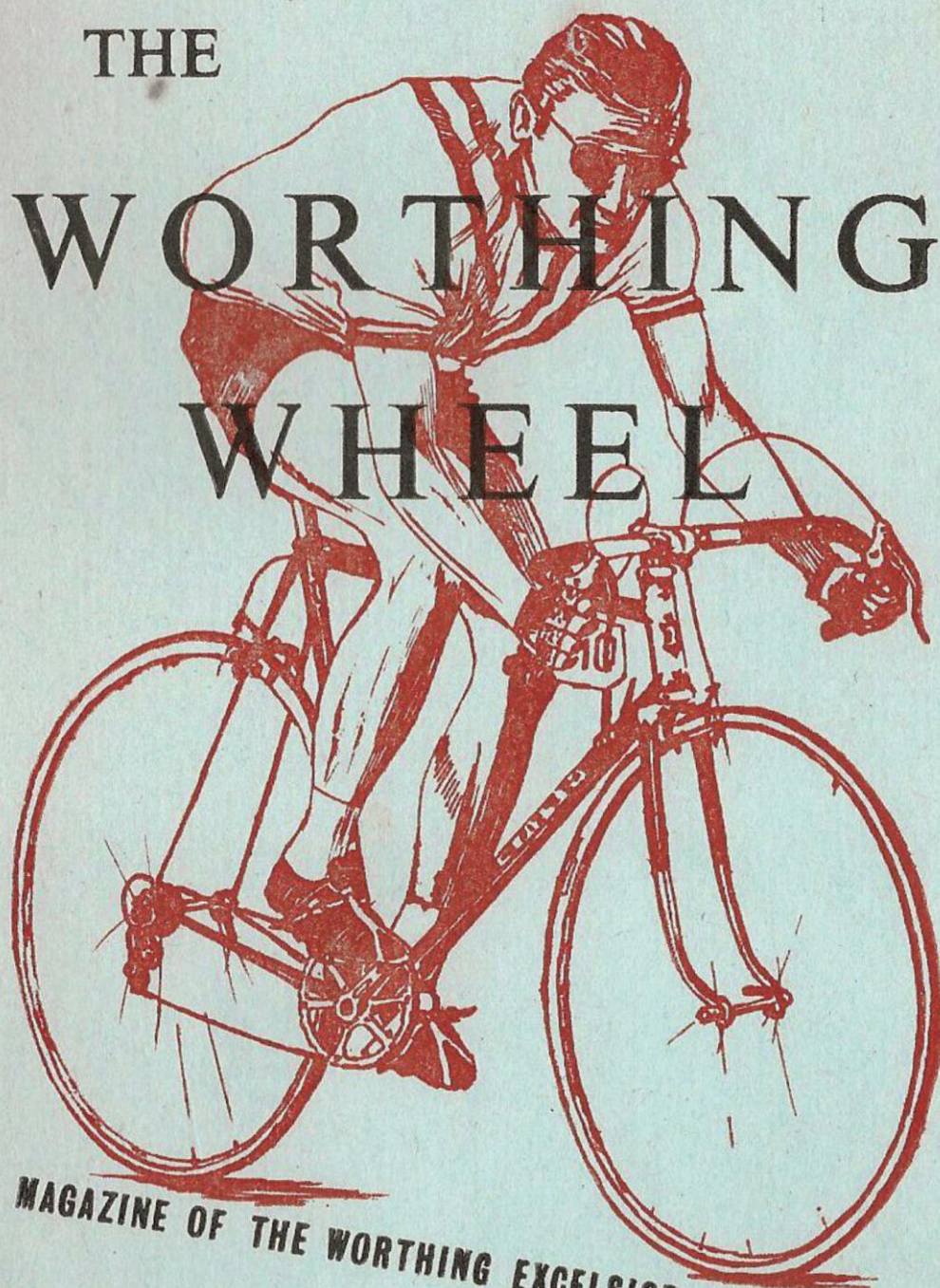


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 1976

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THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

- Headquarters: Broadwater Parish Rooms,
Broadwater Green, Worthing
(Meetings every Tuesday
8 p.m. to 10 p.m. approx).
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IF YOU ARE NOT A MEMBER OF A CYCLING CLUB.....

but you are interested in cycling, no matter what aspect of this sport and recreation particularly appeals to you, you should be a member of a cycling club. This is, of course, the Magazine of the Worthing Excelsior Cycling Club but most, if not all, of our comments will I'm sure apply to any Club.

You do not have to be 'terribly fit', in the prime of your youth and the proud possessor of a £250 super lightweight racing bicycle. We have members, some active on two wheels and others very helpful although no longer riding, who are into their 50's, 60's and even in their 70's. We have some with bikes found on the local tip and put together with second-hand bits. We've also plenty of members who are anything but 'terribly fit'.

Let us continue to dispell a few of the myths and fears which quite probably deter many would be mmebers:-

- (a) You can be of any age from 14 to ...100?
- (b) You can be of either sex but only one at a time.
- (c) Your interest can be recreational: touring club runs, touring competitions, youth hostelling, cycling camping, week-ends or weeks away, at home or abroad.
- (d) Your interest can be competitive, serious, or not so serious, there's road racing, time trialling, track racing, cyclo-cross.
- (e) If you feel you've served your years of active cycling but remain interested, help in marshalling, feeding, transporting, timekeeping, promoting, fund raising, social activity organizing and a host of other jobs, is always needed.
- (f) As for fitness you will ride according to your ability and strength and it's repeated

that you do not have to be 'terribly fit' but it's a guarantee that whatever your state of health sensible biking can only improve it.

(g) As for that bike, well, costs are comparative, once you could buy a car for £200 and a bike for £20, while now it's £2000 and £200, but machines in the shops in the £60 to £80 price range are quite good enough for starting in any of the many varied cycling pursuits. Should it be that you haven't bought that bike, because you're not sure of it's suitability, come along and see us first, we will certainly be pleased to advise you.

Briefly if a bike's your like, then come and join us. Membership at £2 per annum is probably as small a subscription as will be found anywhere and the only addition is third party insurance cover if you will be an active riding member.

You will find, if you have not previously enjoyed their company, that cyclists generally are the friendliest crowd that's going and will make you most welcome.

The Worthing Club meets every Tuesday (see page 1) so why not come along. It's the only way to travel with petrol now nearly a £1 a gallon, and remember, you can't take a car where you can take a bike. Don.

Evening Ten Mile Series (continued)

<u>Event No.7 24th June 1976</u>					H'cp
	<u>Actual</u>	<u>H'cap</u>	<u>H'cp</u>	<u>Time</u>	<u>Pos.</u>
1. Keith Dodman	23.17	Sc.	23.17		3
2. Pete Reeves	24.26	0.10	24.16		16
3. Don Lock	24.32	0.20	24.12		14
4. Paul West	24.35	1.20	23.15		1
5. John Biddle	24.46	0.35	24.11		13
6. Pete Mansfield	24.54	1.25	23.29		4
7. Roy Macmillan	25.13	1.10	24.03		12
8. Graham Tooley	25.55	1.30	24.25		17
9. John Williams	26.38	2.25	24.13		15

10. Nigel Burrows	26.51	3.15	23.36	6
11. John Peters	27.02	3.25	23.37	7
12. John Cheetham	27.25	4.10	23.15	1
13. Paul Toppin	27.27	2.45	24.42	18
14. Stephen Rotheram	28.09	4.15	23.54	10
15. John Lucas	28.14	4.15	23.59	11
16. John Gildersleve	28.22	4.50	23.32	5
17. Kevin Pedersen	28.27	4.45	23.42	8
18. Gary Edwards	30.08	6.20	23.48	9
19. Robert Powell	31.20	6.15	25.05	19
20. Paul Macmillan	34.08	7.45	26.23	20

Event No.8 1st July 1976

1. Paul West	25.20	0.35	24.45	4
2. John Biddle	25.23	0.35	24.48	5
3. John Williams	26.59	2.25	24.34	2
4. John Cheetham	27.43	3.25	24.18	1
5. Alan Matthews	27.45	2.35	25.10	7
6. Nigel Burrows	28.12	2.55	25.17	9
7. John Peters	28.15	3.05	25.10	7
8. Kevin Pedersen	29.05	4.30	24.35	3
9. John Gildersleve	29.58	4.25	25.33	11
10. Josephine Alderton	31.43	6.40	25.03	6
11. Robert Powell	31.45	6.15	25.30	10
12. Paul Macmillan	35.24	7.45	27.39	12

Event No.9 15th July 1976

1. George Matthews	23.52	+1.15	25.07	14
2. Pete Reeves	24.05	0.10	23.55	7
3. Paul West	24.25	0.35	23.50	5
4. John Biddle	24.57	0.35	24.22	11
5. John Inram	25.31	1.10	24.21	10
6. Roy Macmillan	25.35	1.10	24.25	12
7. Graham Tooley	25.36	1.30	24.06	9
8. John Williams	26.07	2.25	23.42	4
9. John Cheetham	26.30	3.15	23.15	2
10. Alan Matthews	27.26	2.35	24.51	13
11. Kevin Pedersen	27.59	4.30	23.29	3
12. John Gildersleve	28.18	4.25	23.53	6
13. Wilf How	30.31	9.00	21.31	1
14. Josephine Alderton	30.45	6.40	24.05	8
15. Paul Macmillan	33.40	7.45	25.55	15

Event No.10 5th August 1976

1. George Matthews	23.42	+1.15	24.57	14
2. Pete Reeves	24.20	0.05	24.15	7
3. Don Lock	24.35	0.20	24.15	7
4. Paul West	24.58	0.25	24.33	12
5. John Biddle	25.18	0.35	24.43	13
6. Graham Tooley	25.19	1.30	23.49	2
7. Paul Toppin	26.02	2.30	23.32	1
8. John Williams	26.12	2.10	24.02	4
9. Ray Douglass	26.20	2.30	23.50	3
10. Alan Matthews	26.46	2.35	24.11	5
11. John Cheetham	26.50	2.30	24.20	9
12. John Peters	27.19	3.05	24.14	6
13. Nigel Burrows	27.24	2.55	24.29	10
14. John Gildersleve	28.51	4.20	24.31	11
15. Josephine Alderton	31.58	6.40	25.18	15
16. Christine Barnett	32.28	-	-	-

Event No.11 12th August 1976

1. Graham Tooley	23.47	1.20	22.27	2
2. Pete Reeves	23.56	0.05	23.51	7
3. John Biddle	24.12	0.35	23.37	6
4. Paul West	24.50	0.25	24.25	9
5. John Cheetham	25.43	2.30	23.13	3
6. John Peters	26.27	3.05	23.22	5
7. Alan Matthews	26.47	2.35	24.12	8
8. Paul Taylor	27.03	5.00	22.03	1
9. Mike Poland	28.21	3.20	25.01	11
10. Stephen Rotheram	29.07	4.10	24.57	10
11. Kevin Pedersen	29.38	4.00	25.38	12
12. Christine Barnett	31.48	8.30	23.18	4
13. Andrew Lock	33.40	-	-	-

Event No.12 19th August 1976

1. George Matthews	22.54	Sc.	22.54	6
2. Keith Dodman	23.40	0.35	23.05	9
3. Graham Tooley	24.17	1.00	23.17	13
4. Pete Reeves	24.26	1.15	23.11	11
5. John Biddle	25.15	1.35	23.30	14
6. John Antram	25.42	2.35	23.07	10
7. Nigel Burrows	26.01	4.10	21.51	1

8. Paul Toppin	26.16	3.20	22.56	8
9. John Cheetham	26.26	3.10	23.16	12
10. John Peters	26.53	4.20	22.33	3
11. Paul Taylor	27.06	4.20	22.46	5
12. John Gildersleve	28.35	5.40	22.55	7
13. Wilf How	30.16	7.50	22.26	2
14. Paul Macmillan	33.11	9.05	24.06	15
15. Andrew Lock	33.30	10.50	22.40	4

Event No.13 26th August 1976

1. George Matthews	22.42	Sc.	22.42	6
2. Richard Shipton	22.57	0.50	22.07	3
3. Paul West	24.25	1.50	22.35	5
4. Graham Tooley	24.35	1.00	23.35	12
5. Paul Toppin	25.26	3.20	22.06	2
6. Roy Macmillan	25.56	2.35	23.21	11
7. Nigel Burrows	26.32	4.10	22.22	4
8. John Cheetham	26.47	3.10	23.37	13
9. Alan Matthews	26.56	3.50	23.06	9
10. Paul Taylor	27.04	4.20	22.44	7
11. Carl Carter	27.39	4.55	22.44	7
12. Wilf How	29.32	7.50	21.42	1
13. Josephine Alderton	31.13	8.00	23.13	10
14. Robert Powell	31.46	7.35	24.11	15
15. Paul Macmillan	33.10	9.05	24.05	14

Series Result

Seniors aggregating their best six places while juniors aggregate only their best four places.

1. Keith Dodman	7	
2. Pete Reeves	10	
3. Paul West	11	First Junior
4. Don Lock	13	
5. Roy Macmillan	19	
John Biddle	19	
7. Graham Tooley	23	
8. Paul Toppin	28	
9. Nigel Burrows	29	
10. John Peters	32	
11. Kevin Pedersen	44	

12.	Alan Matthews	45
	John Williams	45
14.	John Cheetham	47
15.	Stephen Rotheram	49
16.	Carl Carter	50
17.	Paul Macmillan	56
18.	Robert Powell	60
19.	John Gildersleve	79
20.	Ralph Southerton	89
21.	Josephine Alderton	93

Handicap League - Final Table

1.	John Cheetham	21
2.	Kevin Pedersen	17
	Paul Toppin	17
4.	Wilf How	16
	Stephen Rotheram	16
6.	John Williams	14
	John Peters	14
8.	Paul West	13
	Nigel Burrows	13
10.	Graham Tooley	10
	Simon Sherlock	10
12.	Carl Carter	8
	Robert Powell	8
	Paul Macmillan	8
	Andrew Piggott	8
	John Antram	8
	John Gildersleve	8
	Paul Taylor	8
19.	Alan Matthews	7
	Josephine Alderton	7
21.	Tony Rotheram	6
22.	Gary Edwards	5
	Peter Mansfield	5
24.	Ray Douglass	4
	Keith Dodman	4
	John Biddle	4
	Richard Shipton	4

28. John Lucas	3
Christine Barnett	3
Andrew Lock	3
31. George Matthews	2

Evening Tens - some facts

The Derek Powell Trophy for the fastest schoolboy performance by a Club member goes to Paul Toppin with a fine 25.26 in the very last event.

There was an average entry from club riders of just over 18. The highest number was 28 and the lowest 12. This compares well with 1975 when the figures were; highest 15, lowest 5, average 11. In '75 we had 14 races compared with 13 in '76. Last year saw 31 different club members competing. This year there have been 41.

Wilf How new to competitive cycling has made our veterans look like youngsters. At the age of 71 he has got his ten time down to under 30 minutes, and if that makes Ray Douglass and his contemporaries look like schoolboys, it makes a nursery turn out for such as Andrew Lock who recorded his first effort of 33 minutes at the age of 9.

Fastest Club performance was by George Matthews 22.42 but a new course record was set by second claim member Dave Bonner with a magnificent 21.55.

For the first time for many years the Club have ladies in competition, not just one, but two, in Josephine Alderton and more recently Christine Barnett. Could this be something to do with the better entry we ask purselves. They rode a few of the tens and Josephine braved the rigous of the farmyard '15' course.

1976 POINTS TROPHY FINAL TABLE

Awarded on the aggregate of handicap placings in all handicapped Club events that all members are eligible for. Non finishers receive one point more than the last finisher while non starters or non entries carry two more.

Pos.	Name	Circ		Sprng		Cship		Cship		Cship		Cshaw	Hrdrs	Total
		Evnt	25	25	30	25	50	15	100	25				
1.	John Biddle	2	1	4	5	7	8	2	4	3	36			
2.	Don Lock	4	5	7	3	2	8	1	9	5	44			
3.	Pete Reeves	1	7	5	8	3	8	9	8	13	57			
4.	Keith Dodman	13	11	11	1	1	8	4	12	1	62			
5.	John Williams	8	4	8	6	5	2	9	12	10	64			
6.	Ray Douglass	9	8	2	8	7	8	5	6	13	66			
7.	Graham Tooley	7	2	11	8	7	5	9	12	6	67			
8.	Richard Shipton	13	10	3	8	7	8	9	6	4	68			
9.	Alan Matthews	6	3	9	7	7	6	9	10	13	70			
10.	John Cheetham	13	11	11	8	7	4	9	2	7	72			
11.	Colin Miller	3	11	6	4	7	8	9	12	13	73			
12.	Paul West	13	11	11	8	7	3	9	3	9	74			
13.	George Matthews	13	11	11	8	7	8	3	12	2	75			
14.	Paul Toppin	13	11	11	8	7	1	9	5	12	77			
15.	Roy Macmillan	5	10	11	8	4	8	9	12	11	78			
16.	Nigel Burrows	13	9	11	8	7	8	9	1	13	79			
17.	Chris Stone	13	11	1	8	7	8	9	12	13	82			

TRY THIS.....

See if you can get to Hurstpierpoint College in less than say, 15 minutes. This was the teaser set to competitors in the Tourist Trial. You need O.S. Map Sheet 198 1:50,000 First Series. Start at Spot Height 227 on Ditchling Beacon road (O.S. Map Ref. 291176 observing the following restrictions:-

1. Do not enter Km squares 3016 and 3014;
2. Do not go over north-south railway line;
3. Do not go on B2116 west of O.S. Map Ref. 306155;
4. Hurstpierpoint College must be approached from the east;
5. Approach disused windmill (approx. $0^{\circ} 06' 50''$ W, $50^{\circ} 55' 40''$ N)
6. Pass to the west of glasshouses 155 metres below starting point;
7. Pass between two places of worship whilst travelling north on B2112 through Ditchling;
8. Pass between a Church without a spire and a Post Office whilst travelling south on yellow road through Keymer;
9. Pass to the south side of Church without a spire on B2116 east of Hassocks Station;
10. Pass to the north side of Belmont School;
11. Pass through Spot Height 25 to the south of Hurstpierpoint College.

SENIOR BEST ALL ROUNDER 1976

Result calculated over 25, 50 and 100 m.

1st. George Matthews	
Sydenham Whs. 25	58.10
Viking R.C. 50	2.03.32
Sussex C.A. 100	4.23.37
Average M.P.H.	24.277

2nd.	Keith Dodman		
	Sydenham Whs. 25		58.34
	Yorkshire R.C. 50		2.03.55
	Sussex C.A. 100		4.31.25
	Average M.P.H. 23.976		
3rd.	Don Lock		
	Sydenham Whs. 25		1.00.59
	London Vets. 50		2.04.41
	Sussex C.A. 100		4.28.15
	Average M.P.H. 23.675		
4th.	Richard Shipton		
	Sydenham Whs. 25		59.13
	Brentwood 50		2.08.44
	S.C.A. 100		4.33.35
	Average M.P.H. 23.522		
5th.	John Biddle		
	C.C. Bexley 25		1.05.47
	Hants R.C. 50		2.14.15
	Sussex C.A. 100		4.44.35
	Average M.P.H. 22.077		
6th.	Ray Douglass		
	Richmond & Darlington 25		1.04.21
	London Vets. 50		2.16.06
	Sussex C.A. 100		5.01.13
	Average M.P.H. 21.757		
7th.	Pete Mansfield		
	Worthing Excelsior 25		1.05.19
	East Sussex C.A. 50		2.20.46
	Hillingdon 100		4.55.19
	Average M.P.H. 21.531		
8th.	Bernard Wright		
	Worthing Excelsior 25		1.08.28
	Wessex 50		2.19.37
	Sussex C.A. 100		5.00.19
	Average M.P.H. 21.124		

STOP PRESS S.C.A. uphold the appeal of Richard Shipton against disqualification for paced riding in the S.C.A. 100. His time of 4.33.35 stands and he completes his club B.A.R. in 4th place.

ALAN MATTHEWS

Once was quite a tearaway,
Alan Matthews
learnt there was a better way,
Alan Matthews
stopped being such a baddy,
Alan Matthews
married Maddy,
Alan Matthews
recovered from those early crashes,
Alan Matthews
once more thinks of training bashes,
Alan Matthews
whenever smashed on little cog,
Alan Matthews
takes it out on 'Whisky' - dog.

TRACK

We regret that this magazine does not cover very much of the activities of our few trackies. For the future, anyone able to contribute please do so, for the present we print the script of a Preston Park Track review for the 1976 season recorded for Radio Brighton on 24th August.

The 1976 season of track racing at Preston Park has seen a number of modest improvements

The major one being the great increase in the number of schoolboy and junior competitors. Their enthusiasm has gradually been channelled into skill and stamina and there is now a nucleus of young riders from most of the Sussex clubs from which much senior talent must come in the seasons that follow. Brighton Mitre, no doubt owing much to their coach Tony York, have lead the way with youngsters of the calibre of Steve Harkness and Mark Panton while Crawley Wheelers and Worthing Excelsior have also provided many young riders of tremendous promise. The future then looks assured.

With the open promotions bringing top riders down from London the standards of riding have increased a great deal and at no time have the local riders been overshadowed by the visitors. The competition in the Sussex Cycle Racing League Meetings as well as the bigger open events has been very keen and the quality of the racing and the entertainment has been much higher than for a while.

So far as attendances are concerned there has been a little gain but not as much as might have been expected considering the lovely evenings and the attractive setting in which these meetings are held.

The Brighton Sash and the big Harkness/Oxborrow open promotions were better attended and those who attended were given value for money. The Harkness/Oxborrow meeting was the only one to be affected by rain over the whole season.

Worthing's George Matthews, always the character at these meetings, and frequently in trouble with the Officials was still too good most of the time for most of his rivals and once again finished as the individual track champion. George scored 55 points well clear of Bob Beatty of the Velo Club St. Raphael and Ray Smith Brighton Mitre with 35 and 34 respectively. Good point scoring by Dave Barnard fourth, with 28, and other Mitre riders ensured that the team championship went to their Club, well

ahead of all the others. It was also Mitre who headed the list in the schoolboys championship with Steve Harkness finishing just ahead of Mark Panton. The Crawley youngster Clive Swann was third.

Only 2 of the British Cycling Federation Sussex Division Championships have been decided. The 1000 metres sprint going to Clive (popularly known as Jumbo) Oxborrow of the Mitre and the 20 Kilometre being won by Bob Beatty. The 4000 metres pursuit will probably have to be decided next season the final being between those same two champions Beatty and Oxborrow. Two of the most coveted individual trophies, the Brighton Sash Sprint and the Charles Turner Memorial Trophy, now rest on or over the George Matthews mantelpiece while the premier team trophy, the Strudwick Cup, doubtless decorates the Mitre Club Room.

A good season then and plenty, to promise plenty, for 1977.

OLD RESULT SHEETS

Old? Why they are even pre-Douglass era, they date in fact some 43 years ago..... pause to check. No Ray definitely wasn't riding, and were given to us by Club member Joe Simpson. His name appears in The Brighton Mitre '50' of 2nd July 1933 when he finished in 2 hours 28 minutes and 36 and 2/5 seconds. My word what accurate timing! Was it better timepieces or better timekeepers? In the Southern Counties Cycling Union Sports Co. Ltd. 25 Miles Unpaced handicap and Team Race, Joe was home in 1.11.30. This card showed 202 entries and would you believe the entry was limited to affiliated clubs (K-Z)! If we assume

that Clubs (A-J) had a similar number it makes the present day entries look pretty sick doesn't it. The fastest six in this vast field are worth recording 1st was the famous Frank Southall in 1.3.13 well clear of A.E.Harris of the South Western R.C. in 1.5.42. 3rd came Stan Butler a Norwood Paragon team mate of Southall and a regular visitor to S.C.A. luncheons. He recorded 1.6.4, 4th was F.G.Smith of Southwark 1.6.17 and 5th completing the Norwood Paragon team Alan Gordon in 1.6.19. Alan of course is perhaps the best known timekeeper and handicapper in the south east today. 6th was F.E.Tiller of Worthing Excelsior his time 1.6.51. E.Welling of Worthing recorded 1.10.19, L.Fry 1.12.18 and G.A. Lennard (D.N.F'd). Another name spotted at No. 133 in this event of 2nd April 1933 was R.J.Eldridge of Lewes Wanderers.

A 'B.Chilcott', could that be The 'Basil' still so prominent in the local R.T.T.C.? His Club was Dale Park, when he won second handicap prize in the Southern Counties 50 on 25th June 1933 with a time of 2.30.4.

It would be interesting to know where some of the old Clubs came from; indeed it would be interesting to know when and where they vanished to. Some by their titles can be geographically placed, like Plumstead and Southwark, but what about 'Ravens', 'Centaur', 'Alpha', 'Pyramid-Wheelers', 'Halma', 'Gainsford', 'Pond Road Club', 'Ravensbury' or 'Beulah'. If someone could give us some information about these it may make interesting reading in a future issue.

P.S. Have just noticed that on the Brighton Mitre Result sheet mentioned above it says that a welcome awaits you any Saturday evening at the Mitre headquarters - "Elephant & Castle", London Road, Brighton. "This voucher will admit you". It doesn't say anything about who pays for the drinks though.....

BETTER THIS THAN NOT AT ALL?

When parked at Burford Bridge recently, and to unload my bike from the car, two quite expensive cars drove in and parked alongside. Three adults and four children got out, the children's ages ranging from about 4 to ten. Within a very short time, six bikes had been unloaded from roof racks and boots, three folding machines and three children's bikes. While I was still preparing my own bike for a run into the Surrey Hills, the party quickly got organised, and with the youngest child in a seat on the rear of Mum's bike, they all rode off into the country.

Roger Smallman

THE HARDRIDERS

Sunday 10th October 1976

After a week of heavy rains and gale force winds the morning of the Hardriders was mild and with very little wind. It was dry and conditions were good for what promised to be a very good event. Twelve riders were entered and a keen tussle between Keith Dodman and George Matthews promised a fast time from the winner.

There was rather a bad start to the proceedings when George arrived and produced his 'George Best' character and made it quite clear that he did not approve of the way the field had been set, feeling that as defending champion he should have been last man off. He then managed a late start because it seemed, no one was there to take his track suit. Eventually he was away losing about 50 seconds.

John Mansell took check times at the garage at Storrington, where the road forks to Amberley and these tell the story pretty accurately.

First time the positions and times were:-

1.	Keith Dodman	25.40
2.	George Matthews	25.57
3.	Richard Shipton	26.30
4.	Don Lock	26.36
5.	Paul West	26.45
6.	Graham Tooley	26.57
7.	John Biddle	27.23
8.	Paul Toppin	27.44
9.	John Cheetham	28.55
10.	John Williams	29.00
11.	Mike Poland	29.30
12.	Roy Macmillan	33.28

Comments at this stage are that George must have made a very fast start to have pulled back that much of his deficit, and Roy Macmillan's 33.28 included a puncture and a wheel or tub change.

The real hills are then tackled - up Houghton and after Arundel the climb back up to Whiteways. The very fast, were still going fast, the old hards were getting down to it, and relying on strength, experience and a knowledge of the course to keep them going and, as always happens in the Hardriders, one or two were blowing up on that notorious stretch between Amberley and Storrington.

John's times at Storrington (second time) showed the positions and times to be:-

1.	Keith Dodman	1.14.57
2.	George Matthews	1.15.20
3.	Richard Shipton	1.19.19
4.	Don Lock	1.20.50
5.	Paul West	1.21.35
6.	John Biddle	1.22.17
7.	Graham Tooley	1.22.34
8.	John Cheetham	1.27.00
9.	Mike Poland	1.28.14

10.	John Williams	1.29.30
11.	Paul Toppin	1.32.25
12.	Roy Macmillan	-- -- --

Now it seemed Keith had held his own against George - just 23 seconds - it should be enough. Richard had moved clear into third place, but there was only $1\frac{1}{2}$ minutes between the next four led by Don Lock. Paul West was doing a good ride for a junior. Query had Roy got lost? The Marshall and unofficial timekeeper couldn't wait, instead he went after Paul Toppin who was clearly having trouble continuing.

Final Result

1.	Keith Dodman	1.31.05	1.15	1.29.50
2.	George Matthews	1.31.39	Sc.	1.31.39
3.	Richard Shipton	1.37.19	4.15	1.33.04
4.	Don Lock	1.38.54	4.00	1.34.54
5.	John Biddle	1.40.03	7.00	1.33.03
6.	Paul West	1.43.02	6.45	1.36.17
7.	Graham Tooley	1.43.34	8.15	1.34.19
8.	John Cheetham	1.46.17	10.30	1.35.47
9.	Mike Poland	1.46.50	10.45	1.36.05
10.	John Williams	1.49.22	11.00	1.38.22
11.	Roy Macmillan	2.00.04	9.30	1.50.34

So Keith stretched his margin at the finish to 34 seconds for a fine win and George must have kicked himself for mucking about at the start. Richard Shipton and Don Lock maintained their form and places for 3rd and 4th but young Paul took a bit of a packet and allowed John Biddle and others to take about 4 minutes out of him over the last four miles. Paul Toppin retired at Washington and was pleased to receive the chocolate bar and warm clothes from John Mansell and then to be picked up by car. As to the handicapping well it was reasonably

close but not enough allowance was given to slower riders as is shown by the similarity in the scratch and handicap placings, but this is a very difficult event to handicap.

"TOP 20" TWENTY FIVES OF 1976

1.	George Matthews	- Sydenham	Q25/3	58.10
2.	Keith Dodman	- Sydenham	Q25/3	58.34
3.	Richard Shipton	- Sydenham	Q25/3	59.13
4.	Pete Reeves	- Sydenham	Q25/3	59.56
5.	Richard Shipton	- SanFairryAnn	Q25/3	1.00.37
6.	Richard Shipton	- Colchester	E.72	1.00.38
7.	George Matthews	- East Sussex	G.833	1.00.47
8.	George Matthews	- Sussex	G.938	1.00.57
9.	Don Lock	- Sydenham	Q25/3	1.00.59
10.	Pete Reeves	- Woolwich	Q25/3	1.01.29
11.	Keith Dodman	- Rufus	P.21	1.01.34
12.	Keith Dodman	- Unity	E.72	1.01.44
13.	Richard Shipton	- Woolwich	Q25/3	1.01.50
14.	Keith Dodman	- Somerset	U.21	1.02.30
15.	Richard Shipton	- Club event	G.938	1.02.44
16.	Richard Shipton	- Bexley	Q25/3	1.03.18
17.	Don Lock	- Hainault	E.8	1.03.20
18.	Pete Reeves	- Hainault	E.8	1.03.29
19.	Richard Shipton	- Bournemouth	P.3A	1.03.40
20.	Pete Reeves	- Bexley	Q25/3	1.03.52

Remarks: Well it's nice to have 4 sub-hour rides and from four different riders there's

also a bunch of 0's including two done on local courses which are probably the most meritorious of the whole list. Last year we hoped for a top twenty inside 1.3.0. but it wasn't to be, for after the 1's we quickly fall away and while last years slowest time in the list was 1.3.20 we are now left with a slower qualifier.

This is probably due to the fact that there have only been 5 riders producing the rides and we may well have had a better list if George Matthews had been with us all the season.

Among those just outside the list are Ray Douglass and John Antram (both Veterans) and more importantly Paul West (junior). Another who should be getting his time down next season is Graham Tooley for his 10's are now down towards the 25 m.p.h. mark with one in excess of that speed.

TOP TEN FIFTY'S OF 1976

1.	George Matthews - Viking	E.5	2.03.32
2.	Keith Dodman - Yorkshire	V153	2.03.55
3.	Don Lock - London Vets	E.5	2.04.41
4.	Keith Dodman - Hants R.C.	P.7	2.06.36
5.	Richard Shipton - Brentwood	E.8	2.08.44
6.	Don Lock - Viking	E.5	2.09.12
7.	Richard Shipton - East Sussex	G851	2.09.58
8.	Don Lock - Brentwood	E.8	2.10.12
9.	Richard Shipton - Southend	E.5	2.10.54
10.	Don Lock - Wessex	P.3	2.11.29

TOP TEN HUNDREDS OF 1976

1.	George Matthews	- Sussex	G961	4.23.37
2.	Don Lock	- Sussex	G961	4.28.15
3.	Keith Dodman	- Sussex	G961	4.31.25
4.	Richard Shipton	- Sussex	G961	4.33.35
5.	John Biddle	- Sussex	G961	4.44.35
6.	Don Lock	- Hillingdon	H.5	4.46.42
7.	Keith Dodman	- North Middx	F.2	4.48.30
8.	Peter Mansfield	- Hillingdon	H.5	4.55.19
9.	Bernard Wright	- Sussex	G961	5.00.19
10.	Ray Douglass	- Sussex	G961	5.01.13

FIVE YEARS AGO

The Autumn issue of 1971 entertained us with pictures of little stick people doing pressups and other 'mobility' and 'circuit training' exercises, and Tony Hill filled us in on the doings in that years Whitsun tour which took five members to Mid Wales. We reported on the last S.C.A. 25 championship to be held on the Thomas a' Becket course. The winner as usual was Cliff Sharp, with our best effort being from Mick Venner who clocked 1.1.16 for second place beating George Matthews (4th) 1.2.49. These same two were at the head of affairs in the club 30 championship with Mick's 1.2.59 too good for George on 1.14.51.

John Mansell won the Clapshaw recording 1.12.59 with a 9.18 allowance, ending the Mike Poland monopoly. In the evening 10's (we somehow crammed in 16) there was a maximum entry of 18 and a lowest of 4 with an average of 10.5. The fastest ride was George Matthews 22.29 a time equalled by Mick Venner. The fastest junior was Graham Barnes 24.6. The series was won by Mick Venner.

There was an interesting report on the Southern Counties 12 where we (John Mansell, Chris Woodcock and Don Lock) fought an intriguing battle with the Kentish Wheelers losing the team prize by .460m. Don was fourth overall and 2nd in the S.C.A. behind Adrian Jones.

We also listed the Club team records, well, 1976 has seen the 25 and 100 both very much improved, so next year, lets really knock the 50 on the head. Standing at 6.24.27 this is ridiculous when we now have 2 who should get down to 2 hours and 2 more capable of 3's or 4's. The 30 team could go but the aggregate of 3.40.45 is a good one requiring the equivalent of 3 x 1.13.35.

THE MOST IMPROVED RIDER AWARD - 1976

Congratulations to John Williams in this his second season of competition he has spread his wings a little farther afield, tackled some Association and Open events and moved up to events like the Hardriders and the S.C.A. 50. His improvement (greater in m.p.h. than managed by anyone else) was at 25 miles where his time came down from 1.16.51 to 1.8.26. Let's have another 8 minutes off next year as well.

THE OPEN ROAD RACES (Saturday 8th May)

A rather belated report, but as we regard our Mag. as one of record and, we hope, interest, rather than an up to the minute newspaper, better late than never.

The Club decided on two races this year, separating top senior riders from the junior

and third category seniors, instead of the previous format of the one event on a handicap basis. It was a well taken decision for full fields and reserves were received for both events.

Weather conditions were perfect and there was nothing more than a light southerly breeze as the competitors wound their way around the ten mile circuit, from Thakeham through to Rock Cross Roads on the A.24, north through Ashington and then west to Dan Hill Cross Roads before heading back to the start.

The senior race was over six laps and the other over four laps, and in both the quality of the racing was very high and the speeds quite rapid. The circuit has only the one hill that is Townhouse Hill north of Thakeham and it was difficult for any decisive breaks to form, although there were many attempts, with Bob Boulter of Bournemouth and George Matthews then riding for Archer Cutty Sark, both active, and there was more local interest when Brighton Mitre's Ray Smith led at the end of the third lap and went on to collect three of the hill primes. The fourth lap saw John Lyons then of the Orpington Club, and many times National Champion Martin Roach of Hounslow, forcing the pace and the leading group was down from the original 40 to about half that number. The decisive, final attack came early in the fifth lap when Gavin Hall of the Redmon and Ray Smith made a break and stretched it to about 15 seconds. They were rewarded for their efforts by a crash which delayed the pursuers and quickly they were a minute up. Smith tried desperately to shake off Hall on the final climb but the Redmon man would not be dropped and on the fast descent to the finish just had the advantage, taking the chequered flag by half a length. Mike Sparks of the Velo Club St. Raphael won the sprint from the bunch coming in 1 minute and 10 seconds later.

In the second event Worthing's Roy Macmillan and Paul West were prominent in the first two laps and

Bognor's Gerry Southern was also well placed, while the Leigh brothers, Colin and Owen from the Mitre remained in close contention. Although the pace was again fast, the main group, apart from shedding some of the less fit, remained intact and in the final hectic sprint it was Dave Middleton of the Harp Road Club who emerged the strongest winning by a wheel from Steve Andrews of the Festival Road Club and Derek Ramsey, North Hants. Best placed local rider was Owen Leigh finishing sixth.

The senior race was completed in 2 hours 10 minutes and the other one in 1 hour 30 minutes. We suspect that perhaps the 'ten' mile circuit was a bit approximate!

There was a great deal of huff and puff from one or two officials over the crash and an unfortunate, missing marshall just after the start, but the Club are very grateful to Colin Miller for his promotion which was first class. Officials at these events do have a difficult job, but they need to exercise calm, not cause panic.

Don.

FUND RAISING SCHEME 1976

Winners of the monthly draws of five pounds each, have so far this year, been as follows:-

January:	Jim Hughes
February:	Norman Macmillan
March:	Mrs. P. Douglass
April:	Mr. G. Richards
May:	Mrs. D. Lednor
June:	Bill Webb

July: Charlie Lednor
August: Mrs. M. Argent
September: Mrs. M. Lock
October: Theo Puttick

So this leaves us with two draws to come at the Club Dinner on November 13th. One for that nice first prize of Sixty Pounds and the other for the second prize of Ten Pounds. After that you can all start giving your name to Theo Puttick again for next year.

CLUB RUNS ATTENDANCE TROPHY

Final Result for 1976

1st	David Mills	108	points
2nd	Dave Hudson	94	"
3rd	Derek Smith	52	"
4th	Ray Douglass	44	"
5th	Graham Tooley	35	"
6th	Don Lock	34	"
7th	Roger Smallman	32	"
8th	Christine Barnett	30	"
9th	Paul West	28	"
10th	Peter Shaw	27	"

GENERAL NOTE

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

1976 TOURIST TRIAL

At nine hours on Sunday, 3rd October, 9 intrepid cyclists were converging on Map Ref. 334130, Spot Height 227. (On my map the figures were 746, but I'm still in feet and inches). To the uninitiated, this is a bleak and windswept eminence better known as Ditchling Beacon, and this lofty point was chosen for the start of the 1976 Tourist Trial. The aforementioned 9 were ready to pit wheels and wits against Alan Matthews, who, with Madeleine (and whisky) had taken over organising the event, because Tony Palmer, due to illness, had been unable to do so.

Apart from the 9 entrants, Roy Mac. and myself were there as mobile checkers and question-putters, and generally to see that the others kept to the designated route.

As I prepared to leave home, the Radio Brighton weather forecast didn't exactly cheer me up. "Force 8 wind" the man said, "and rain reaching the area by afternoon". Anyway, it was dry now, and pedalling up the Ditchling road with a nice tail wind, I was soon at the summit, where instruction sheets for Section 1 were being handed out. Among the contestants I noticed a touch of sartorial elegance by Dave Hudson (new touring shorts and cap) and a new pair of white shoes worn by Brian Weir. There was Derek Smith, perhaps the most fancied to take the trophy from John Mansell, also Don Lock, whose enthusiasm for every side of the cycling game is clearly seen. But where was the defending champion? Ah! here he comes, and John's familiar figure is seen pushing his bike up the steep North Face. Young members Ian Reader, Nigel Burrows, Roger Aylmore and our newest member, Robin Creed, made up the field.

Section 1 took the riders to Hurstpierpoint College, a bare 4 miles by Hang Glider, but Alan had a better plan (see page 12), which was just as well, I never did fancy those darn kites!

Well those instructions certainly took a bit of working out, (John Mansell about 30 minutes Ed.) and eventually everyone dispersed to convert the instructions into something that made sense. Alan checked with each rider to make sure they knew where they were going, and then they were off - Brian being the first away down the steep winding hill by some minutes. My own plan was to avoid the muddy bits, so I waited and watched them emerge from a path in Hurst Wickham, before going on to the College, and this meant a bit of walking in order to comply with the correct 'approach from the east'.

All assembled again at the College, where the Section 2 details were dished out, and this looked quite easy! Go to a crossroads just east of Hickstead, using the longest route, within certain defined boundaries, and using yellow roads only. I waited at a certain T-junction with the first questions - none easy. Did you know, for instance, that Chailey was the reputed centre of Sussex? Only one rider did. From there, it was plain sailing to the crossroads, and a welcome sight was the refreshment wagon, with Theo dispensing coffee and cake.

Section 3 was studied next - one of those 1st right 2nd left efforts, plus two or three facts to ascertain on the way. For instance, it was worth knowing that Ducks Eggs were on sale at Hookers Farm, Twineham Green (even if the organiser expected the answer 'Honey' Ed.) A hundred yards, (give or take a quarter of a mile Ed.) from Map reference 237209 something was being done. But what? And why was John returning to this point? Had he forgotten something, or lost his bearings? (It could have

been his bearings, he borrowed my tools at lunch time Ed.) Surely not our reigning champion. Perhaps it was all part of a crafty plan to try and confuse the others. Anyway, a few miles on at Littleworth was the Windmill Pub. This was the lunch venue, and even as the beer and cold chicken was being put away, maps were being pored over for the afternoon stint, which, with any luck, would bring everyone to Theo's wagon, parked on Oreham Common, south of Henfield. But before sampling the Chef's delights, there was a little matter of route finding. Six map references to plot, five spot heights to find and six bits of information to gather, so it looked like a busy afternoon ahead, and sandwiched between that lot was a $1\frac{1}{2}$ mile speed judging contest in the Ashurst area, timed by Charlie Lednor, and with more questions. I seem to have forgotten the weather. Well, dry and windy so far, but by mid-afternoon the rain arrived, and it was to stay with us, in fits and starts, for the rest of the day.

I have no knowledge of how the speed judging turned out, but I do know that the location of a Baptist Chapel in Henfield caused a great deal of head scratching, (more funny map references Ed.) but eventually all except Robin found it, and he passed within 45 yards, but going so fast he failed to see the sign!

The last lap now, but riders still had to find and follow a footpath, before finally reaching the road and riding up to where Theo was putting the final touches to his excellent meal. Passing motorists may well have wondered what strange forces caused a number of people to eat a cooked meal out on a Common on a wet Sunday evening! But in our own way, I suppose, it was all good fun.

The result of the day's endeavours? Well, when the points were added up, John's name came out on top, so congratulations on making it three in a row. He had a 9 point advantage over Derek, who just pushed Brian into third place by 1 point.

The full result was:-

1.	John Mansell	61	points
2.	Derek Smith	52	"
3.	Brian Weir	51	"
4.	Don Lock	49	"
5.	Dave Hudson	46	"
6.	Nigel Burrows	40	"
7.	Robin Creed	36	"
8.	Roger Aylmore	35	"
9.	Ian Reader	29	"

Riding home, I got round to thinking that this annual event really deserves more support. You'll have a good day out, you'll most certainly see bits of Sussex you've never seen before, and you'll go home full of Theo's Steak and Kidney Pie! And that can only make you feel good! So make it a date for next year.

Roger Smallman

MISCELLANY

Joe Simpson wins first handicap in Old Portlians Club event for Fathers and Grandfathers. Reckons he got his trike round in about 40 minutes to win the bottle of whisky!!!! Say's he can't remember how long it took him to get home after that...

Don't forget CLUB CHRISTMAS TEA is in the Club Room on Saturday December 11th. Usual tremendous nosh up and at the usual ridiculous price (to be

announced).. Please get your reservations noted on the list in the Club Room as soon as possible.

Just to get people committed as early as possible.... John Biddle, after that "never again" ride in the National 12, has said he will ride another in 1977, and Ray Douglass immediately nominated the National on the North Road course. All they want now is a third man for the team!

FIESTA KERMESSE 1976

In my first excursion into journalism I will try to give a reasonable report of this year's Kermesse racing, held August Bank Holiday Sunday on Marine Parade.

After some difficulty over the road closure order, we were advised that all was in order and at 7 a.m. the heavy gang turned up to erect barriers, prepare the judges stand, and generally get the course ready for a 9 a.m. start.

In the meantime riders were arriving and trying out the course, the machine checking and the signing on area was a hive of industry, commissaire and judge checked the course and prepared their lists. The public address system was installed and tested and all was then ready for Event No.1. The Excelsior Starter, for girls and boys under 14.

At 8.50 a.m. 10 boys and 3 girls were at the line and after a talk from the Chief Commissaire on the Do's and Don'ts away they went on their 6 laps of the course (approximately $5\frac{1}{2}$ km.) the

field included Robert Powell of the Excelsior. Although numbers were small the riding proved very interesting, the lead changing often, and for such young riders very good tactics were employed and some good bike handling seen. After 3 laps the field broke into 2 groups and an exciting and close finish resulted: 1st D.Playford, Gemini; 2nd G.Rowland, V.C. Londres; 3rd P.Watkins, Old Portlians; 4th Mark Atkins, Central Sussex; 5th K.Richards, Old Portlians; 6th S.Millenstead, North Hants. Robert Powell finished 12th. He did well for a novice and with more practice and training should become a good rider.

Event No.2. "The Bentalls Thirty" for junior and third category riders was run over 30 laps (approx. 27km.) and attracted a full field of 40 riders, with all prizes donated by Bentalls Ltd. During the race which was keenly contested the lead was constantly changing, aided by the special prime prizes for the winners of specified laps during the course of the race. The majority of these awards were donated by the 2000 strong crowd. Our very competent commentator Tony Yorke explained the racing over the Public Address and announced that anyone could donate to the primes and this resulted in a total of £53 being collected. Returning to the "Bentalls Thirty", after some exciting racing an extremely good finishing sprint between 7 or 8 riders saw the following result: 1st P.Castle, Byways; 2nd E.Kesisyan, Marlborough; 3rd S.Hacket Norwood Paragon; 4th Dave Barnard, Brighton Mitre; 5th Owen Leigh, Brighton Mitre; 6th A.Ellis, V.C. Elan/Harry Perry. The primes were Owen Leigh (1), Dave Barnard (1), E.Kesisyan (2). Josephine Alderton and Pete Mansfield, our only entrants had some trouble and unfortunately did not finish.

Event No.3 The "Rediffusion All Cats" for 1st 2nd and 3rd Category riders, over 45 laps (approx.

40km.) attracted 34 riders including many of National repute. This was the star event of the day and without doubt, from the spectators point of view, the most exciting. The prime prize at lap 5 was taken by Pete Hamilton, 34th Nomads in a tight sprint, after that our only rider, George Matthews, decided on one of his win or bust efforts, and at lap 7 had made a break of about 30 yards. With plenty of encouragement from the crowd he increased his lead to 300 yards. At this stage 4 members put up £2 if George could catch the field and despite a lot of action from the bunch, the lead was increased to half a lap with 10 to go, George having taken the primes on the way. The Rediffusion representative so pleased at the coverage for his Company then put up £10 if the lap was gained. At this point George put the pressure on and with 5 laps to go the gap was down to 200 yards. Another £5 from B&W Transport spurred him on and he made contact with 2 laps to go. During this time, the spectators gave George a tremendous ovation. It's a long time since I've heard such applause at a cycling event. When the bell went for George's last lap, the group were advised that they had two to go with a prime of £2 for the first rider of the bunch to finish. This resulted in great activity and a really good sprint taken by Steve Watson, Surrey R.C. The full result; 1st George Matthews, Worthing; 2nd S.Watson, Surrey Roads; 3rd Dave Bonner, Old Portlians; 4th P.Hamilton, 34th Nomads; 5th T.Savage, Chequers R.C.; 6th A.Else, Gemini. Primes: Pete Hamilton (1), George Matthews (6).

Event No.4. The "Hastings & Thanet Young Saver" for girls and boys over 14 was a 16 lap (14 km) event and a full field of 40 started including one girl and they showed considerable

expertise in handling their machines on a tight circuit. A good deal of jockeying for position took place and resulted in some keen riding. Eventually the bunch split into 3 groups at short distances apart, and several primes caused some very spirited sprinting from these youngsters. They gained lots of applause from the crowd as did the close finish between about 8 riders. Six Worthing members rode, the best positions being Nigel Burrows 10th and Paul Toppin 12th. All showed great promise for the future. The full result: 1st M.Guthrie, V.C. Londres; 2nd B.Hunt, Becontree; 3rd S.Bilner, Wolsey R.C.; 4th Mark Panton, Brighton Mitre; 5th D.Akam, Gemini; 6th P.Lunt, Luton. The primes were taken by; J.Fawcett, Farnham (1), S.Bilner (1), N.Brown, Old Kent R.C. (1), Mark Panton (1) and Steve Harkness, Brighton Mitre (2).

The last event was the 'M.G.M. Devil' sponsored by M.G.M. Assurance, a very exciting devil-take-the-hindmost, the last rider over the line being taken out on specified laps. This results in lots of sprinting to avoid being the last over. This event caused lots of good humoured disagreement between riders and 'Official' Judges as to which rider should be eliminated. At the bell for the final lap, six were left to fight out the prizes, and our George managed to get third place. Result: 1st P.Hamilton, 34th Nomads; 2nd A.Chinchen, Gemini; 3rd George Matthews; 4th T. Savage, Chelmers R.C.; 5th S.Watson, Surrey Roads; 6th B.Playford, Gemini.

There were two unfortunate incidents, luckily not serious. In Event No.2, Christine Jones of Crawley was thrown from her machine by a spectator walking out in front of her. Both were taken to hospital but not detained. In the fourth race Martin Blake of Brighton Mitre took the west turn too wide and collided with the kerb, fortunately causing only minor cuts and bruises.

At 11 o'clock the Mayor Mrs. Winifred Frampton arrived accompanied by Miss Fiesta. They showed great interest, both in the racing, and generally with regard to local cycling activities. They stayed to the finish and the Mayor then presented the awards.

All in all the Fiesta Kermesse 1976 was a great success and our thanks are due to the Borough Council and its Officers, the Police, St. John's Ambulance, to our members and members of other Clubs who willingly took on various jobs. B.C.F. Commissaires, and judges, and in particular to our most able commentator Tony Yorke who did much to make the events go so well. Special thanks to Don Lock for so successfully handling sponsorship, advertising and publicity, to Norman Macmillan for his capable handling of the entries, etc., to Dave Hudson for transport in conjunction with Brian Weir and to Pete Reeves for negotiating the road closure and arranging and installing the road barriers etc.

I have made every effort to cover all aspects of this event and apologise if I have omitted anything or anybody.

C.G.L.

CHAMPIONS PAST AND PRESENT

An annual look at the Club trophies on their way to the engravers gives us a chance to list the winners of some of our major championships. We start this time with the 25 mile trophy presented to the Club by Alderman G.B. Bennett and first competed for in 1935. Only the six years of the war 1940-1945 have missed the

holding of the championship. The list prompts several comments: the times are slow and indeed the fastest win is that recorded by Gerry Atterbury 1.1.10 in 1958. Looking at times, quite clearly the most remarkable, is that of our Vice President Dennis Dean, who nearly 30 years ago (1947), recorded what is still the third fastest time, winning in 1.1.45. The most prolific winner was Mick Venner who won 6 times between 1962 and 1970. It seems that times have gone slower since 1970 which may coincide with the loss of the use of the old course which came through the Thomas a' Becket crossroads (now decorated with traffic lights) and went out on the Littlehampton road. This is however a poor excuse for since 1947 there have been so many improvements in roads, bikes, and training and some of our 'under the hour dragsters' should get down to improving on these times.

25 MILE CHAMPIONSHIP

1935	F. Tiller	1.11.47 4/5
1936	F. Tiller	1.08.59 2/5
1937	F. Tiller	1.09.05 1/5
1938	R. Steers	1.06.21 2/5
1939	E. Winter	1.04.28
1946	D. Dean	1.04.10
1947	D. Dean	1.01.45
1948	W. Fitch	1.05.59
1949	W. Fitch	1.06.14
1950	W. Fitch	1.05.12
1951	F.J. Antram	1.05.04

1952	F.J. Antram	1.05.49
1953	D. Lednor	1.03.11
1954	D. Lednor	1.03.34
1955	D. Lednor	1.03.11
1956	D. Lednor	1.02.49
1957	P. Andrews	1.05.31
1958	G. Atterbury	1.01.10
1959	G. Atterbury	1.03.00
1960	R. Funnell	1.03.59
1961	G. Atterbury	1.02.01
1962	M. Venner	1.02.08
1963	M. Ford-Dunn	1.02.20
1964	D. Funnell	1.03.17
1965	D. Funnell	1.02.50
1966	M. Venner	1.02.03
1967	M. Venner	1.02.25
1968	M. Venner	1.02.44
1969	M. Venner	1.01.39
1970	M. Venner	1.02.57
1971	D. Lock	1.03.48
1972	D. Lock	1.04.03
1973	C. Miller	1.08.59
1974	A. Orman	1.05.42
1975	K. Dodman	1.04.20
1976	K. Dodman	1.05.46

