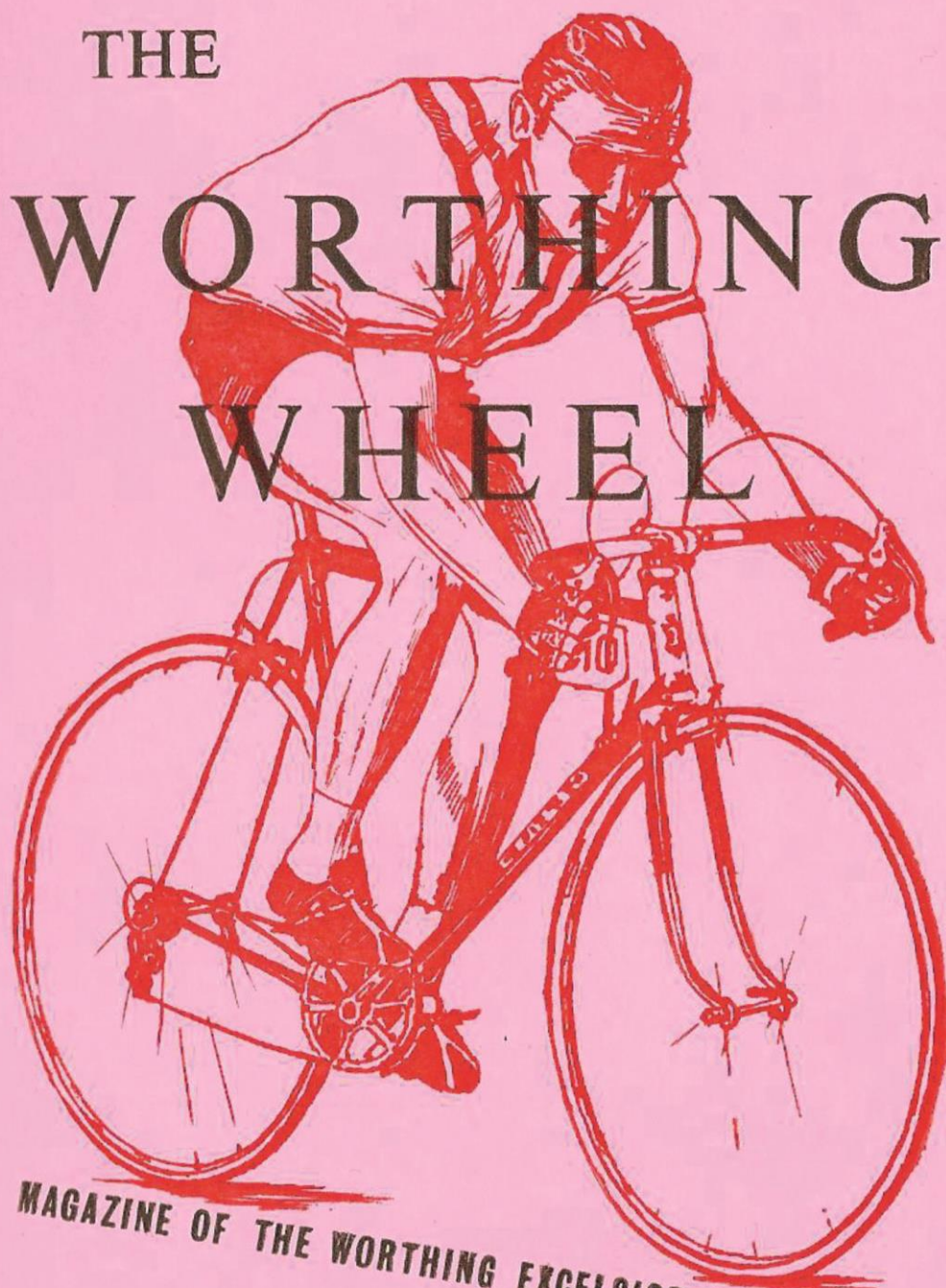


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SUMMER 1976

Vol 9 No 2

THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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Broadwater Green, Worthing
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8 p.m. to 10 p.m. approx.)
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NORTHUMBERLAND TOUR

D.J. Hudson & D.A. Smith

Northumberland is a county with an overriding impression of wild hills, open spaces and forests. The countryside is undulating (sometimes viciously so) and surprisingly fertile with many sparkling burns or streams to follow. To the west, the hills rise sharply - the Cheviots covered with grass at about 2500 ft and the Simonside Hills covered in bracken and heather at around 1400 ft.

The valleys of the Cheviot hills need a lot of beating, but there are a multitude of forest tracks and quiet lanes that can be followed on the bike. A majority of the coastline, from Warkworth to Berwick upon Tweed, has been designated an Area of Outstanding Natural Beauty, and along which the cyclist can seek out castles, fishing villages, and sandy coves ideal for swimming.

Our tour started on Good Friday. We parked the van at Rock Youth Hostel and left in search of breakfast and the Northumberland coast. Breakfast was found first at Belford, and the sea soon showed itself across green fields. First on our inexhaustable itinerary was Holy Island, reached by cycling along a surfaced 3 mile long causeway. The 11th Century priory is one of the most impressive sights on the island with its famous rainbow arch. The other prominent landmark is the Elizabethan Castle perched in fairytale fashion on a pinnacle of rock. An eye must be kept on your watch as well as the sights on the island, because you are unable to return to the motherland during a period of 2 hours before and $3\frac{1}{2}$ hours after high tide

because the causeway is flooded. A rewarding half hour can be spent watching motorists attempting to race the incoming tides - and often failing, abandoning their cars and running.

Next we headed for Berwick, an English town strong in Scottish atmosphere. Three fine bridges span the River Tweed at this point, and the Elizabethan town walls are still intact. The afternoon was spent following the coastline south again to Bamburgh, with an impressive castle, the finest coastal fortress in Britain. Grace Darling, the lifeboat heroine, is buried in Bamburgh churchyard and there is a museum here containing many of her belongings. A cream tea prepared us for the next few miles through Seahouses, with its small fishing harbour, and Beadnell where we left the coast to return to Rock Hostel.

With 88 miles behind us on the previous day, we now headed inland, battling against strong winds across crable land with the Cheviots forming a backcloth. By lunchtime we had reached a pub at Alwinton, used by Peter Knottley, the well known international touring cyclist. The liquor provided was to get us up the Coquet Valley. After about 9 miles of comparatively gentle slope, the lane climbed steeply and took us up on to the Army firing ranges. Luckily it was lambing season (the Army stops firing) otherwise our way over the hills at 1600 ft would have been barred. The descent that followed brought us to the A.68 and the welcome Border Cafe at Byrness. We passed our hostel at Byrness for the climb up Carter Bar, with a small circular into Scotland, and back to the hostel after 63 miles. The hostel is two houses in a terrace on a forestry estate with the Tourist Office as a neighbour.

We left the hostel with low mist on the hills - a

sign of a good day, and entered the Kielder Forest on a forest drive towards the forestry village of Kielder. A disused railway was found and followed beside the course of the N Tyne River, which is soon to be flooded as the Kielder Reservoir Project. A lack of cafes seems to be Northumberland's only shortcoming and many "11's and 3's" were spent eating from handlebar bags and drinking water from the bottle. However one was found in Bellingham from where we headed S.W. through Wark Forest, with more roughstuff, to emerge just north of Hadrians Wall built in A.D. 122 across the neck of England. We explored some parts of the Wall and then turned into the Superior hostel of Once Brewed on the old Military Road, having covered 58 miles.

The next morning started very misty but soon cleared and we visited the popular Roman Fort of Housesteads and further south, the Vindolanda Fort still being excavated.

Continuing south and crossing the S Tyne we encountered steep 1 in 5 and 1 in 4 hills, adding excitement to the downhill swoops but making low gearing essential for the climbs. Lunch was taken in Hexham, the first major town visited since Berwick. The afternoon was spent exploring the wooded hillsides of the S Tyne river valley, before dropping down to the river and the villages of Wylam, with its large disused steel-arch railway bridge, Ovingham and Bywell. The N Tyne was then followed back to Bellingham where we stayed at the comfortable wooden chalet Y.H. We set to and cooked supper, one that had been carried round with us all day, and reflected on the 80 miles covered that day

and the 110 that we knew was in store for the next. With our cards stamped that night and a small room to ourselves an early start was in order.

At 7.30 a.m. we set off alongside the N Tyne yet again. This is a wide river valley containing many deciduous trees, and a lot of **Contractors** plant putting in the new roadworks for the reservoir scheme. This time past Kielder we headed out on a narrowing lane crossing the border into Scotland at Deadwater. This led into Liddesdale which was followed to Newcastleton from which a hilly moorland road crossing was made to Langholm. 11's was found in a cafe whose proprietor knew of Brighton! Our objective lay in front of us; that of Eskdale, with the river in almost constant view for the next 18 miles, as we climbed up past the meteorological station and seismological station at Eskdalemuir. At the summit, the valley of Ettrick Water lay before us. This was to guide us through small villages and into Selkirk. A circular through Melrose and Jedburgh led us to Fernihirst (Scottish Y.H.A.) a castle hostel complete with winding stone stairs, large open fireplace and stags heads on the walls. We met the one other hosteler in the 30 bed hostel, that night while eating our self cooked meal. The emptiness and tranquility found at hostels was similar out on the road. The only traffic jam seen was on the A.69 on Bank Holiday Monday evening, but once away from this main road you could forget it was a bank holiday. Every day was quiet on the roads, and generally one could use the width of the road and just move in to let the occasional car pass. Once on the hills, human life was rarely seen. Cyclists were strangely missing. Not once did we stay at a hostel with another cyclist, and only a handful were passed on the road - mainly out on excursions from Newcastle for the day.

Our next day was understandably slower, as we made our way back into England through farming country and the villages of Kirk Yetholm and Wooler. Lunch was found at Wooler just before the cafe closed for lunches at 2.00 p.m. The wild cattle of Chillingham were the next to receive a visit from the cycling duo. The wild white cattle are the only wild animals of their kind in the world which still remain pure and uncrossed with domesticated breeds. Thus they are of great scientific and historic interest. They have been in Chillingham Park for the past 700 years, that is since it was enclosed and although once used for food, they have been protected against slaughter since 1887 - incidently the year the Club was founded. They are still left to fend for themselves, the bulls have to fight for the position of King Bull, and they still have a hatred of humans - hence you go with a warden and keep your distance. Our overnight accommodation for the next two nights was Otterburn Hall Holiday Hotel, venue of Peter Knottley's Cycling Weeks in June. Here we enjoyed showers, evening meals, a bar, table tennis, snooker, darts, etc. and use of the extensive 85 acres of lawns and woodlands, with tennis courts, cricket pitch, natural swimming pool, boating lake, and putting lawns - just in case a day on the bike wasn't enough. Over a drink in the bar we calculated the days mileage as 76, on the first cold and cloudy day of the tour.

The following day was just a potter through the quiet lanes and villages, with empty saddlebags, visiting several interesting places. First was the 14th Century Pele Tower at Elsdon, one of the finest of its kind in the country. Then there was 'Our Lady's Well' at Holystone nearby, where in Saxon times people were immersed in the holy

waters and today is the source of the villagers water supply. The ancient village of Rothbury was visited next, set on the River Coquet and near one of the loveliest valleys in the National Park, that of the Grasslees Burn. Again not far away is Brinkton Priory a 12th Century structure recently renovated by the D.o.E., and hidden in deep woods on a tight bend of the R Coquet. Back out on the moors we found ourselves heading for Wallington Hall to visit the Tea Rooms and to see the 3 gargoyles on the lawns in front of the house that came from the City of London after the Great Fire in 1666. Making our way back to Otterburn - famous for its tweeds - we passed Winters Gibbet on aptly named Gallows Hill. This is a gibbet complete with wooden head, from which William Winter was hung in 1791 for murder. A pleasant 57 miles on the bikes was complemented by the use of the games room that evening.

Packing our saddlebags again, this was to be the last day on the bikes, with the aim of reaching the coast by lunchtime. The afternoon could then be spent seeking out the castles of Warkworth and Dunstanburgh and the coastal villages of Alnmouth and Craster. Craster is a gem of a fishing village, set on one of the finest stretches of this magnificent coastline. Delicious Craster kippers are famous throughout the country but although unable to sample any of these we did carry away some creative shell ornaments - Frog Cyclists - made in the long winter evenings by the husband of the lady whose tea rooms we visited. From Craster our route took us along the springy turf, yards from the sea, to 14th Century Dunstanburgh Castle whose striking ruins jut up like broken teeth on a mighty headland. We soon covered the remaining miles to Rock Youth Hostel and the van where we changed our clothes and image to become motorists heading for Edinburgh and Dundee.

Saturday was hectic, trying to fit in what was left out on the bikes. The Scottish road bridges were crossed and photographed, and Northumberland revisited, stopping at Chesters, a large Roman Fort on the banks of the N Tyne. The bridges of Newcastle were next to be photographed (there are 5 very close to each other, one dualling as a rail and road bridge, rail above the road). Durham a few miles further south is one of Britain's great Cathedral Cities dominated by a Norman Cathedral and castle perched precariously on a high rocky peninsula, formed by the encircling R Wear. The city has a network of quaint alleyways and olde worlde streets and it would be worth spending more time there than the $2\frac{1}{2}$ hours that we could afford.

With 605 miles on the bikes behind us, we sat eating a large steak in Durham and recounted how much we had seen (although we had to save much of our itinerary for another visit), and how lucky we had been with the weather - our 8 dry and mostly sunny days sandwiched between two wet spells. No mechanical trouble was encountered and despite many miles of stoney roughstuff and occasional rough roads, no punctures or buckles were suffered.

D.A. Smith

May '76.

EVENING TEN SERIES 1976

EARLY RESULTS

<u>Event No. 1</u>	<u>Actual</u>	<u>H'cap</u>	<u>H'cap</u>	<u>H'cap Pos.</u>
1. Keith Dodman	24.32	sc.	24.32	10
2. Don Lock	24.59	0.15	24.45	12
3. Roy Macmillan	25.47	1.25	24.22	9

4. Graham Tooley	26.13	1.55	24.18	8
5. Paul West	26.22	1.30	24.52	13
6. John Antram	26.25	2.30	23.55	6
7. Ray Douglass	26.50	2.15	24.35	11
8. Paul Toppin	27.28	5.30	21.58	2
9. John Peters	27.46	7.55	19.51	1
10. Alan Matthews	27.57	4.00	23.57	7
11. Tony Rotheram	28.01	4.10	23.51	5
12. John Williams	28.46	2.45	26.01	17
13. Paul Taylor	29.14	-	-	-
14. Stephen Rotheram	29.59	7.55	22.04	3
15. Kevin Pedersen	30.04	6.30	23.34	4
16. Gary Edwards	32.26	7.10	25.16	15
17. Will How	33.10	7.55	25.15	14
18. Robert Powell	33.17	7.45	25.32	16
19. Paul Macmillan	36.05	-	-	-

Event No. 2

1. Keith Dodman	24.37	sc.	24.37	15
2. Don Lock	24.47	0.25	24.22	13
3. Pete Reeves	25.28	0.45	24.43	16
4. Paul West	25.32	1.55	23.37	7
5. Graham Tooley	25.50	2.00	23.50	10
6. Martin Morris	25.56	2.05	23.51	11
7. John Biddle	26.10	1.10	25.00	17
8. Paul Toppin	26.55	3.45	23.10	6
9. Bernard Wright	27.04	3.15	23.49	9
10. Nigel Burrows	27.44	4.45	22.59	5
11. John Peters	27.46	4.00	23.46	8
12. Stephen Rotheram	28.36	5.50	22.46	3
13. Carl Carter	28.41	7.30	21.11	1
14. Ray Baker	29.33	-	-	-
15. Kevin Pedersen	29.58	6.00	23.58	12
16. Simon Sherlock	30.24	7.50	22.34	2
17. Robert Powell	31.33	8.45	22.48	4
18. John Gildersleve	31.50	4.40	27.10	18
19. Paul Macmillan	35.29	11.00	24.29	14
Andrew Piggott	35.29	7.50	27.39	19

Event No. 3

1. Keith Dodman	24.09	sc.	24.09	23
2. Pete Reeves	24.25	0.45	23.40	13
3. Don Lock	24.27	0.25	24.04	22
4. John Biddle	24.53	1.10	23.43	15
5. Roy Macmillan	25.15	1.40	23.45	16
6. Graham Tooley	25.20	1.45	23.35	9
7. Peter Mansfield	25.24	2.35	22.49	5
8. Paul West	25.25	1.40	23.45	16
9. Colin Miller	25.30	1.15	24.15	24
10. Martin Morris	25.56	2.00	23.56	21
11. Alan Matthews	26.16	3.50	22.26	2
12. John Williams	26.20	3.40	22.40	4
13. Tony Rotheram	26.28	4.00	22.28	3
14. Paul Toppin	26.41	3.00	23.41	14
15. Nigel Burrows	27.20	3.45	23.35	9
John Peters	27.20	3.45	23.35	9
17. Mike Poland	27.48	3.10	24.38	26
18. Carl Carter	28.08	4.45	23.23	8
19. Kevin Pedersen	28.22	6.00	22.22	1
20. John Lucas	29.12	4.40	24.32	25
21. John Gildersleve	29.24	5.45	23.39	12
22. Stephen Rotheram	29.59	4.50	25.09	27
23. Simon Sherlock	30.03	6.10	23.53	20
24. Gary Edwards	30.57	8.00	22.57	6
25. Robert Powell	31.16	7.30	23.46	18
26. Ralph Southerton	32.20	-	-	-
27. Andrew Piggott	34.27	11.15	23.12	7
28. Paul Macmillan	35.07	11.15	23.52	19

Event No. 4

1. Pete Reeves	24.13	0.25	23.48	8
2. Don Lock	24.22	0.25	23.57	10
3. John Biddle	24.35	0.55	23.40	6
4. Paul West	25.17	1.30	23.47	7
5. Colin Miller	25.28	1.15	24.13	15
6. Graham Tooley	25.56	1.25	24.31	16

7. Alan Matthews	26.27	2.20	24.07	12
8. Tony Rotheram	26.30	2.35	23.55	9
9. John Williams	26.34	2.25	24.09	14
10. John Peters	27.33	3.25	24.08	13
11. John Lucas	28.11	4.55	23.16	4
12. Simon Sherlock	29.04	6.05	22.59	2
13. Stephen Rotheram	29.11	5.50	23.21	5
14. Kevin Pedersen	29.39	4.25	25.14	17
15. Carl Carter	30.26	4.10	26.16	19
16. Gary Edwards	31.01	7.00	24.01	11
17. Andrew Piggott	33.30	10.30	23.00	3
18. Paul Macmillan	33.52	11.15	22.37	1
19. Ralph Southerton	34.30	8.25	26.05	18

Event No. 5

1. Keith Dodman	24.04	Sc.	24.04	10
2. Don Lock	24.21	0.25	23.56	8
3. Pete Reeves	24.31	0.15	24.16	14
4. John Biddle	24.52	0.35	24.17	16
5. Colin Miller	25.25	1.20	24.05	11
6. John Antram	25.29	2.20	23.09	1
7. Graham Tooley	25.30	1.35	23.55	7
8. Roy Macmillan	25.39	1.20	24.19	17
9. Paul Toppin	26.51	2.45	24.06	12
10. Alan Matthews	26.55	2.25	24.30	18
11. Nigel Burrows	27.15	3.25	23.50	6
12. Mike Poland	27.36	3.20	24.16	14
13. John Peters	27.40	3.25	24.15	13
14. Carl Carter	27.54	4.10	23.44	5
15. Stephen Rotheram	28.58	5.20	23.38	4
16. John Gildersleve	29.05	5.45	23.20	2
17. Gary Edwards	30.31	7.00	23.31	3
18. Kevin Pedersen	30.59	4.25	26.34	20
19. Robert Powell	31.30	7.30	24.00	9
20. Joyce Macmillan	32.09	-	-	-
21. Ralph Southerton	33.58	8.35	25.23	19

Event No. 6

1. Pete Reeves	24.07	0.15	23.52	11
2. Don Lock	24.29	0.20	24.09	15
3. John Biddle	24.45	0.35	24.10	16
4. John Antram	25.06	1.30	23.36	6
5. Roy Macmillan	25.07	1.20	23.47	10
6. Colin Miller	25.18	1.20	23.58	12
7. Alan Matthews	26.46	2.35	24.11	17
8. John Williams	27.02	2.25	24.37	21
9. Nigel Burrows	27.15	3.15	24.00	13
10. Paul Toppin	27.25	2.45	24.40	22
11. John Peters	27.31	3.25	24.06	14
12. Carl Carter	27.37	4.00	23.37	7
13. John Cheetham	28.08	-	-	-
14. Stephen Rotherham	28.15	5.00	23.15	4
15. John Lucas	28.44	4.15	24.29	20
16. John Gildersleve	28.50	5.05	23.45	9
17. Simon Sherlock	29.26	5.10	24.16	18
18. Kevin Pedersen	29.37	4.45	24.52	23
19. Robert Powell	30.14	7.30	22.44	2
20. Gary Edwards	30.18	6.40	23.38	8
21. Joyce Alderton	30.38	8.10	22.28	1
22. Andrew Piggott	32.26	9.30	22.56	3
23. Ralph Southerton	33.18	9.00	24.18	19
24. Paul Macmillan	33.20	9.55	23.25	5

OPEN TWENTY FIVE

This year's Open twenty five on Saturday 22nd May, despite considerable police questioning and surveillance, (what did we do?) was one of the most successful of the Club's recent promotions. A large thank you must go to the generous support of Ron Mills Cycles and to our organiser Tony Palmer. Without them it would not have been possible.

The questions started before the event, and were presumably as a result of some alleged but undefined 'dangerous' riding in a previous event on the course. We were practically asked to call it off. If there is dangerous behaviour on the road, whether by cyclist or motorist, the police are there to deal with the offender. Do they stop motorists using a road because one motorist acts dangerously? Of course not. So why should they suggest that a cycling promotion might be stopped in case some cyclist misbehaved? We ride to strict rules which incorporate the rules of the road. If an individual should breach these then he and he alone is responsible.

A good quality field of 87 riders from all over the south east and fast racing conditions completed the recipe for success. The event was won by the outstanding 1976 25 miler Mick Haynes of the Unity C.C. who, in smashing the course record, to a new 56 minutes 29 seconds put the cherry on the cake. Haynes new team mate John Lyons, recently with the Orpington club, was second in 58.45 and third was Tony Hunt of the Hounslow in 59.33. Haynes was the only rider to cover the somewhat harder first $12\frac{1}{2}$ miles into the south west breeze inside thirty minutes with his 29.29. The team competition was a very nail biting affair between the strong Central Sussex and East Surrey clubs and, eventually, despite two fine 59 minute rides from Adrian Jones and Paul Lipscombe for the Central, the prize went to East Surrey with a three rider aggregate of 3 hours 3 minutes 17 seconds.

There was success for the promoting club in the handicap section when a fine personal best from Peter Mansfield gave him first place with a net time of 51.49 after an allowance of $13\frac{1}{2}$ minutes. Neil Martin of East Grinstead was second and Dave Bonner an ex-professional rider now living locally at Ashington, and a second claim member of the Excelsior, was third. Worthing riders times were:- Peter

Mansfield 1.5.19, Colin Miller 1.5.46, Paul West (a personal best) 1.5.49, Roy Macmillan 1.5.59 (another personal), Martin Morris 1.7.45 (again a fastest performance), Ray Douglass 1.8.16, John Williams, another improvement in 1.8.26, Bernard Wright 1.8.28, John Biddle (with a puncture) 1.11.55, Tony Rotheram 1.12.26 and Alan Matthews 1.13.6.

MILK RACE IMPRESSIONS

Monday 31st May - 11.10 a.m.

A handful of onlookers have arrived at Offington roundabout, children with Milk Race eyeshields jogging up and down, and a mixture of ex cyclists and their families, and youngsters with their gleaming 'racers', and the cycling Dads with their up and coming offspring. Those in 'the know' are passing out information about the procession we are about to see.

Police are ready to stop the 'mighty roar' of the traffic to enable the finest spectacle of the year on the British Cycling Calendar to speed its way through to Swindon.

Suddenly there is an excited stir. Police motor-cyclists are coming towards us, headlamps blazing, leading a cavalcade of the team's vehicles. The leading car announces that the race is ten minutes behind them. A cheer rises when the Great Britain vans go by.

Then, once more, normal traffic resumes its way. The onlookers get puzzled stares from the passengers in passing coaches and cars.

Then - another stir as a dozen or more motor-

cycles come by - a mixture of Police and Milk Race Marshalls all going to their allotted places en route. By this time there are spectators all around the roundabout on the route the riders will take. One or two Club cyclists ride through - riding as if in the race themselves, their speed and style being enhanced by the captive audience - was that Tony Rotheram wearing the Yellow Jersey!

At last the moment comes - Marshalls precede the Commissaire's car and the Police stop the traffic once more. An announcement tells us that the race is 2 minutes behind them and that Ian Hallam is wearing the Yellow Jersey. Then up the hill we can see the blazing lamps of leading vehicles and behind them - the splash of vitality, speed and colour that means the Milk Race. They sweep down the hill and around the roundabout, an exciting swish and flash - a brief glimpse of Ian Hallam in that Yellow Jersey - the real one this time, and they are gone cycling into - Triumph? Despair? Fame? Disappointment? Only time and the next 1000 miles or so will tell.

Behind the riders the final vehicles - BBC, Press and officials, and last of all - and he gets a good cheer - the Broom.

11.35 a.m. As the crowd disperses talking excitedly the roundabout roar starts up again as if nothing had stopped it.

MITCHING GREEN FOLLIES

Grid Ref:- 535112 (Sheet 167 1:50000)

This community in concrete was created by Septagenarian Horace Saville - an eccentric of some local notoriety. Facing the village green, these

figures were built up in front of his house, which by choice, it appears, enjoys neither water, light, heat nor sewage facilities.

Many rumours about the man are circulating and include:-

He's a millionaire
He was a blacksmith
He made his own false teeth in concrete
His death was presumed by his disappearance
but disproved by his recent reappearance.

The figures sculptured include such well known personalities as:-

Duke of Edinburgh
Neville Chamberlain
Sir Gordon Richards
Cliff Michelmores
Miss Douglas Cement
A gorilla with a bunch of real but concrete
coated bananas
And a hunt in full cry.

The shape is provided with tin cans and steel reinforcement on top of which concrete was poured and shaped with a kitchen knife and when dry was painted. Today the community looks a little dishevelled, although still worth a photograph or two, before they are forgotten and lost altogether. Matching Green can be found about 4 miles east of Harlow Essex.

Derek Smith

JOHN MANSELL

John Mansell
Could handle three wheels of a trike,

John Mansell
Went almost as fast on a bike
John Mansell
Long standing honorary sec.
John Mansell
Now alas rather a wreck
John Mansell
A Ray Douglass baiter,
John Mansell
Could perhaps come back later?

ROAD SURFACES

In these days of cutbacks in local authority spending, one thing which is suffering, and don't we know it, is the maintenance of road surfaces. You may be of similar opinion to me, namely that the cutbacks could be in some of these so called road improvements, where lovely country lanes are massacred into straight dual carriageways, for the faster travel, and greater danger to others, of the motor car. However it is quite apparent that over the next year or two we are going to suffer more buckled wheels, and punctures, quite apart from possible accidents due to this state of affairs, and I would like to make a suggestion or two as to how we may deal with this, to some extent, in our own area, at least:-

1. Make a note of all dangerous areas and note whether they are as a result of road work, or simply deterioration, and whether there are any warning signs.
2. Notify the local police in writing of the 'dangerous' condition and its exact location.
3. In the event of accident or damage being suffered obtain an early inspection of the piece of road by an independent witness.
4. Make full claim for loss (including pain and

suffering) of the local highway authority, and refer to the 'dangerous' condition and again, the exact location. Also refer, if appropriate, to any notice concerning this piece of road, which may have been given previously. Finally state that the claim is made having full regard to the liability of the council under The Highways (Miscellaneous Provisions) Act 1961, and that the matter will be referred to Solicitors for attention if claim is not settled in full at an early date, which will of course incur further costs, and add to the claim.

5. Obtain, in readiness, proper estimates.

I have claimed successfully in this manner and have also been pleased to see early attention to the stretches of road complained of. It is of course prevention of accidents that we should aim for and therefore notification of the danger spots should be our first priority.

Don.

LE TOUR DES TROIS VALLEES (Michelin Map No. 52)

A tour with three classifications (206, 140 & 85 kilometers - the latter for veterans and juniors) starting and finishing at Dieppe, is organised annually by the Cyclo Club Dieppois (CCD).

"The Tour of the Three Valleys" is no competition, individuals are considered as travelling on their own. The only entry qualification is to be dressed decently (racing garb is not permitted) and not to have clothing bearing publicity. Bikes must be equipped to meet prescribed traffic regulations.

First advertised in Cycletouring by Neville Chanin, three club members, Chris Beckingham, Dave Hudson and Derek Smith took up the challenge. Neville was unfortunately unable to take part this year owing to his riding across America on the Bi-Centennial rides.

On Saturday 19 June we met at Newhaven along with two riders from London, and one from Newcastle, to ride for the C.T.C. on the 140 km (87 mile) circuit. One private entry for the 206 km came from Merton. On arrival at Dieppe (16.15), we rode around the town looking for the small 'Cafe du Calvados', where we were to register for the event. This unusual but delightful setting was the social centre of the C.C.D. Having registered we had the evening to do as we pleased and took advantage by getting to know Dieppe.

After our first overnight at Dieppe Hostel (some 80m higher and 2 km south of the start), we arose at 05.45, prepared a quick breakfast, and rode to the cafe, for the 07.00 start. The peloton - numbering about 12 in our group - assembled and with the minimum of formalities were set in motion as the town clock chimed. Heading westwards we once again climbed out of Dieppe (what a place - every road goes up!) Through small coastal villages, over chalk headlands and beside woods, the road wound a course to Veules-les-Roses. Here after 16 miles was the first checkpoint, or control. Every rider carried a card which had to be stamped or signed at every control marked on the route sheet. The route now turned inland and with a tailwind the Frenchmen's speed soon picked up. Passing through farming country and the quiet villages of Luneray, Brachy and Bacqueville we arrived at Longueville for the second control. It was here that we had elevenses, having covered 54 km (33 miles) in just under 3 hours.

Now that the fast Frenchmen had got ahead we followed the first of the river valleys - that of the R Scie - at a more leisurely pace. Pleasant undulating farming country led us to Bellencombres. Here the road climbed up into the 'Foret d'Eawy' a very pleasant and cool spot. Feeling like a drink and something to eat we stopped at a clearing in the forest. By a strange coincidence we had stopped not 30 yards from the official 'Buvette' (refreshment stop) but not able to read much French, took no notice of these chalked words on the road - that is until we were ushered by a French woman official to the awaiting goodies of fruit drink, chocolate, buns and fresh fruit.

The next control was an Hotel bar at Neufchâtel-en-Bray in the Valley of the R Bethune and after covering just on 100 km (62 miles) we made this a lunch stop. Light rain started falling during lunch and continued most of the afternoon. We had an uphill climb out of the valley (but this didn't worry us, we were used to it by now). A few miles were ridden along a ridge before plunging down into the third valley, that of R Eauine, and the fourth control at Londinières. An ever narrowing lane was followed to Envermeu and a wet road followed through the last forest - Foret d'Arques - towards Dieppe and the finish. We arrived at 16.30, well inside the 18.00 deadline. That evening at 18.30 there was a wine reception and presentation ceremony where medals and cups were awarded. As a group we managed to collect 5 out of the 8 cups awarded - W.E.C.C. retaining two. The five cups were:-

1) Casino Cup - most numerous foreign club taking part in the circuit.

- 2) Etablissements Vuylsteke Cup - furthest club taking part (distance x number of participants).
- 3) Comite Directeur du C.C.D. Cup - to the remotest club (centre to centre with min. of three members present.)
- 4) Rene Volet Cup - most numerous club outside the Normandy League.
- 5) Paris Normandy prize - oldest member - Frank Bell, 65 (Hillingdon).

Retiring to the Y.H. for another night, again we shared the dormitory with our bikes. On Monday morning, after a look around the shops of Dieppe, an early lunch was arranged for the English Party by Madame Van Ceunebroeck, the Dieppe Club president's wife. Such was the fare and the hospitality, that we nearly missed the 14.00 hrs boat - an excellent ending to a sociable riding weekend.

Derek Smith

CLUB AND SUSSEX C.A. 100

18TH JULY 1976

What an entry! What an event! What a result! To start with an entry of nine from the Club for the County Championship was more than could be remembered for many years, and these were not just riders making up numbers, they were all intent either on winning or obtaining a good time for their Best All Rounder average. As for the event, well they were rewarded by very good weather, cool and still, to start with and a rising south westerly to assist the final miles back from the far Havant turn. In addition the S.C.A. promotion in the hands of Reg Porter was excellent, far better in

fact than has been experienced in more fashionable events on the more famous courses. Marshalling was good, although Don tried to go off course somewhere south of the Chichester By-pass, there were plenty of drinks and sponges and other willing helpers offering verbal encouragement. To top this through the generosity of an anonymous donor the event carried an excellent prize list and there was a total entry of 35, which, while far below entries received in the so called 'better' events, was a considerable improvement on recent years and those who worked so hard for 1976 must feel encouraged and the Association can look forward to still more in 1977 if the same standards are maintained.

George Matthews, Keith Dodman, Don Lock, Richard Shipton, John Biddle, Pete Reeves, Bernard Wright, Ray Douglass and Pete Mansfield were the nine from the Club and how well they all rode, and all finished. But let's go through the starting order; Ray, off at number 4 was soon involved with Ian Landless and Mick Burgess the two Lewes riders, and later with young Handley of the Mitre. He seemed always to be going fairly well and looked at most times to be reasonably happy. He perhaps lacked the strength to take advantage of the fast finish and was clearly a little disappointed with his time, just outside evens, at 5.1.13. It was George Matthews, back in a Worthing vest, who was next Club rider away at number 10. He started fast, but not as fast as Ray Smith of Brighton Mitre who from number 11 was quickly pulling him back. Before we've called George a 'time tester' to tease him but he's a road man really and when he was caught he wasn't going to let his man go. How long the tussle continued we're not sure but guess it was for about 70

miles. In the end Ray pulled out a 3 minute gap but the fight had made a tremendous difference to both their rides and George was home in a personal best of 4 hours 23 minutes 37 seconds; a powerful shot in the arm for his Club Best All Rounder chances. Pete Reeves, who made his first excursion into 100's in this event in 1975 made a purposeful start but his ride was no doubt affected by his being caught, first by Richard Chipton and then by Keith Dodman. Had he been able to pace his ride he may have done even better than the 13 minute improvement which saw 4.42.29 recorded. Off just two minutes behind Pete at No.16, Richard quickly got into his smooth style and although getting somewhat involved in the scrap with Keith indicated his potential over the longer distances by finishing probably stronger than any other Club rider and clearly without physical distress. His time of 4.33.35 was a fine ride for a first '100'. Keith Dodman off at No.20 perhaps had the most pressure on him, for he was defending his Club championship and there was the threat posed by George, demanding a fast start. Did he start too fast? Impossible to answer, for although he had nothing left over the last few miles one day Keith will start fast and finish at the same speed. As it was from Tangmere home he saw Richard and Don ride away from him, something which doesn't happen very often to Keith. Nevertheless such was the standard on this particular morning that he too recorded a personal best of 4.31.25. Don starting two minutes behind Keith had maybe the best ride in that he was unaffected by any scrapping and despite being always a little down on Keith during the first 50 miles or so, was riding his own pace and going along quite strongly. He was passed by I. Dow of Oxford (the race was also an Open) after about sixty miles but on the wind assisted return from Havant repassed him and eventually caught Keith and Richard

approaching Tangmere. Richard immediately took flight but Don apart from the grovels of the hills in the Arundel area maintained his form to finish with an excellent 4.28.15. Not a personal best but his best for some 14 years. Peter Mansfield had an eventful but not successful morning. He had a late start ($4\frac{1}{2}$ minutes) had bike trouble and back trouble but ensured that we had 100% finishers coming home in 5 hours 22 minutes 30 seconds (including penalty). John Biddle, another tackling the 100 for the first time pounded away on what looked a bit of a high gear but maintained a cheery countenance throughout and must have been extremely satisfied with his 4.44.35. Bernard Wright off at the end of the field was destined to stay there or thereabouts by two punctures which must have cost him 10 minutes. He was quite untroubled at the finish and will doubtless go faster than his 5.0.19 before the season is out.

In the overall event George was placed fourth Don 6th and Keith 7th to give the Club a fine team win. The team aggregate of 13.23.17 beat the previous record set, in the Southampton Wheelers event in 1962 by Gerry Atterbury, Don Lock and Ray Douglass of 13.31.59 by a massive 8 minutes 42 seconds.

The Club handicap and championship result was therefore:-

1st George Matthews	4.23.37 (10)	4.13.37
2nd Don Lock	4.28.15 (22.30)	4.05.45
3rd Keith Dodman	4.31.25 (15)	4.16.25
4th Richard Shipton	4.33.35 (21)	4.12.35
5th Pete Reeves	4.42.29 (30)	4.12.29
6th John Biddle	4.44.35 (32.30)	4.12.05
7th Bernard Wright	5.00.19 (37.30)	4.22.49
8th Ray Douglass	5.01.13 (40)	4.21.13
9th Peter Mansfield	5.22.30 (30)	4.52.30

ROY LEMON

Now that's a name that will bring back memories to some of our longer standing members. I suggest that John Antram, Dennis and Charlie Lednor, Ray Douglass, Theo Puttick, Pete Sidford and Jim and Connie Hughes and perhaps a few more will recall 'young Roy'. He left the Club in about 1947 just before I came along and apparently joined Her Majesty's Forces to spend a period in the Army. He did not return to Worthing Excelsior or indeed to cycling, although his parents reside locally at East Preston in fact.

Well people go their separate ways, but the world's getting smaller they say, and our Island has never been that big anyway. Nevertheless it's nice to hear of Roy again and to know that he is back on the bike with a vengeance. It is through our second claim member Pete Andrews now resident in the Norwich area and a member of the Norwich A.B.C. that we learn that Roy, now living in that area, and a prosperous Building Society Manager, is also a member of that Club.

Ray Douglass recalls training bashes with Roy and Pete Andrews, and how Roy rode a lot with Dennis Lednor. Ray thinks he got down to a 1.3.0. for a 25 in our colours but now he's down to a 1.0.54.

We hope through Pete to get a copy of the Mag. to Roy, so how about renewing old acquaintances when you're down this way? How about a second claim membership in fact; we could do with a 1.0.54 in our S.C.A. endeavours!

Don

HARRY O'TOOLE

It is with sadness that we report the passing of

Harry O'Toole who died recently at his home in Kingsland Road, Worthing, after a long illness. We extend our deepest sympathy to his wife Rene and express the hope that she will continue to keep in touch with the Club. Many of us know the great service that Harry gave to the Club and to the Sussex Cyclists' Association and of his love for this sport of ours.

It is understood that the Mag. was a source of considerable enjoyment to Harry over the past few years enabling him to continue his interest and recall old friends. The Mag. will still come Rene, as a token of our appreciation.

Don.

5 YEARS AGO

Summer issue 1971 and the first page shows the same names but John Mansell and our Ed. have subsequently changed their addresses. The price was 5p! On May 2nd that sterling track and short distance rider Mike Venner got under for the first time recording 58.35 in the Clevedon & District 25. George Matthews did 59.55 and we fail to record the time of Ray Douglass. Was this a team record at the time? We reported on the efforts of five Club members, Pete Reeves, Mick Venner, George Matthews, Steve Richards and Chris Woolcock in the Easter Cycling Festival in Guernsey. They scored four first places, one joint second, two thirds, two sixth placings, one seventh and three team wins. A total prize value of £22.50. Not bad even at 1976 values. On 16th May Don Lock believe it or not won the Club 25 championship and on the following Sunday

we swept the board in the Sussex Team Championship 25. On 13th June Don Lock obviously having a good season won the Club '50' in 2.7.55, The 25 Club team record (3.0.20) was set by Pete Reeves, Don Lock and Tony Hill in the Clarence Wheelers event on the Bath Road. Bob Porter then of the Feltham Road Club won our Open 50 mile handicap road race held on the Yapton circuit. Four members started in the Catford 24 hour. Don set a new Club record with 428.55 miles, Chris Woodcock 382.5. John Mansell and Tony Hill retired.

A LOCAL PAPER REPORT 1930

C Y C L I N G

EXCELSIOR'S 25 MILES HANDICAP

The Worthing Excelsior Cycling Club began their season with a 25 miles handicap at the weekend, 21 competitors facing the starter under conditions which were not conducive to fast times. F. Tiller was going extremely well when he punctured, and a similar fate befell R. Smith.

As usual, C.G. Lednor took the prize for the fastest ride, but there was keen rivalry between the younger members for the handicap prizes, which were gained by W. Wellings, T. Lednor and C.G. Pearce. The result was as follows:-

	<u>H'cap starts</u>	<u>H'cap time</u>
1. W.Wellings	3 mins	1.07.37
2. T.Lednor	10 "	1.08.07
3. C.G. Pearce	10 "	1.08.37
4. A.Gamble	14 "	1.08.58
5. H.White	11 "	1.09.15
6. F.Blackmoor	11 "	1.09.36
7. C.Botting	8 "	1.10.42
8. E.Grover	7 "	1.10.56

9. W. Stephenson	4 mins	1.11.05
10. C. Barrett	5 $\frac{1}{2}$ "	1.11.19
11. W. P. Lynn	10 $\frac{1}{2}$ "	1.11.30
12. E. Valentine	3 "	1.11.39
13. B. Cook	6 $\frac{1}{2}$ "	1.13.14
14. C. G. Lednor	Sc.	1.13.26
15. F. Gamble	9 "	1.13.47
16. E. L. Parker	12 "	1.14.47
17. A. Bell	14 "	1.14.55
18. G. Bowman	10 "	1.16.06
19. P. Peacock	2 "	1.17.56

NOTES ON THE SPRING BANK HOLIDAY TOUR

FRIDAY

Don, Ray and Keith rode up to Crawley, loaded selves and machines into and onto John's van for a mostly uneventful drive, via the M.1 to Wakefield, to collect Tony Hill. Brief break for welcome nosh, then on to Harrogate, in the rain, to digs.

SATURDAY - (JOHN'S RUN)

Woke up to overcast sky and pouring rain - into town centre to find cycle shops for new front brake cable for John, headset adjustment for Keith and for Ray to make a panic stricken grab for the only pair of leggings in the shop - Don didn't really want them anyway!

Departed Harrogate 10.00 a.m. via Fewston Reservoir, surprisingly not overflowing, and Blubberhouses into the Dales National Park, to elevenses at Bolton Bridge where we were briefly joined by some paratroopers who (blame Don for this) "dropped in". A further wet ride to lunch at Grassington followed by a sporting

5 miles of rough stuff "over the top", as a passing!! pedestrian mentioned to a dispirited Tony, brought us via some of the loneliest country of the tour, to Malham just in time to witness the local Morris Men cavorting round the High Street bringing chaos to the local traffic (one tractor). Steep ascent past Malham Cove followed by almost as steep a descent where Keith saw sheep, chose to ignore sheep, and somehow missed sheep - perhaps due more to the sheep's road sense than Keith's. Tony observed shoving bars of chocolate into his white face. "I feel dizzy" says he. "Not surprising" we say - after all he's only ridden 30 miles since Christmas and is tackling this weekend on a 61" ever-pedaller.

As we approach Ingleton we notice the dry state of the roads, upon arrival are informed "not rained here since 10.00 this morning". Finished the day with chicken in the basket, complete with plastic glove. Scrabble, won by Don (some very dodgy words) and Tony grabbing all the hot water for a bath - we didn't complain - he did need it.

SUNDAY (KEITH'S RUN)

A half inch Barts - not a promising start - but we did make the White Scar Caves (2 miles) without a wrong turn. A rather damp underground mile was passed and our speliological knowledge was increased - we all now know how to define a helictite. Having revictualled in the cave caff we departed for Hawes, regaled by tales (oft repeated). of Ray's past glories in "The Circuit of the Dales", for our present route traversed these hallowed roads. Was about now that Ray jettisoned a pedal spindle cap and the rain started (again) through Thwaite and Keld and Birkdale and via the highest spot of the tour 1698' we battled, leaving the National Park to arrive in Kirkby Stephen for lunch!!!! (Keith does

have a sick sense of humour) at 3.15 p.m. After lunch -- John a frugal tea and wods downstairs, the 'barons' a full spread, with wine, upstairs -- we departed into the drenching rain, through a minor complex of lanes, which finally proved too much for the Barts. However, John's trusty one inch Ordnance Survey soon had us back en route for Barras (we didn't see Sid) and the main A.66 for a very wet, very busy and very fast eight miles (22 mins) to Bowes, where Keith expected to find a museum (must be that map again).

On to Barnard Castle and the Golden Lion, founded in 1687 and backing onto the castle wall. All managed a hot bath tonight!! Had a chinese meal, rang home and the second round of Scrabble ended with Keith proving supreme.

MONDAY (RAY'S RUN)

Why did Tony launder Ray's socks?

Why did Tony not wash his own?

How did Ray arrange for the doors of the Bowes museum to open at the instant we parked our velos?

How come that the 60 minutes allocated by Ray to "do" the museum expanded into $2\frac{1}{4}$ hours?

Is it true that Ray preferred a coffee to a Canaletto?

Having covered 400 yards in $2\frac{1}{2}$ hours we continued a pace via Arkengarthdale to lunch at Reeth, after which, back to the hills, to Castle Bolton where Keith managed to plummet off course only to be retrieved by Don. Mysgarth Falls were very disappointing -- far too busy and commercial --

soon departed up a short, but vicious 1 in 4 followed shortly by a long 1 in 7.

We were now in the vicinity of Braithwaite Hall which was to be the climax of Ray's route. Unfortunately..... Still we did find Dolly Bog Wood and a cricket match and even Bedale where accommodation was booked and where Ray developed a strange allergy to double beds!

A magnificent fish and chip supper and Tony volunteered to organise next year's tour and John won the evening's Scrabble match and we all slept well after a late night coffee and biscuits.

TUESDAY (DON'S RUN)

Fuehrer Lock decreed an 8 o'clock breakfast, and so it was, and we were all whipped out onto the road well before 9. A quiet and flat route to Ripon was produced where we dodged in for elevenses, thus missing a brief passing shower, then on through Studley Deer Park (identified by our resident naturalist as roe) to Fountains Abbey where John was surprised into purchasing a £2.00 annual season ticket (he subsequently claimed that within 5 days he was showing a 32p profit).

Signpost informed us that we were within 1 mile of Bedlam (no comment!) and we arrived safely back in Harrogate by 12.30. Bid au revoir to Tony and on Ray's insistence we visited the Ron Kitching cycling emporium (closed). Keith, to prove that he was still thinking of Tony, bought 5 choc ices, but did manage the extra one himself. Harrogate was left at 3.00 p.m. - Worthing was reached at 9.00 p.m.

Total of cycling miles covered was 192 and it is true that "Sherpa" Dodman carried with him a radio - a pair of binoculars - a game of Scrabble - a first aid kit - and an all singing, all dancing, Swiss Army knife.

25 MILE TEAM RECORD

This record has stood since 19th June 1971 when Pete Reeves, Don Lock and Tony Hill recorded a team aggregate of 3 hours 0 minutes 20 seconds... This was in the Clarence Wheelers Middlemarkers Saturday evening event on the Bath Road course. Excellent conditions prevailed and Pete was first home with a first sub-hour ride of 59 minutes 12 seconds. Tony improved from a '4' to 1 hour 1 minute 39 seconds and then Don came in with his first under the hour, in 59.29.

Since that time we have had several under the hour rides but never have we been able to put them together. That is until the Sydenham Wheelers event on the famous Q25/3 course on Sunday 25th July 1976.

The Club's current fastest five were entered and all had recently showed good form. They were; George Matthews, Keith Dodman, Pete Reeves, Richard Shipton and Don Lock. The morning was not a 'float' but let's be truthful, it was pretty good and surely the record could be updated.

Our Ed. not the speediest of the entry over the distance was first away and when he finished in 1.0.59 it was at least an indication of things to come. Pete Reeves who thought he was still feeling the effects of his Sussex 100 the week before was next home and he was delighted with his 59.56. George Matthews, who recently rejoined the Club after a spell with the Archer Cutty Sark, and had a '57' to his credit a couple of weeks earlier, was next home and with 58.10 the record had gone. It now stood at 2.59.05 and

looked far more respectable under 3 hours. In a matter of minutes Keith Dodman was in and with a new personal best of 58.34. The record, with Don dropping out was now down to 2.56.40. Could Richard get down to a '59', something which he has been promising to do for a couple of seasons now? The answer to that question was a resounding Yes as he hurtled in, in a magnificent 59.13. That five year old record now crashed still further to a really presentable 2.55.57, standing to George, Keith and Richard.

How long will it stand this time we wonder.

THIRD PARTY INSURANCE

Just a note to remind all members that if you are cycling with the Club then you must have third party insurance. This can be obtained by membership of the British Cycling Federation or the Cyclists Touring Club. It is also included in the Policy of most bike insurances.

Some members have it seems been unaware of this very necessary requirement. If you are responsible for damage or injury to other members then they can recover through your insurance,

It's a Club rule but for everybody's sake make sure you are insured.

WASTE PAPER

The collectors are at it again, headed by Theo Puttick. Only recently we raised another £15 for Club funds, so please collect all those newspapers and magazines (in separate bundles neatly tied please). If you can manage to store them yourselves

for a while but keep Theo informed of how much you've got then he will be able to judge when to get it all together and make another delivery.

CLUB ANNUAL DINNER DANCE AND PRIZE PRESENTATION

At the Royal Coach, Lancing or is it Shoreham. It's on that roundabout on the A.259 practically on the boundary. Dinner, Beef Menu, Disco (we've been promised that it does not blind you or ruin your hearing) and Presentation of the awards. Maximum number 84, tickets £3.50. Date November 13th. Please don't say you didn't know and please let Theo Puttick know how many tickets you require as soon as possible. To junior and schoolboy members, please try and get along and bring your Mums and Dads. A lot of you have awards to come, even some you may not be aware of.

PACED RIDING AND COMPANY RIDING

Road Time Trials Council

Regulation No.49

Competitors must ride entirely alone and unassisted. They must not ride in company with, nor take shelter from, any other rider or from any vehicle on the road. If one competitor overtakes another he must pass as widely as possible, and no shelter must be given or received. The onus of avoiding riding in company shall be upon the rider overtaken. Competitors when dismounted must wheel or carry their machines without assistance whilst covering any portion of the course.

BE FAIR

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DON'T CHEAT

RIDE IN THE TRUE SPIRIT OF TIME TRIALLING

HANDICAP 25

The Club's 25 mile Handicap event on Saturday afternoon, 7th August on the A.27 Chichester Road course, provided tough competition and especially tough conditions on the return from Westhampnett to the finish at Angmering, with riders having to fight into the teeth of a fresh easterly wind. Most of the riders found themselves three or four minutes outside their best performances of recent weeks, and it was the few who did better than this that made the top places.

This race includes, in addition to the 'Clapshaw' Handicap Trophy, open to all members, the 'Sherwin' Trophy also awarded on a handicap basis, but with entry limited to juniors and schoolboys, and for the second time the same rider has won both these handsome trophies.

Nigel Burrows, still at school and in only his first full season of competitive cycling, managed a really fine actual time of 1 hour 11 minutes 37 seconds and with an allowance of $12\frac{1}{2}$ minutes finished 14 seconds clear of a consistently improving senior rider, John Cheetham, and, in third place, junior Paul West whose 1 hour 5 minutes 23 seconds (actual time) was again a fine personal best performance. The fastest individual time was

from scratch man Richard Shipton with 1 hour
2 minutes 44 seconds.

Full Handicap result:--

			<u>Allowance</u>
1st	Nigel Burrows	59.07	12.30
2nd	John Cheetham	59.21	10.00
3rd	Paul West	59.43	5.45
4th	John Biddle	1.00.38	5.35
5th	Paul Toppin	1.01.25	10.30
6th	Ray Douglass	1.02.44	6.30
	Richard Shipton	1.02.44	Sc.
8th	Pete Reeves	1.03.31	0.30
9th	Don Lock	1.04.17	1.00
10th	Alan Matthews	1.05.27 (With puncture)	10.00

