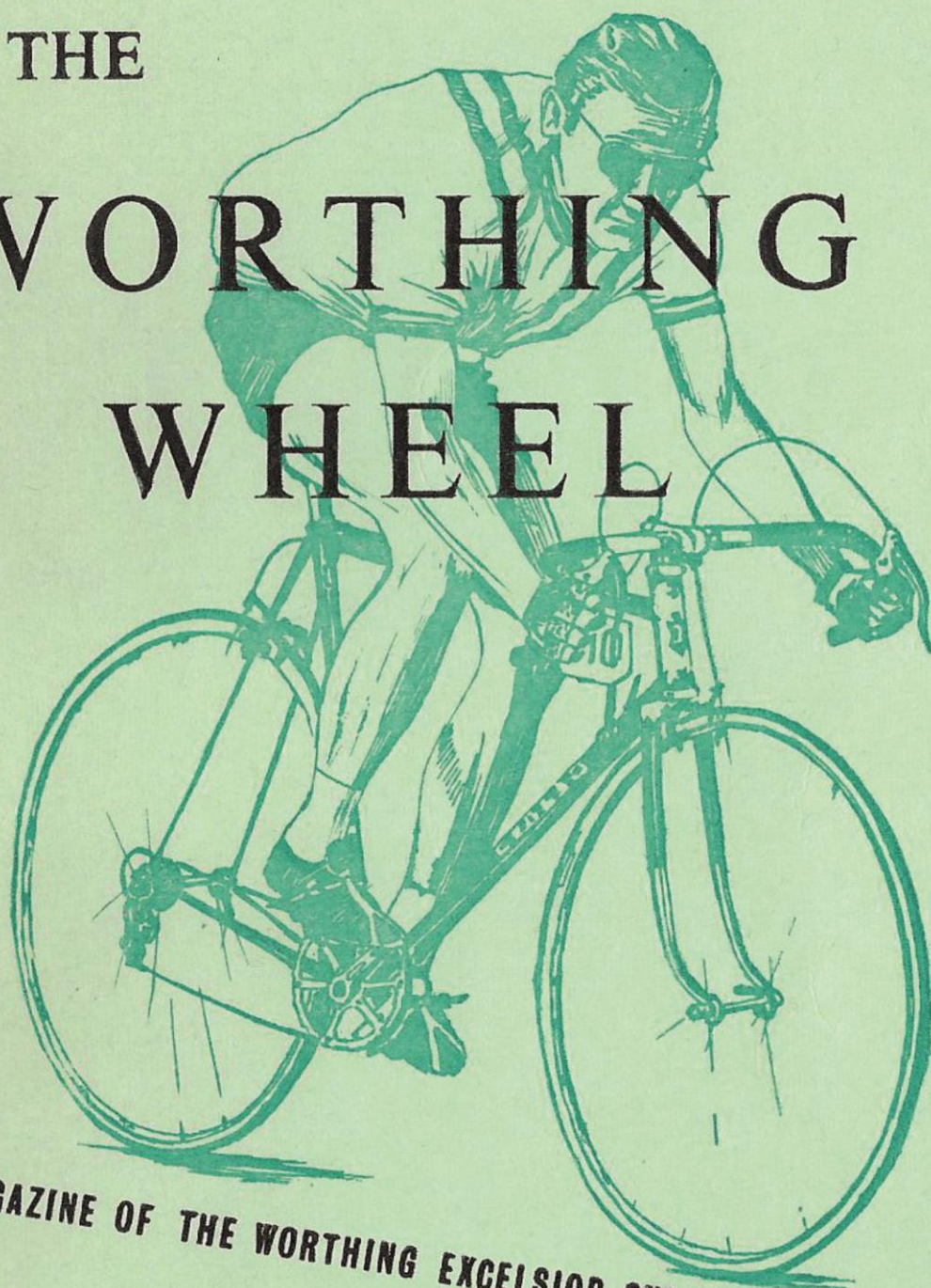


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1976

Vol 9 No 1

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)
- President: W.D. Argent, 67 St. Lawrence
Avenue, Worthing.
- Chairman: Charles Lednor, 5 Uplands
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-

MORNING RIDE

Every day on the way to work, by bike of course, there's such a lot to see. I cycle only $3\frac{1}{2}$ miles and although I envy those who can use the open country road while I stagger through rush hour traffic, there is possibly far more of life to be seen.

Nobody, well hardly anybody, is at their best in the early morning, and it would seem to me that the motorist suffers from this more than most. He seldom leaves home, having allowed sufficient time for all the hold-ups which he gets every morning, and should very well expect, and when he meets those delays he becomes immediately frustrated and a potential danger. It is clear that his temper is further frayed by the sight of a person, quite unassisted by petrol burning pollution producing motors, sailing past and on only half the number of wheels he has. If the thought should cross his mind that he was sitting on an outlay of say £2000 while the said unassisted person was propelling a mere £50 or £60, he could well become quite violent. Hands grip steering wheel even tighter, shoulders hunch lower and eyes narrow to pierce the vehicle in front and feet fidget from clutch to accelerator revving and roaring, giving the vehicle that same frustrated impatient attitude and appearance, and thrusting still more carbon monoxide into the atmosphere.

There are exceptions of course, there are those, who have left time, who are tolerant of the modern traffic conditions and accept that they are part at least of the cause. There are others who give way, or wave you by, they may have been

cyclists at some time, and regret the passing of this friendly, so darned convenient machine, from their way of life.

I always try to make it look easy, and a comfortable means of getting along even if the wind is a bit strong in the face, for it may encourage others to try it. The journey takes me about 12 minutes, it takes the motorists, for the same journey, at rush hour, about the same. It costs me, perhaps 5p for bike maintenance, it probably costs them nearer ten times that figure.

On arrival at the town I do have the further advantage, in that I just hop off and put my bike away in the back yard of the office, while the poor motorist goes in search of a place to rest his half ton of steel, away from yellow lines and the hawk eyes of watching wardens. He can of course pop his hands in his pockets again, for a meter or a car park and forget the thing for a full two hours, before having to go out and move it to a new spot like some restless beast.

I hope ~~they~~ they can manage some exercise during the day, I hope that they are able to enjoy a little fresh air, if only the walk to and from the car. They all look somehow grey, huddled, and unhealthy, in their steamed up metal boxes with windows.

I do understand though. I am one of them somedays.

Don.

THE 'NEXT BEST' ALL ROUNDER COMPETITION

Firstly I regret the decision of the Club in removing the 12 hour from the Best All Rounder competition at the Annual General Meeting. Secondly I regret the 'on the spur of the moment' rejection of the Vice Presidency honour then offered to me. I am grateful to Dennis Dean for the opportunity to reconsider that reaction. I am sorry and apologise if any slight was cast by my action either towards the Club or those persons who proposed and seconded my nomination. I trust that they will forgive my, perhaps, over dramatic reaction to the meetings earlier decision.

The fact remains that I am very sad that the 12 hour should have been thrown out, and particularly regret that this should have been done when the Sussex Cyclists' Association, of which, we are, I think, founder members, have decided to keep it in. We could at least have remained consistent with our voting at the S.C.A. meeting and deferred any such decision until and if the 12 was dropped by the Association. Frankly I think that makes us look ridiculous.

I am mindful of the fact that there is no 12 in Sussex but Kent or Hampshire are right next door, and during my 16 years with the Club when there have been S.C.A. and S.C.C.U. 12's several members have still preferred to ride in Yorkshire, East Anglia, the Midlands, North of London or in Hampshire, and the cost in real terms is no greater now than it was then. Additionally the point about expense does not hold water for the fastest 25's and 50's that

will go towards peoples B.A.R. averages are still most likely to be recorded on courses great distances from home.

You can tell, (I can't hide it) that while I write this, I'm still very bitter about the whole thing, particularly when it is noted that the great percentage of those who voted for the 12 to go didn't have the remotest notion of what a 12 really is.

I can't, unfortunately, see it happening, but I should love to have the best average speed over the three short distances at the end of the year, and then to have the opportunity to say, "No thanks".

Don.

PAUL WEST

Paul West,
A lad we like, one of the best,
Paul West,
Fond of track or road or test,
Paul West,
Cares little for mechanical musts,
Paul West,
Leaves his bikes in shades of rusts,
Paul West,
Rides a bit in fits and starts,
Paul West,
Always trouble with bike and parts,
Paul West,
Bikes make more noise than most,
Paul West,
Our junior B.A.R. so there's the toast.

RELIABILITY TRIAL 1976 EDITION

15th February 1976. Sunday.

Start 9 a.m. Washington.

Conditions: Mild and sunny, wind a mere breeze from the south east.

Entries: a record 63.

Starters 54.

Successful: at 60 miles in 4 hours

John Honeyball Lewes
Ian Landless Lewes
George Matthews Archer Cutty Sark
Clive Oxborrow Brighton Mitre
Martin Butcher Brighton Mitre
Alan Limbrey Brighton Mitre
Paul Smith Central Sussex
B. Rickards Central Sussex
M. Millard Central Sussex
Pete Andrews Worthing Excelsior
Graham Tooley Worthing Excelsior
Pete Reeves Worthing Excelsior
John Biddle Worthing Excelsior
Richard Shipton Worthing Excelsior
Paul West Worthing Excelsior
Peter Mansfield Worthing Excelsior
Don Lock Worthing Excelsior
Derek Smith Worthing Excelsior

Successful at 50 miles in $3\frac{1}{2}$ hours

Martin Hawes Central Sussex
Ken Atkins Central Sussex
Shaun Bateman Central Sussex
Geoff Boore Central Sussex
Ron Ewart Central Sussex

Alan Robinson Central Sussex
John Palmer Central Sussex
N. Bown Central Sussex
S. Myatt Brighton Mitre
Cliff Sharp Eastbourne
A. Loska Brighton Excelsior
Ray Douglass Worthing Excelsior
Val & Rick Stringer (Tandem)
Brighton Excelsior

Successful at 40 miles in 3 hours

John Antram Worthing Excelsior
Paul Toppin Worthing Excelsior
Alan Matthews Worthing Excelsior
John Williams Worthing Excelsior
Nigel Burrows Worthing Excelsior
Rodney Laker Central Sussex
M. Tanner Brighton Mitre
B. Coomber Brighton Mitre

The Route: From Washington Village up the Bostal, south to Findon Roundabout, west over Long Furlong to Clapham and the A.27, right to Arundel and then north up to Whiteways Lodge. Down Bury Hill (surprise surprise) and then out through Fittleworth, Egdean, south to Petworth, through to the A.285 back south to Upwaltham up the dreaded Duncton Hill, and down the other side through Eartham and Slindon (left at every junction the route said, but many missed their way and the Theo Puttick refreshment stop) and up Fair Mile Bottom to Whiteways. At this point the routes varied, with the 40 milers heading back to Washington via Storrington, and the 50's and 60's dropping back to Arundel and along the A.27 to Offington. The 50's then turned north

to Washington through Findon Roundabout while the remaining standard pushed on to the Adur Bridge and back to the finish via Bramber and Steyning.

On behalf of the Club, many thanks to Jim and Con, Theo, Reg Searle, Roger Smallman, Alf Dawes, Mike Poland, Joe Simpson, Dennis Dean, Don Cooper and Mr. and Mrs. Ted Davies for marshalling, checking, refreshments, time-keeping, money collecting and generally lending a hand on the day. The weather was kind so hope you all enjoyed yourselves.

My commiserations to those who did not gain certificates. It is very easy in February to consider 14 m.p.h. as something well within one's reach, but a few stiff climbs and a lack of fitness soon sort us out. I have received estimates that the three courses, all approximate, in fact measured, 45, 52 and 61 respectively. I can believe the last two but find it difficult to accept that I was 5 miles out on the short one. In any case all those who finished within a reasonable time of the standard were given Club certificates. I shall be pleased to have any suggestions (sensible) for next year's event. I have in mind a circuit of perhaps 25 miles which could be covered 1, 2 or 3 times with standards of $1\frac{1}{2}$ or $1\frac{3}{4}$ hours, 3 or $3\frac{1}{2}$ hours and $4\frac{1}{2}$ or $5\frac{1}{4}$ hours.

RELIABILITY TRIALS

A new breed of these seems to have emerged over the past few years, and this after a period when their popularity had waned

considerably. There's not so many of the 100's in 7 or 8 hours as there used to be, although they haven't disappeared completely, but there's a veritable avalanche of 50's and 60's and place to place trials, to an extent where perhaps, there's a case for getting them in a special section in the R.T.T.C. handbook. An immediate problem there, of course, would be that the handbook doesn't come out until March when the Reliability Trail season has ended. I suppose if they were planned well enough in advance they could go at the end of the year; i.e. 1976 trials at the end of the 1975 handbook; or is there not a case for a supplementary issue. Why not a small booklet containing details of Reliability Trials and Time Trials for say the first three months of the year. It could be issued in December, for which the price of -- pence included the immediate supply, when available, (March) of the complete book as in present form.

The Road Time Trials Council have published recommendations for the conduct of reliability trials and it may be that it is time for these to be looked at anew, and perhaps for them to be replaced with rules. There is a very real danger that too large groups travelling in the manner of a road race are going to cause problems with the Police, and while they are not held at a time of year when traffic is dense, there can nevertheless be problems which would be best avoided. A couple of the recommendations commonly ignored are the sizes of the groups and the time lag between them, and the fixing of standards requiring average speeds in excess of 18 m.p.h.

One very good development in recent promotions is the provision of some fairly short distance and easy standards, aimed at young riders, and riders not already attached to clubs. With good publicity, and making sure that all entrants ride at their own risk, and without liability for the promoter or his Club, this could be a way to encourage some, who may be on the point of joining a club or making enquiries in that connection, to come along and have a go.

On the local scene there should, next year, be an effort made to ensure that dates do not clash. In 1976 Brighton Excelsior was on the same day as Lewes and ours clashed with the Crawley promotion. As I understand it some six Sussex Clubs ran reliability trials this year; Brighton Mitre, Brighton Excelsior, Lewes Wanderers, Central Sussex, Crawley Wheelers and Worthing. It seems usual for the first time trials to be on the first Sunday in March or, as this year, at the very end of February, so there should be room for everyone from middle of January onwards. Having said that let's get in quick and say that our's is on Sunday February 13th in 1977.

As a promoter I think that Club or group entry forms are a good idea. I don't want to make anything more difficult for entrants, but it is a great help to know beforehand who to expect and for what standards. It avoids a certain amount of the chaos that usually prevails at the start of such events. Also with the prepayment of fees, more are likely to attend on a bad day and so it is not such a let down for the worthy characters

who have volunteered to marshall or check on some frozen corner of the Sussex hinterland.

Checks on route are very necessary and they should be deliberate stops. This helps avoid the road race atmosphere, as well as provide the more obvious information, that the course was covered by the particular riders.

From a personal opinion, refreshments I think are a must, but if these are to be provided then the entry fee must be increased to cover. Frankly I felt it a bit of a liberty to take coffee and rock cakes from John Honeyball in the Lewes event when I had paid only 10p. Needless to say, my stomach overruled my feelings at the time.

Finally I would say, let's keep them going for to me they have been good fun this year and I rode successfully in the Brighton Mitre's the Lewes and our own as well as unsuccessfully in the Central Sussex promotion. To me they're like hard inter-club club runs and a good get together. I'm sure I shall never forget the face of Geoff Boore of Central Sussex at the end of the Mitre 65, held in terribly wet and dirty conditions. It was masked with a thick layer of mud and grit and where his glasses had been there were two lovely white circles - a pair of white gloves and a top hat and he could have stepped straight into the Black - I'm not sure about the "and White" - Minstrels.

Don.

CLUB CIRCUIT EVENT

To celebrate leap year, well it will be some time before the circuit event is on the 29th February again, we started our season with the usual twice round the Furlong and back and fro Sompting.

A highly sensible start time of 10 a.m. and a mild sunny morning were factors promising an enjoyable ride, but two crashes (the roads were still a bit damp) and a rising westerly, plus the usual, first event and lack of racing readiness, soon had the groans and the grovels back with us.

The first away from timekeeper Roger Smallman, was young Kevin Pederson, the only brave one of the new set of Macmillan youngsters to have a go. He was followed by Pete Reeves, complaining that he wasn't feeling so good, which was interpreted by John Biddle as indicating that a flier was to be expected. Despite the fact that Pete and Don Lock were the two shortmarkers, Don was positioned a handy one minute behind and must have fancied his chances of reeling in his most serious opposition. Alan Matthews, who plans to ride Club events this season was away at number 5, a gap occurring with the D.N.S. of Paul West, and then at number 6 (hold your breath) Martin Ford-Dunn. For those who don't know Martin, he was once quite a short distance and track specialist, but it was generally thought that he had retired of old age and was past it. Strong man (but is he a little suspect on hills) John (weldem, brazem and sprayem) Biddle, started at number 7, and ageless Ray

Douglass pushed off at number 8. Roy Macmillan, who joins the Navy in September, he's going in as an Admiral, started at number 9 and then came Fireman First Class, Colin Miller, Martin Morris, who, some say, has been doing more courting than training lately, John Williams, straight from his success in the Reliability Trial, and finally the one we all expect to take aerospace into outer space this year, Graham Tooley. So although no Dodman or Shipton and of course far too early for an Orman showing, not a bad field.

The westerly wind made for a bit of a gasper out of Offington, and then on the stretch up through Findon Valley riders had to contend with a newly laid piece of mayhem called "resurfacing" by Worthing Corporation. The usual drag up to Findon Roundabout and then the fight to get to the foot of the hill to Long Furlong, always harder than the hill itself. At the summit thoughts of a fast stretch were shattered by the smack in the face from the westerly, but after getting down to the toll house there was some relief and it was possible to pick up speed out to the Arundel Road and then, at last, the wind assisted three miles back to Offington.

Don was up on Pete first time over the Furlong but lost it by sitting down at Patching. John Biddle was quickly past Martin Ford-Dunn, and then Alan Matthews, while farther back, young Roy had caught and dropped old Ray, only then to be caught by Colin. A bit of a scrap between Roy and Colin ended when Roy had a slipping gear lever and found top too high, up the hill, Martin Morris also sat down at Patching and decided that his season could

start again another week, and at the back of the field after quite a chase the aerospace was overtaking John Williams.

All enjoyed the last stretch and were able to show a good finishing burst to the timekeeper who was soon able to give the following full results:-

1st	Pete Reeves	59.39	(0.45)	58.54
2nd	Don Lock	59.52	(Scr.)	59.52
3rd	Colin Miller	60.40	(1.10)	59.30
4th	John Biddle	61.19	(2.00)	59.19
5th	Graham Tooley	63.31	(2.00)	61.31
6th	Roy Macmillan	63.47	(3.30)	60.17
7th	Alan Matthews	66.10	(4.30)	61.40
8th	John Williams	66.25	(2.00)	64.25
9th	Ray Douglass	67.22	(2.35)	64.47
10th	Martin Ford-Dunn	68.45	(3.00)	65.45
11th	Kevin Pederson	81.08	(5.00)	76.08

First handicap then was also collected by Pete Reeves.

ANNUAL GENERAL MEETING

Club Room, Broadwater, Worthing

Tuesday 24th February 1976

Not very well attended. In the chair Charles Lednor, present with him, our President, Mr. W.D. Argent.

Minutes of the previous meeting were read and

the report of John Mansell as here set out was duly adopted.

Secretary's Report

" Open Events

Four events were promoted, commencing with the Reliability Trial in February, which attracted 60 entries and continuing with the Road Race in April held on the new Thakeham circuit. The 25 mile Time Trial in June was competed for on a very hot Saturday afternoon and was the first Excelsior event to receive live coverage on Radio Brighton when organiser Tony Palmer reported from the Poling Studio.

Racing

Club events were generally well supported, with the evening series again proving its popularity - the quantity of junior riders perhaps auguring well for '76.

Touring

Club run interest was maintained, contributed to, in no small way, by touring secretary Dave Hudson. Members enjoyed excursions of varying duration with some partaking in C.T.C. organised expeditions to Sweden and Rumania.

Social

Approximately 60 persons were sustained by the provender proffered by "Puttick Promotions" for his enjoyable Christmas engorgement. The annual dinner did not, perhaps, receive the same universal acclaim and your committee are in the process of rethinking the format for the coming year. The cost of the hiring of the Club Room was

" tripled by the Council early in the year and although attendances have hardly increased in the same proportion, interest has certainly been continued.

General

A variety of sojourns were arranged, amongst which were visits to York Rally and the 6 day events at Wembley and Antwerp. Members continue to receive the benefit of Norman Macmillan's enthusiasm and expertise in their quest for fitness (Norman is now a qualified B.C.F. Coach). Theo and Vera Puttick on behalf of the Club, were awarded the Whitehead Trophy by the Worthing Road Safety Committee mainly for involvement in the cycling section of the Road Safety Rally. In closing this report I thank you for your past co-operation and anticipate its continuance.

John Mansell
General Secretary "

Treasurer Ray Douglass submitted his Account of the Club's finances for the year and this also was duly adopted. A small loss on the year was offset by a purchase of racing vests, many of which were still held in stock. Members will have noted three items on the income side of the account; canteen profit £67.79, Fund Raising Scheme £45, and sale of Waste Paper £21.27. Thanks are due to Jim and Connie, Theo and Dave Hudson, for without these kind of contributions the club would simply not be able to exist.

A day's outing by Charlie Lednor and Theo a few weeks before the meeting, into the

depths of the past 40 year's minute books, and a subsequent general committee meeting, had produced a new up to date set of rules and these were duly passed. It is hoped to include a printed copy of these with this edition of the Mag.

There then followed the election of the following officers:

President: Mr. W.D. Argent
Life Vice Presidents: Mr. H.O'Toole
 Mr. C.G. Lednor
 Mr. T. Puttick
 Mr. J. Hughes
 Mr. M. Reeve-Black
Vice Presidents: Mrs. W.D. Argent
 Mr. D. Dean
 Mr. W.F. Blackwell
 Mr. C. Coleman
 Mr. J. Rennie
 Mrs. C. Hughes
 Mr. R. Douglass
 Mr. B. Weir
 Mr. N. Macmillan) Newly
 Mr. D.W. Lock) elected
Chairman: Charles Lednor
Secretary: John Mansell
Assistant Secretary: Ian Reader
Treasurer: Ray Douglass
Assistant Treasurer: Don Lock
Social Secretary: Theo Puttick
Evening Tens Sec: John Biddle
Club Events Sec: Keith Dodman
Race Book Writer: Roger Smallman
Road/Track Sec: Colin Miller
Runs/Touring Sec: Dave Hudson
Press Sec: Don Lock

Club Coach: Norman Macmillan

B.C.F. Rep: Tony Palmer

Magazine Editor: Don Lock

Timekeepers: Charles Lednor

Alf Dawes

Roger Smallman

Ray Douglass

Brian Weir

Martin Ford-Dunn

Tony Palmer

Norman Macmillan

Don Lock

Assistant Timekeepers:

Dennis Dean

Alan Matthews

Ivan Morris

Pete Reeves

Handicappers: Brian Weir

Alf Dawes

Ray Douglass

Don Lock

Tony Palmer

Theo Puttick

Tom Lednor

Sports Advisory Council Reps:

Don Lock

Norman Macmillan

Runs Committee: Roger Smallman

Derek Smith

Don Lock

Two Committee Members:

Tony Palmer (Senior)

Roy Macmillan (Junior)

Youth Leaders Council Rep:

Charles Lednor

Youth Council Reps:

Martin Morris

Roy Macmillan

Paul West

★ Social Committee:

Christine Barnett

Connie Hughes

Alan Matthews

There then followed strong debate on the proposition of Keith Dodman and Charlie Lednor that the 12 hour should be dropped from the Club's Best All Rounder Championship and that it should in future be decided over 25, 50 and 100 miles. The proposition was carried by 15 votes to 11.

Under any other business John Biddle proposed the running of a Tandem 25 with our Open 25. It was thought that this would be impossible before 1977 but the proposition to proceed with such a promotion as soon as possible was carried. John and Joe Simpson both then offered donations of £5 each to the Tandem prize list.

The meeting further approved the following promotions for 1977:- Open Road Race, Seafront Fiesta Kermesse and Open 25 Time Trial.

NOTES: Since the A.G.M. the Club have made a booking of the Royal Coach Hotel at Shoreham for our Annual Dinner and Prize Presentation. Make an early note for your Diaries - Saturday 13th November 1976. A decision is yet to be taken on the type of entertainment.

An approach to the Road Time Trials Council has confirmed, as expected, that a Tandem event could not be run in 1976. No difficulty was anticipated however for the following year, so get those tandems out and do a bit of preparation. How many have we got in this

area I wonder. It would be great if we could get every one on the road in May '77. If you've got one or know who has let us know and we'll see if we can break some tandem records - if only in the number of entries.

Linwood Common
New Forest

Dear Cycling Friends,

This time I will tell you about the Agisters of the New Forest.

My master is the senior Agister, having held this job now for almost 30 years. He and his friends are sometimes called the Cowboys of the New Forest and as such were featured on the Jack Hargreaves and Ollie Kyte T.V. film "Country Boy" also in "Magpie".

There are four full time Agisters to cover the 144 square miles of the Forest, and voluntary Agisters, (gentlemen of means) who are willing to stand in as reserves.

The Agisters are responsible for the welfare of ponies, cattle and donkeys also cattle drives and pony round ups.

Cattle have to be ear marked, as I have previously described and the ponies have to be tail marked, and branded, if they are to remain on the forest. A large tuft of tail hair is cut out to show which area the pony belongs. The marking is; Agister No.1 near the top right, No.2 top left, No.3 bottom right, No.4 bottom left. When this

is done the grazing fees for the year are paid. The hair grows again for next year. In the eyes of a town dweller branding may seem cruel, but if you could see it done by an expert, there is hardly a twitch and no fright, but the inexperienced can cause a horrid sore.

All full time Agisters are in Radio contact with H.Q. at Lyndhurst, and are on call 24 hours a day.

Their job can be a very sad one as will be seen by these calls; The first was that cattle had been hit north of Milkham. As master arrived two animals limped towards him bawling for help. They were his own and recognised him. There were four heifers, all heavy with their first calves, one was dead, two had to be shot, the other recovered, some of you may remember her. Daisy May. Some clot had turned a corner at speed.

The second call was just as Hon. Sec. Jim had arrived at the farm for the weekend, it was 8.30 p.m. as the phone went, a call to go to Sluifers on A.31. On getting there police were found keeping traffic from the body on the road; the mare was dead. Just as they finished hauling it clear, a motor cycle patrol dashed up for the Agister to go to Picket Post for another pony accident. This one had to be shot. Before anyone could go, the police radio called again, go to Blashford on A.338, another accident, this time the band of ponies had vanished, but the blood told of bad injury. Jim jumped into the police car and then began a search of the lanes east of A.338. The band were found and cornered, this time one with a shattered leg, it was shot. Immediately the radio called again 'go back to Picket Post

another pony hit'. This was a yearling and it too was dead. Master and Jim got back to the farm at 9.45 p.m. and 4 lovely ponies had been sacrificed to the great god motor car in $1\frac{1}{4}$ hours.

I'm glad to say that things are better now with the fencing of the main roads and with cattle grids, but remember care when driving is still needed.

My letter seems a bit grim this time but I will return next time to the Agisters and tell if happier things.

Cheerio for now,

Your forest friend Maggie (Magpie)

WILDFOWL ON RESERVOIRS AND RIVERS

In the winter the numbers of geese, swans and ducks in Sussex becomes quite high. Apart from the local breeding birds, there are birds from farther afield in Britain moving southwards and these are joined by birds from Scandinavia, Poland and from Arctic Europe. They all look for wintering areas which are safe and free from disturbance and where there are adequate food supplies. Reservoirs, lakes, marshes, rivers and estuaries are all potential wintering areas but reservoirs are becoming increasingly important. More and more ponds are being drained for development and the reservoirs assume greater importance as refuges where wildfowl can winter with a minimum of disturbance and free from shooting.

Weir Wood Reservoir near East Grinstead holds increasing numbers of ducks each year with Mallard the most numerous. 500 of these duck are regularly observed with flocks up to 1000 recorded. Teal number between 100 and 250 and up to 150 Wigeon also winter there. Tufted Duck and Pochard both reach 300 on occasions and Goldeneye and Shoveler are generally present in smaller numbers. The Darwell Reservoir near Battle holds smaller numbers with Maxima of 210 Mallard, 400 Teal, 100 Pochard and 120 Tufted Duck.

Rivers can be equally important as wildfowl refuges but numbers are far less constant than on reservoirs. Numbers depend upon the river levels and are particularly high when flooding occurs. The River Arun between Pulborough and Amberley is a good example of these fluctuations. When flooding does occur maximum numbers of 1000 Mallard, 2000 Teal, 4500 Wigeon, 250 Pintail, 400 Shoveler, 300 Pochard, 200 White-fronted Geese, 200 Mute Swans and 20 Berwicks Swans may be recorded.

The harbours at Langstone, Chichester and Pagham also have a major role in wildfowl conservation. These harbours provide the only wintering area on the south coast for the Dark-bellied Brent Goose. This goose breeds in Arctic Russia and 400 regularly winter in the three harbours whilst up to 1000 have been recorded during hard weather. In addition the area provides refuge for some 300 Mallard, 250 - 1000 Teal, 1200 Wigeon, 50 Pintail, 50 Shoveler, 50 Goldeneye, 60 Mute Swans and up to 4500 Shelduck. Pagham harbour in addition to the wintering wildfowl

is also an important breeding area for the Little Tern. It also provides a wintering and resting area for large flocks of Black-tailed Godwits and other migrating birds.

So why not take a bird book and some glasses next time you're in these areas. If you happen to have Keith Dodman with you, you probably will find the bird book superfluous.

FUND RAISING SCHEME

The Theo Puttick version is now well under way with 72 members (a record). The new and increased prize list will be ten monthly draws for £5 (January to October) and then at the Annual Luncheon a final Grand Draw for a top prize of £60 and a second prize of £10.

Lucky winners so far are:-

January: Jim Hughes

February: Norman Macmillan

March: Mrs. P. Douglass

April: Mr. G. Richards

EVENING TEN SERIES

Starts May 13th. This year the handicapping will be continued but the awards will be on a different basis. While all club riders will continue to be handicapped there will not be an award for each event. Points of 6 for 1st, 5 for 2nd and down to 1 for 6th position in the handicap section will be awarded each week and at the end of the series prize values of £1.50, £1 and 75p will be awarded to 1st

2nd and 3rd highest points total. It is felt that this will encourage competitors to partake in more of the events and will create and retain greater interest. A table can be maintained on the Club racing notice board to show current positions.

SKOL SIX

As most of you will know the 1976 Skol Six has been cancelled, so we shall have to wait until 1977. There may well be a trip to one of the continental sixes in the winter, so watch for further notices.

THE SPRING 25 14TH MARCH 1976

Twelve entered and just nine finished this event, held on the Angmering to Chichester course, on a coldish but otherwise good morning. Keith Dodman not showing much enthusiasm yet was not entered and it looked as though the winner should come from Pete Reeves, Richard Shipton or Don Lock. It was known however, that Richard had recently suffered a bout of the dreaded flu, Don had ridden the Central Sussex Hilly 25 the previous afternoon and Pete had been in action in the previous day's Fareham Wheelers 10, so taking these matters into consideration it had a fairly open look about it. In addition Colin Miller and John Biddle were entered and these would be there to pounce if the others faltered.

On the morning Colin was a non-starter, due

to a party, and Richard Shipton and Roy Macmillan were to D.N.F. so it was left to the remainder to seek the honours. It was to be John Biddle who came through the strongest and to score his first Club success with a time of 1.6.13. This was too good for Don back on 1.7.11 and Pete third on 1.8.8. Graham Tooley with a promise of faster things to come, was fourth with a personal best of 1.9.15.

<u>Full Result</u>	<u>Actual</u>	<u>H'cap</u>	<u>H'cap.Pos.</u>
1st John Biddle	1. 6.13	1. 2.13	1st
2nd Don Lock	1. 7.11	1. 6.11	5th
3rd Pete Reeves	1. 8. 8	1. 7. 8	7th
4th Graham Tooley	1. 9.15	1. 3.15	2nd
5th Martin Morris	1. 9.56	1. 6.26	6th
6th Ray Douglass	1.11. 5	1. 7.35	8th
7th Alan Matthews	1.11.16	1. 4.16	3rd
8th John Williams	1.11.25	1. 5.25	4th
9th Nigel Burrows	1.23.32	1.14.32	9th

ROAD SAFETY QUIZ

After an absence of some years of the Worthing Adult Road Safety Quiz, this event was back on again on the 6th April this year, and your Club duly entered a team of cyclists/motorists, comprising, John Mansell, Alan Matthews, Roger Smallman and Don Lock.

We won this competition three times some years back but then it was cancelled, and it was with some surprise that this year's team learned that it has been going again over the past few years, for we certainly

knew nothing about it. However, we were perhaps a bit out of competitive practise and didn't manage the success of previous years, and had to be content with seventh place out of eighteen. It was thought that 89 points out of a possible 100 wasn't too bad until it was announced that the winners had scored ...100! Who are the Chichester A.M. anyway and what are they doing in a Worthing Quiz, for that matter, is the Saab Drivers Club of Wessex a Worthing based organisation? They finished second with 98!

Road signs, Highway Code and questions on a layout with road signs and traffic faults to be found tested our four pretty thoroughly and if they didn't win, they came away undisgraced and feeling reasonably confident of surviving on our crowded roads.

Looking back through some old issues of the Magazine we see (June 1968) that an 'A' team of John Mansell, Roger Smallman, Don Lock and Ray Betts finished 8th, and a 'B' team of Pete Reeves, Geoff Allibone, Pete Gallienne and Alan Matthews were 9th. In 1969 a team of John Mansell, Nigel Barlow, Peter Langridge and Jim Besley finished second, but these were headed by our other entry of Tony Hill, Don Lock, John Mansell's sister Gillian and Ian Baker an associate member for the evening. In 1970 our Mag. recorded 'another resounding win', this time the winning foursome was John Mansell, Nigel Barlow, Harry Beasley and Roger Smallman. Our second string on that occasion were Tony Hill, Tony Palmer, Don Lock and Alan Matthews and they finished fourth. We also entered a third team of Geoff Allibone,

Jim Beasley and two girl friends who finished 7th.

If we could make a suggestion to the organisers without sounding like sour grapes, we would ask for the occasional question affecting road users on wheels, particularly cyclists; we are expected, quite rightly, to know all the rules affecting motorists, so is it not fair that they might be tested on the rules for cyclists?

MR. AND MRS. DOUGLAS ARGENT

Mr. Argent (Duggie) our Club President and his wife, an Excelsior Vice President, recently celebrated their Golden Wedding Anniversary.

Learning of this happy occasion sent me searching back through the copies of our Magazine for something ~~rang~~ a bell, and when I found the article 'Your President' in our June 1968 issue I knew why. My visit to their home for 'Gen' for that article had coincided with their 42nd anniversary; doesn't time fly!

Duggie joined the Excelsior in 1911 and his wife just 9 years later so between them they have a total membership of 121 years. I have read that they are both 74 years of age. This is difficult to believe for they are so active and so involved and so interested in all that goes on, particularly in the Excelsior.

We wish you many more happy years together and many more years with the Excelsior.

CLUB 30 MILE CHAMPIONSHIP 1976.

This was quite easily one of the best 30 mile championships for some years and the fastest for five years. Only nine entered, but this was well up to entries over recent years. Nine started, nine finished and, almost without exception, nine were satisfied with their performances. Sunday 11th April saw a nice sunny morning and although there was a south westerly it was a rising one which probably helped more on the return from Westhampnett than it had hindered on the outward stretch.

Roger Smallman was in charge of the club's new stop watch and first man to set off down the Hammerpot Hill start was John Biddle, a lightweight version, after having most of his teeth extracted during the week, really the lengths some people go to! Chris Stone, a new club member, introduced by John was next off, and despite riding in a track suit and with ordinary training type shoes, showed a turn of speed which was to prove no mere starting effort. Number three saw 'pink silk' Peter Reeves, with the racing vest and bike to match, quickly smacking in a big gear and hurtling off in pursuit. John Williams tackled his first '30', indeed, his longest ride so far setting off at 9.34, 'Smallman time'. Richard Shipton complained that yesterday's two-up with Don had left him feeling very stiff, but did a generous and vigorous warm up to show he meant business and dropped down the hill at number five. Alan Matthews, persuaded to ride the extra five miles. after saying it was tens and twenty fives only, was number six, and handicapper Ray Douglass took off at

number seven. Don Lock complained that yesterday's ride with Richard Shipton had left him feeling very stiff, but pushed off in an equally determined manner at number eight. Colin Miller, thought by the handicapper to be on the same ride as 'pink silk' brought up the rear.

On the way out the catchers were Pete Reeves, Richard Shipton, Ray Douglass and Don Lock. Pete caught Chris, Richard pulled back John Williams, Ray had Alan just before Fontwell and Don had Alan and Ray at the same point.

The five miles added to the G.938 '25' course is a south and then westerly stretch from the Tangmere Garage and it was Mike Poland marshalling at the first turn just short of the Chichester by-pass. At the turn Don caught John Williams. A check here showed Don just leading Richard, by about 30 seconds and with very little to choose between John Biddle, Pete Reeves and Colin Miller, all some three quarters of a minute farther back. The Westhampnett roundabout was suitably decorated with a sunbathing, reclining Keith Dodman, not defending his trophy, and claiming he has lots of work on hand at the moment. We are not deceived, it's all a big build up for some ultra fast performances in these 'kinky' hilly events.

The return was faster and Richard, perhaps recovering a little quicker than Don, was making the revs. tell as he chased and caught Pete over the final few miles. Colin passed Alan and Ray caught John Williams.

Back to Roger at 'The Woodman' and the final result:-

			<u>H'cap time</u>	<u>H'cap.Pos.</u>
1st	Richard Shipton	1.16.51	1.15.41	3rd
2nd	Don Lock	1.17.31	1.17.31	7th
3rd	Pete Reeves	1.18.51	1.17.01	5th
4th	Colin Miller	1.18.52	1.17.02	6th
5th	John Biddle	1.18.59	1.15.59	4th
6th	Ray Douglass	1.20.26	1.15.26	2nd
7th	Chris Stone	1.23.27	1.13.27	1st
8th	John Williams	1.25.44	1.18.54	8th
9th	Alan Matthews	1.29.31	1.22.51	9th

Handicapper was Ray Douglass and other marshalls were Jim and Connie Hughes and Joe Simpson.

F I E S T A

Yes, the 'Fiesta' Kermesse is on again. Sunday August 29th will see another full morning of exciting, spectacular and colourful cycle racing on a closed section of Marine Parade, Worthing.

At this time we can announce the following financial support, and we thank those concerns for their generosity. We do of course also congratulate them on their foresight and wisdom in their recognition of this event as being of good promotional value.

REDIFFUSION (SOUTH EAST) LIMITED £50.00

MARINE & GENERAL MUTUAL LIFE

ASSURANCE SOCIETY £50.00

BENTALLS (WORTHING) LIMITED £25.00

HASTINGS & THANET BUILDING SOCIETY £25.00

If the opportunity occurs please support them that support you. This event must be an even greater success than 1975. Everyone must come. We must demonstrate to Worthing and the non-enthusiast just what support there is and how much we have to offer.

GEORGE MATTHEWS

George's departure from the Club ranks to join a sponsored London based club is to be regretted. The much maligned George was undoubtedly our best roadman and track rider and if he had had the inclination, would also have been the top time triallist. As it was he could beat us all at short distances and occasionally, when in the mood, (that East Sussex 100 last year for example) thrash us pretty well over longer distances.

With the Archer Cutty Sark he will be in tremendous company, and if he can live with it, then he will go from strength to strength. If, however, that kind of competition, i.e. where he is of lesser ability than his team or colleagues, proves too much for him, then one can see only two possible outcomes, the return to the ranks of the Worthing Excelsior or a premature end to his racing career.

It is a big step that he has taken and no one can say he lacks courage or ambition. We wish him all the best of luck and hope

that we shall still hear and see something of him from time to time. It would be good to know that he will still be stirring up Preston Park. It is understood that he is entered in our forthcoming Road Race promotion.

Good on you George!

THE TWENTY FIVE CHAMPIONSHIP

SUNDAY 25TH APRIL 1976

A rather disappointing event in several respects after the '30'. The entry was small and riders of the calibre of Pete Reeves, Richard Shipton, Paul West, Martin Morris and Roy Macmillan were all away, chasing rainbows, (fast times on drag strips or impossible wins in 100 up 'massed start' events at Crystal Palace), a little of the nitty gritty of plain old ordinary club competition wouldn't come amiss for any of them. Quite apart from supporting the club events, if you can produce good times at this level first, then you can have a go at faster times on 'faster' courses, other weekends, and some time trialling stamina would stand the juniors in good stead when it comes to pitting their form against the 'Glibberys and Karavasalis'. In addition to the small entry, two riders, Ray Douglass and John Antram were unable to start and Alan Matthews (puncture - but had you seen that tub) failed to finish.

Six then were left to fight for the 'Bennet Trophy' and with due respect to the others,

the only question was, could Don Lock beat Keith Dodman the defending champion? The handicapper Brian Weir thought not, and provided for a 30 seconds margin in Keith's favour. Probably the only one who thought he might was Don himself; he did after all beat Keith, very narrowly, in a recent New Forest event, and he certainly tried, even to the extent of putting on a larger ring and wider ratio block, to counteract what he thought would be a flying outward run and a stagger back. As it turned out, the wind was strong, but blowing very much across the course making it difficult both ways. John Biddle plumped for an 84" fixed for a change and probably benefitted on the return leg. Although caught and passed by Keith, his minute man, he held Don off (3 minutes behind) and also managed to beat arch rival Colin Miller by a comfortable $1\frac{1}{2}$ minutes. John Williams had his usual battle to beat evens and this time came off second best. The other rider was Tony (globetrotter) Rotheram: nice to see him back again and having a go. With his son Stephen now a Club member there's every hope that the Rotheram tradition in the Club will continue. Tony seemed fairly satisfied with his performance on a hard morning.

Full Result

			<u>H'cap</u>	<u>H'cap.Pos.</u>
1st	Keith Dodman	1. 5.46	1.5.46	1st
2nd	Don Lock	1. 6.32	1.6.02	3rd
3rd	John Biddle	1. 9.03	1.8.03	5th
4th	Colin Miller	1.10.38	1.6.53	4th

5th	Tony Rotheram	1.13.57	1.5.57	2nd
6th	John Williams	1.16.26	1.8.56	6th

TROPHIES

Our Club Secretary, John Mansell, has made a list of all the past winners of our racing and other trophies, and we shall in due course bring you some interesting facts from these details. For starters though let's have a look at the total trophy wins of individual members, past and present.

We have taken into account the following championships:- 25, 30, 50, 100 mile and 12 hr. Senior and Junior B.A.R., Hill Climb, Hardriders, Most Improved Rider, 10 mile trophy, Junior 15 and 25 and Clapshaw 25.

The all-time champion would seem to be our current champion Keith Dodman who has won no less than 32 times, and while he continues, his two nearest rivals have retired; Dennis Lednor recorded 25 and Mick Venner, also on that number, packed up racing in 1971. Our Ed. comes next on 24 and John Antram is 5th on 21. Wally Fitch, (going back a bit now) scored 19 and Ray Douglass and Dave (Spider) Funnell have collected 18. Others into double figures are George Matthews 14, Cliff Alford 13, Pete Andrews 12, Mike Poland 11, and Martin Ford-Dunn 10.

Keith's earliest win was in 1965. His first was in the Hardriders and heralded an excellent season in 1966. So for 10 years he has collected more than three per season and looks good for plenty more yet.

It must be borne in mind that in earlier years

there were no Junior B.A.R. or other junior trophies, and the Most Improved Rider and Clapshaw 25 are fairly recent innovations.

Looking at these statistics, there's the impression that in early years riders tended to dominate in particular events more than occurs now, where most have taken a wider range of trophies. Also it looks as though the reign of champions, was, generally, shorter lived than it is now, an indication that youngsters in those days 'grew up' to become senior champions, a continuing process which unfortunately does not seem to happen so much these days. We now either lose them altogether before they are in their prime, or they fail to progress above the level of 'boy's events'.

SUSSEX C.A. TEAM CHAMPIONSHIP

By the time you read this the event may have taken place, but a note about the teams selected for this annual 'Blue Riband' of the S.C.A. programme. First of all 'selected' is a bit of an overstatement for the talent available was strictly limited; they really selected themselves by their current season performances. Secondly, when one talks of 'talent' you are usually thinking of younger people with potential, well the average age of our 'A' team is about 31 which is far too old.

'A' Team: Keith Dodman, Don Lock, Richard Shipton, Pete Reeves, John Biddle
Colin Miller

'B' Team: Graham Tooley, Ray Douglass,
John Antram, John Williams.

Pessimistic! Well maybe, but for 1976 we're going to be 4th or maybe even worse.

