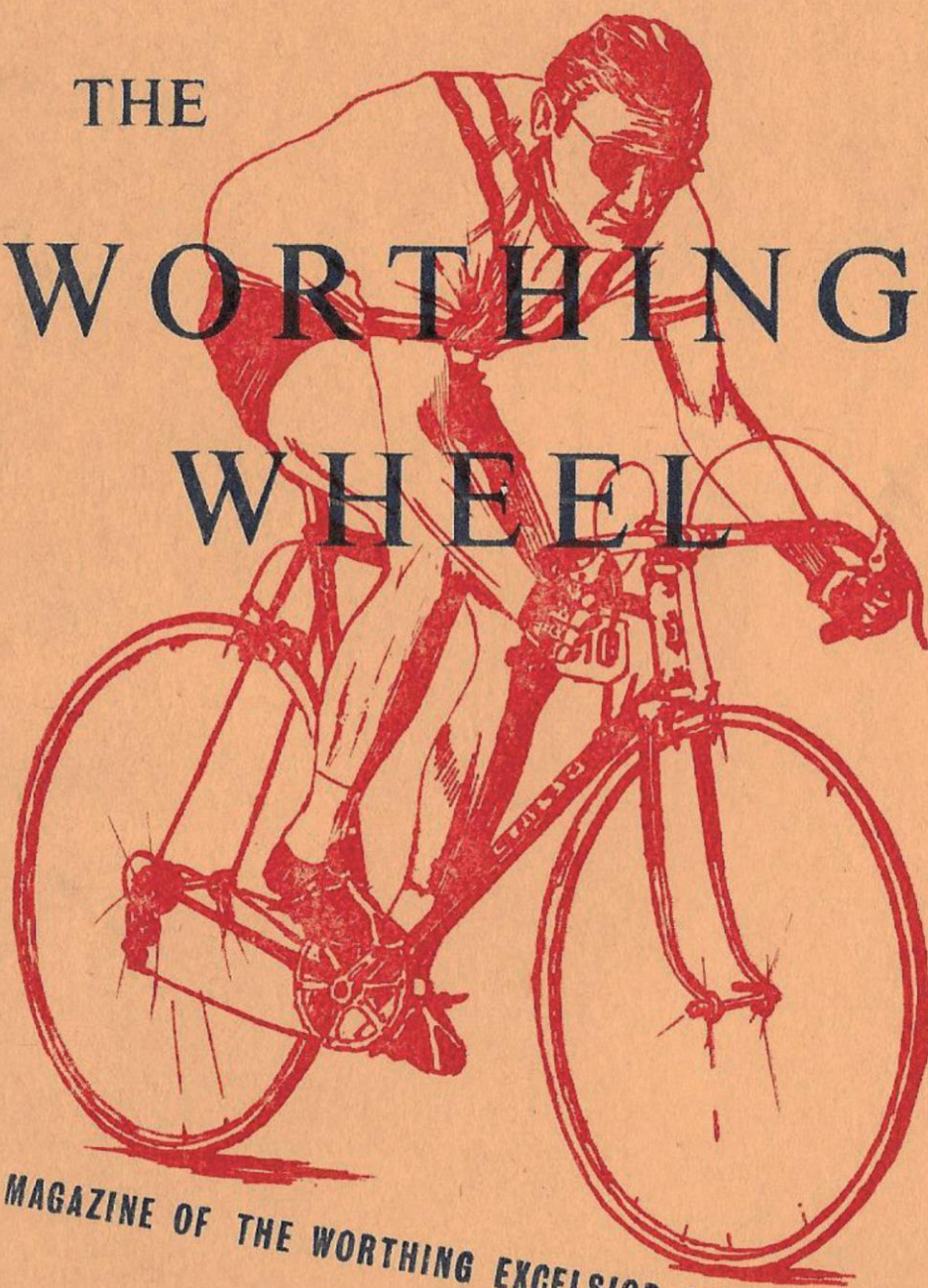


10p

# THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

WINTER 1976/7

Vol 9 No 4



THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

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

President: W.D. Argent, 67 St. Lawrence  
Avenue, Worthing.

Chairman: Charles Lednor, 5 Uplands Avenue,  
Worthing (Worthing 62038)

Secretary: John Mansell, 3 Walesbeech,  
Furnace Green, Crawley  
(Crawley 35757)

Treasurer: Ray Douglass, 25 Guildford Road,  
Worthing (Worthing 38686)

Runs Leader: Dave Hudson, 18 Middle Road,  
Shoreham (Shoreham 4285)

Club Events Secretary: Keith Dodman, 5 Clarence Avenue,  
Wick, Littlehampton  
(Littlehampton 21615)

Editor WORTHING WHEEL: Don Lock, 'Derentune'  
7 Welland Road, Worthing  
(Worthing 62724)

---



## 'BONK' BITES THE DUST?

The East Sussex Cycling Association quarterly journal 'Bonk' looks doomed, after the failure of the Association's Annual General Meeting, on 5th December, to find a successor to Ken Webb as Editor. The magazine has been running for most of the 30 year history of the Association and it will be a great pity if it now fails.

Speakers in the lengthy discussion on the matter seemed somewhat divided over the type of magazine they wanted, but it was clear, that if someone would take on the job, then they would very much like it to be continued. As to the content, of course, give the Editor enough material and you begin to make it your kind of magazine, and it was made abundantly clear by the retiring Editor that it was the lack of contribution and active participation which left him feeling frustrated and has caused his abandonment of the position.

It may be that Ken Webb was too commercially orientated; he is involved in journalism and the publishing business I believe, and he may have foundered on the rocks of cyclists' apathy, for we are without doubt the most inward looking bunch of any sport. In my opinion Ken's efforts were first class and it is to be hoped that his ability and enthusiasm is not to be lost to the sport.

I am fortunate in that I enjoy turning out the Worthing Wheel and I hope I shall continue to find it rewarding for a long while yet. I have learned in the nine years that I've been doing it that to get cyclists to write is like asking budgerigars to eat dog biscuits, not impossible but very hard and it can take an awful long while. Mind you when they do produce an article it is



invariably interesting and good copy; and why shouldn't it be, for they are only asked to write on the subject that they probably know more about than any other.

Comment, preferably in writing, contribution, even constructive criticism or complaint (thank you George) are my reward, but one day I shall have to say "who is going to carry on?" and there could be no greater reward or compliment if at that time someone did come forward and the Worthing Wheel did go on from strength to strength.... but I wonder

Don.

---

#### GENERAL NOTE

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

---

31 Parkfield Road,  
Worthing.

19th December 1976

Dear Sir,

With reference to the report of the Hardriders in the "Worthing Wheel" Vol.9 No.3 I would like to point out that George Matthews did not 'muck about at the star' as it has been reported in the article.

Perhaps your readers would care to know the truth



about the fiasco that was called the Hardriders of 1976. In my opinion I found quite a few things that were wrong with the event and it was not by any means up to the usually high standard to which club events are run.

Anyway, back to the start, there was no official pusher-off and it was only by the kind-heartedness of John Williams that the riders had a push start; what did John have?

With only a few minutes left to go before my start I just had my track-suit top on, and with 30 seconds to go I was on the start line. The only trouble was that I had my feet strapped in and was not prepared to do a track stand. So there I was on the line with no one holding me up, and as I had no wish to let myself fall over I had to move forward. By the time I had moved down the road, turned round, turned again and got back to the start I was 50 seconds late in starting.

After finishing I asked the timekeeper about my start and the only thing he could say was that with me on the start line the unofficial pusher-off was just about to take hold of the bike. I put it to your readers that if they had the choice of falling onto the road or moving forward what action would they take?

However, with very simple arithmetic anyone can see that at least George did the fastest time of the day. One would hope there would be a higher standard of organisation for next year's event.

Yours faithfully,  
R. Matthews

-----



SUSSEX CYCLISTS ASSOCIATION  
OPEN HUNDRED 1977

I was somewhat surprised when the S.C.A., no doubt prompted by their Chairman, Charles Lednor, asked me if I would promote this event on behalf of the Association in '77. My surprise stems from the dismal performance of yours truly when acting in this capacity about 3 years ago. The entry was an all time low of just eight riders, and on top of this I provided monsoon conditions for the whole of the event.

Having made my confession, please do not let history disturb you, for since that time there has been a steady and most pleasing increase in the size of the '100' field, and making it an open has tended also to improve the competition and bring about something of a revival in the event's fortunes. I wrote in this magazine after last year's event that I thought it had been a very good event, both from the point of view of the competition and the organisation. It was quite on a par with other more fashionable 100's and, notwithstanding the lumps in the Arundel area the course is a very good one.

The event does include, as you know, your own Club 100 Championship, and while in 1976 we managed a fine entry of nine and won the team prize with a new Club team record, in '77 we can do even better. At a recent count the following expressed intentions of riding; Keith Dodman, Richard Shipton, John Biddle, Ray Douglass, Mike Poland, Paul West, Graham Tooley, John Cheetham and yours truly. In addition I feel that John Mansell intends to ride and it is to be hoped that Pete Reeves will as well although he refuses to commit himself after the unfortunate incidents of the '76 event. Pete Mansfield now rides for the Redmon C.C. and we haven't seen Bernie Wright for several months, and there must of course, be doubts about George Matthews, who



may be on the continent. Nevertheless it does look as though we could make double figures.

With good entries from Hants Road Club, Central Sussex and Brighton Mitre - someone told me that they were the top clubs in the S.C.A.! - as well as entries from Bognor, Lewes and Crawley and maybe even Brighton Excelsior! we can beat last year's 30 plus entry before even counting those from farther afield.

I am endeavouring to obtain sponsorship for the event, aiming for funds sufficient to give the promotion, and of course, the sponsor, plenty of publicity, and to have a prize list of at least £50. Not as much as is sometimes at stake for these boy's events like 25's and 10's but more than you usually get for a 100.

The date is Sunday 17th July so please make a note to include it in your programme for '77 and help make it a really good event.

Don.

-----  
CLUB TIME TRIAL PROGRAMME 1977

|                      |   |
|----------------------|---|
| Sunday 27th February | The Circuit Event. Start<br>Sompting Church 11 a.m. |
| Sunday 13th March    | Spring 25 Start 9 a.m.<br>Hammerpot.                |
| Sunday 24th April    | Championship 25 Start 8 a.m.<br>Hammerpot.          |
| Sunday 8th May       | Championship 30<br>Start Hammerpot.                 |
| Sunday 19th June     | Championship 50 with S.C.A.<br>Chichester Road.     |



|                     |   |
|---------------------|---|
| Sunday 17th July    | Championship 100 with S.C.A.<br>Chichester Road.  |
| Sunday 7th August   | Chapshaw and Sherwin 25<br>Start Hammerpot.       |
| Sunday 16th October | Hill Climb. Bury Hill<br>Start 3 p.m.             |
| Sunday 23rd October | Hardriders Start 10 a.m.<br>Findon boundary A.24. |

---

#### EVENING PROGRAMME

Evening Tens start on Thursday 12th May and continue on 19th May, 26th May, 2nd June, 9th June, 16th June, 23rd June and 30th June. On 7th July there is the 2-Up 25 which starts at the Hammerpot at 7.30 p.m. On 14th July it's a 10 and then on the 21st and 28th we have two 15's both on the circuit starting at Hole Street Ashington at 7.30 p.m. The first being the Junior Championship event. Tens then follow 4th August, 11th August, 18th August and the final one on 25th August. The early and late tens may need to be started at 7.15, but otherwise starting time will be 7.30.

---

#### 1977 S.C.A. TIME TRIAL PROGRAMME

|                     |   |
|---------------------|---|
| Saturday 19th March | Seniors Juveniles and Juniors<br>Ten mile events. Washington. |
| Sunday 20th March   | Twenty five. Chichester Road.                                 |
| Sunday 17th April   | 2-Up 25 Chichester Road.                                      |
| Sunday 15th May     | Team Championship 25 Cowfold                                  |
| Sunday 19th June    | 50 and Juveniles, Juniors and<br>Ladies 10. Chichester Road.  |



Sunday 17th July. Open 100 Based on the A.27.  
Saturday 24th September 25 Championship on the  
Chichester Road.

-----  
The S.C.A. B.A.R. is the S.C.A. 50 and 100 and any  
12 hour.

-----  
It was reported at the recent S.C.A. Annual General  
Meeting that time trial entries in S.C.A. promotions  
during 1976 were 385, a really tremendous increase  
over 1975 when the total was 218. Another improvement  
of this order and we shall really have some good  
events going.

-----  
EAST SUSSEX CYCLING ASSOCIATION  
1977 TIME TRIAL PROGRAMME

|            |   |
|------------|---|
| 6th March  | 16 Miles Hardriders   |
| 3rd April  | 29 miles 2-Up Team Time Trial<br>20 miles Junior and Ladies 2-Up. |
| 30th April | 10 miles  |
| 1st May    | 25 miles  |
| 12th June  | 50 miles  |
| 2nd July   | 10 miles (Open)   |
| 3rd July   | 25 miles (Open)   |
| 31st July  | 100 miles (Open)  |
| 4th Sept.  | 50 miles (Open)   |
| 18th Sept. | 25 miles  |
| 9th Oct.   | Open Hill Climb   |



All these events are on East Sussex courses and the entry fee is 50p per rider save for the '100' which is 75p. See R.T.T.C. Handbook for the names and addresses of the event Secretaries.

The Association run a year long Points Competition for Clubs and individuals with points being awarded for individual performances both scratch and handicap and for team placings. The 25, 50 and 100 also count to their Best All Rounder trophy.

-----

### 1977 BRITISH CYCLING FEDERATION ROAD RACE PROGRAMME

|                      |                               |
|----------------------|-------------------------------|
| Sat. March 5th       | Eastbourne Rovers C.C.        |
|                      | 1st/2nd & 3rd      52 miles   |
| Sat. May 7th         | Worthing Excelsior C.C.       |
|                      | 1st/2nd & 3rd      60 miles   |
|                      | 3rd & Junior      40 miles    |
| Sun. May 1st         | East Grinstead C.C.           |
|                      | 1st/2nd/3rd      60 miles     |
|                      | 3rd/Jun.      45 miles        |
| Sun. May 8th         | Sussex Division S'boys Champ. |
|                      | Crystal Palace      10 miles  |
| Sun. May 15th        | Sussex Div. Championships     |
|                      | 1st/2nd/3rd      75 miles     |
|                      | Juniors      40 miles         |
| Sun. May 22nd        | Southborough Whs.             |
|                      | 1st/2nd/3rd                   |
|                      | 3rd/Juniors                   |
| Thurs. June 2nd )    | Lewes Wanderers Criteriums    |
| "      "      9th )  | 3rds and Juniors 50 kms.      |
| "      "      16th ) |                               |
| Sat. July 9th        | Southborough Wheelers         |
| (provisional)        | Kermesse                      |



|                |  |
|----------------|--|
| Sun. July 10th | Bognor Regis Kermesse<br>All Categories  |
| Sun. July 24th | 'Pedalmania 77' Jubilee<br>Kermesse Bexhill<br>All Categories                  |
| Sun. Aug. 28th | Worthing Fiesta Kermesse<br>All Categories                                     |
| Mon. Aug. 29th | East Grinstead Carnival Road Race<br>1st/2nd/3rd                      45 miles |

#### OLD SNAPS

If you add the time you are at work to the hours that you spend asleep then there is very little left of a 24 hour day, and if you should have to spend that working time in shop, office factory or school, then it is in my opinion very important that you should try to get into those remaining few hours some fresh air and outdoor exercise. Be doers not just watchers, it's so much more fun, go walking, cycling, swim, play football, you name it, I don't mind, but I do believe it's important to partake. So you ask what did I do? I rode a bike.

This first love of mine led me along many paths and and I found interest and enjoyment in many aspects of my cycling. In the wild flowers and the trees, and in the birds, (the feathered kind), and all kinds of wild life.

I would go away weekends or on Holiday and on returning home everyone would want to know where I had been and what I had seen. This led me to buy a camera (a box brownie? Ed.) and turn my attention to photography. Later I became interested in old ruins (we call them vets. Ed.) castles, and England's stately homes and the wonderful antiques and



craftsmanship to be seen in them; all places I would never have reached without the aid of my bike. You'll be wondering where all this leads, well, it's some of the thoughts that flooded through my mind as I turned over the album to a photo of Castle Drogo, visited during one of my early tours. I think it's proof that it's not so much the subject of an old photo that holds your interest, but rather the memories that you associate with it of things happening at that time.

Castle Drogo was the last castle to be built in Great Britain, situated near the head or source of the Teign river in the village of Drewsteignton, a little south of the A.30 about eleven miles west of Exeter. The building is due to the enterprise of a Mr. Julius Drewe and his architect the late Sir Edwin Lutyens, started in 1910 and completed in 1930. The castle is held by the National Trust. Built mainly of locally quarried granite, it is an imposing building and if ever you find yourself in that part of the country it is well worth a visit.

The unplastered granite walls are a feature of the interior design and because of this much use has been made of wall tapestries. Quite a number of the antique furniture pieces in the Castle came from Wadhurst Hall in Sussex.

From this high prominence there are some wonderful views of Dartmoor and from one side a truly magnificent view of the Teign Gorge, from which the river finds it's way to that well known beauty spot Fingle Bridge, about two miles distant. The area all around is ideal for cycling and walking.

CAMERA

-----



## THE CHRISTMAS TEA

Eighty members with families and friends sat down to this now regular and most looked forward to of any of the Club's social activities. The Club room on the evening of Saturday 11th December was filled with the sound and sight of happy eaters. Theo Puttick had done it again; the way in which he produces this full scale four course Christmas meal from the confines of his van, continues to defy explanation, it is served hotter than in a good class restaurant and quality and quantity remain superb and the price, ridiculous.

From the eight by eight of the Clubroom kitchen, with the help of his wife Vera, and Jim and Connie Hughes and one or two others the Christmas meals were served with a speed that puts most Hotels to shame, and while we may have provided our own dinner plates and cutlery, this meal lacked very little in style. Place mats made attractively from wallpaper patterns by some of Vera's brownies, serviettes and soup bowls and fruit dishes and wine glasses and a bottle of wine between every four persons - really great.

Some discussed their Christmas arrangements, there were old Mums, new Mums and expectant Mums, there was Alan Matthews exposing a paunch, Colin Hudson and Dennis Dean involved in a long recollection and debate on cycle frames and accessories since the last 1930's; others worried about their weight and thought of the racing season ahead, while others met and chatted, as cyclists will, of all those happy times. But let's be fair were those good old days really any better than this? I find it hard to believe ..... Thanks again Theo.

Don.



## FIVE YEARS AGO

It isn't long to the tenth anniversary of the Worthing Wheel but we had better stick to the 5 year look back for the time being. In the issue for the winter of 1971/2 we had, like we do again, the time trial programme, and it looked very similar, although the 2-Up was a Sunday morning event in early March, and the Open 25 was held on a Saturday evening. The Club 12 hour (happy days) held in conjunction with the Southern Counties promotion was on September 3rd. The Senior Best All Rounder had been won by Don Lock from Keith Dodman and John Mansell while the Junior trophy had been won by Graham Barnes from Kevin Bishop with Derek Pearce third. These are the lads who should now be winning the senior trophies but alas all departed without developing anything like their full potential. There is a rumour that Derek Pearce may be making a comeback but we've heard it all before. An article on place to place records with particular reference to John Mansell's Brighton and back on his tricycle, was followed with details of all Club place to place records and also those of the Sussex Cyclists' Association. The great majority of these require updating. It is hoped to distribute details of existing Club place to place records, both senior and junior with this Mag.

A long story of the 1971 Tourist Trial which was one of the last to have been organised by Brian Weir, described a frightening route which started would you believe by going from pub to pub to collect the names of licencees, and this at a time when they were all closed! From Worthing the event wound it's way to Goring, Angmering Village and Lyminster and then tracked back through Poling and finally up to Burpham, where, great relief, the pub was open for a Ploughman's. The afternoon was seemingly spent on



the Downs until Amberley and then as a group competitors rode on to Pulborough. The final section took them into the maze known as West Chiltington, and the smell emanating from Theo's van eventually guided even the very lost, to the Car Park in George Lane between Washington and Storrington. Ah Yes, I remember it well! John Mansell had to share the Trophy that time with Tony Palmer.

Past member Harry Beasley reported on an enjoyable day spent touring in the Isle of Wight in November, (Is that worth reviving, Club Run's Sec.?) and Roger Smallman contributed an interesting article on the theme of 'Up for a view'.

#### THAT HARDRIDERS COURSE

At last the ghost has been laid, for several years riders have been disbelieving about the distance and now our course measurer, Ray Douglass has confirmed what many thought; it is more than 33 miles. It is in fact, and these are Ray's precise figures, 34 miles 1483 yards 2 feet and  $5\frac{3}{4}$  inches.

Ray informs me, and I would be the last to argue, that if you can average 20 m.p.h. for the course you will cover the distance in 1 hour 44 minutes and 31 seconds. Now we can look at our efforts and compare them with regular, standard distances.

A few intermediate distances will also add interest to your next ride:- Back to the start = 4.159, Washington roundabout = 8.106, Storrington Junction = 10.430, Whiteways = 16.370, the turn = 19.285, Whiteways (2nd time) = 22.348, Storrington Junction = 28.506 and finally Washington roundabout last time = 30.833. Thank you Ray.



## CHAMPIONS PAST AND PRESENT

Following on from our look in the last edition, at the 25 mile trophy, we move up the scale now to the thirty mile championship.

From the handsome Pressley Cup, presented to the Club by the Worthing jeweller in 1953 we see that the first holder was John Antram, who, 23 years later is still turning out the occasional good ride as a veteran. For the next three years Dennis Lednor, son of Chairman Charlie, reigned supreme and the time came down to a very respectable 1.17.59. Both Mick Venner and 1975 champion Keith Dodman have recorded four wins and the current holder is Richard Shipton. The fastest championship performance was by Mick Venner winning for the fourth time in 1971 with a fine 1 hour 12 minutes 59 seconds. The slowest, (he'll love this) is Keith Dodman's 1.24.05 as recently as 1973.

### Full list

|      |               |         |
|------|---------------|---------|
| 1953 | F.J. Antram   | 1.19.27 |
| 1954 | D. Lednor     | 1.18.32 |
| 1955 | D. Lednor     | 1.18.16 |
| 1956 | D. Lednor     | 1.17.59 |
| 1957 | P. Andrews    | 1.19.14 |
| 1958 | R. Funnell    | 1.17.16 |
| 1959 | R. Bardouveau | 1.17.41 |
| 1960 | G. Atterbury  | 1.16.59 |
| 1961 | M. Venner     | 1.16.40 |
| 1962 | D. Funnell    | 1.18.15 |
| 1963 | M. Ford-Dunn  | 1.15.58 |
| 1964 | R. Bardouveau | 1.18.51 |
| 1965 | M. Ford-Dunn  | 1.19.49 |
| 1966 | K. Dodman     | 1.17.17 |
| 1967 | A. Orman      | 1.13.07 |
| 1968 | D. Funnell    | 1.16.22 |
| 1969 | M. Venner     | 1.14.31 |



|      |            |         |
|------|------------|---------|
| 1970 | M. Venner  | 1.15.15 |
| 1971 | M. Venner  | 1.12.59 |
| 1972 | D. Lock    | 1.19.12 |
| 1973 | K. Dodman  | 1.24.05 |
| 1974 | K. Dodman  | 1.18.47 |
| 1975 | K. Dodman  | 1.20.00 |
| 1976 | R. Shipton | 1.16.51 |

### B.C.F. ANNUAL REPORT

One or two interesting details which we thought would be of interest.

.....

The R.T.T.C. have accepted proposals by the B.C.F. to permit amateur prize values up to a maximum of £10 to be paid in cash. This now goes forward to the National Council meetings of both bodies.

.....

Individual subscriptions for 1977 are increased as follows:-

|        |                     |
|--------|---------------------|
| Senior | £4.00               |
| Junior | £2.50               |
| School | £1.00 (no increase) |

These fees assume membership of an affiliated Club. Worthing Excelsior is affiliated at an annual fee of £5.

.....

There has been a considerable increase in the individual membership with 11,034 in 1976 as against 9383 in the previous year.

.....

Legal and Accident cases. Once again these have increased. A breakdown of the cases settled is; Road racing 1. Time Trialling 3. Training 29. Utility 101. Pleasure riding 47. There were



5 fatal cases. The continued question of 'pot hole' cases is one of concern and it is essential that members supply the fullest information and details, including photographs of the highway in question, so that the cases can be taken up with the Local Highways Authority. No doubt due to the National cut on highways this matter will need very careful consideration. All members who are involved in road accidents should endeavour to obtain the fullest information, witnesses names if possible and always call for an ambulance where personal injuries occur. Police reports now cost £8 to obtain from the authorities in the hope of obtaining information the member has failed to supply.

---

## THE LAW AND THE CYCLIST

### PART 1

You are subject to the same general laws governing the use of our roads by vehicles and are entitled to the same rights of way. Whether riding or pushing your machine you are technically in charge of a 'carriage' and must observe all traffic signs and signals.

If you have a freewheel then you must have two independent brakes one operating on the back wheel and the other on the front. If you are riding fixed then there must be at least one operating on the front wheel.

At night (this is defined as half-an-hour after sunset to half-an-hour before sunrise) you must have a front lamp showing a white light, a rear light bearing the British Standard number B.S. 3648 showing a red light and a red rear reflector which maybe combined with the lamp. The red light must be fixed on the centre line or offside and not more than 20" from the extreme rear of the machine, and



at a height of no more than 3'6" from the ground and no nearer than 15". The lighted areas must be at least 1½" in diameter, if not circular, of an equivalent area and of such shape that a 1" circle can be inscribed therein. Lamps are required to be visible from a reasonable distance. An unlighted bike can be wheeled along after dark provided it's kept as near as possible to the left hand edge of the road. If you are stationary without lights (as with a dynamo) you must keep as close as possible to the nearest edge of the road.

#### THE ANNUAL DINNER DANCE AND PRIZE PRESENTATION

A maximum of eighty four (fire regulations) meant a rush for tickets and a reserve list enabling Social Secretary and Dinner Organiser, Theo Puttick to have, as he put it, "one of the easiest dinners to arrange for some years". We had booked at The Royal Coach, Shoreham, after members had enjoyed other Do's at the establishment and as it was felt that 84 would be about our number. A scare, a week before the dinner, when it was learned that the place was just changing hands, proved to be groundless, thank goodness, and it was generally agreed that for 1976 we had a very happy and enjoyable evening. With the bar in the room and with the return of traditional cross toasting it was much like the dinners of the cycling boom of the early fifties.

The meal, a beef menu, which makes a change from chicken these days, was adequate in quantity, nicely cooked and served by pleasant and efficient waitresses. One waitress caused something of a stir by saying, "No, be serious" when told, in reply to her question to Roy Macmillan, that his name was "Macmillan" but I never quite got to the bottom of that one.



Your Editor as M.C., now standing for 'Mauler of Ceremonies' managed to introduce ex-professional star Dave Bonner, as the principal speaker, and Charles Lednor replied despite the usual heckling from his 'friends', and formality was kept to a casual minimum.

Mrs. Argent, wife of our President, and herself a Vice President of the Club presented the prizes to the successful riders of the '76 season. There was also presented the award to The Clubman of the Year (The Meredith Trophy) to Charles Lednor. The award, most meritoriously deserved, came aptly in this his 50th year with the Club. This award and the subsequent presentation of a special silver medal engraved "in appreciation of 50 years service" were warmly received by the members present. Charles, for once was lost for words, but there was nothing really to be said.

Dave Bonner made the draw for the 1976 fund raising and the lucky £60 winner was Eddy Kneen while the second consolation prize of £10 went to Alf Dawes; a pity that neither were at the Dinner.

Dancing to a disco which wasn't too loud, although I'm obviously too old and square, to understand the peculiar wall film show, was very well supported and was only interrupted for the usual raffle.

Get your name to Theo as soon as you like, next year's is booked at the same venue for November 12th.

---

### 1930 - 1940

Just a few scraps from press cuttings of the period collected by Harry O'Toole and recently passed by his wife Rene to Dennis Dean.



Miss Luckett 31.41, Mrs. Smith 31.59, Miss Cherrill 34.39, Miss Holder 34.51. The result of a Worthing Excelsior Ladies Ten in 1937; Dennis Dean bent his machine severely in throwing it over a gate in the cyclists versus harriers event in April 1940. Between 30 and 40 cyclists attended the Cyclists' service at Coombes Church on Sunday, but this was not as many as had been expected. In his sermon The Rev. Forster of North Lancing with Coombes expressed his pleasure in having cyclists there and referred to the advantages spiritual and physical that can be obtained from the careful use of the bike. : The Hard Riders Race over 34 miles was won by Cliff Alford in 1.41.51. Alford's success being a tribute to the use of a variable gear under the most strenuous conditions on the road. Judicious use of the gears enabled him to maintain a fairly average speed the whole way. : 2 hours 24 minutes gave Cliff the 50 championship in the same year, one E. Davison finished third with A. Manktellow second. : A Manktellow, by completing 203 miles in a 12 hour in 1936 clinched the B.A.R. covering the total distance, (378 miles) calculated by adding 25 + 50 + 100 + 203, at an average speed of 17.8 m.p.h. : Dennis Dean breaks record, the 25 in May 1940 comes down to 1.4.23 : Dean beats own record, the 25 improves to 1.3.11 in August 1940. : Another 25 in '40 shows D. Dean first in 1.4.36 while the name of T. Puttick appears in 6th place in 1.13.1. : March '40 - A.G.M. - Annual Sub. reduced from five shillings to two shillings and sixpence and all forces members to be free. : Meeting decided to assist the War Effort and to purchase 100 War Certificates with £75 of the Club's £112.0.11. balance. : A Mr. C. Lednor appears as Committee man and timekeeper ; Nearly 200 guests attended Wednesday evening's dinner organised by the



Worthing Excelsior Cycling Club at The County. It was the biggest function the Club has ever run. : In April 1936 the Club organised a ten mile race for novice cyclists in Worthing and District who were not attached to cycling clubs. Medals were to be awarded. Entries to the Honorary Secretary Mr. C. Lednor. : March 1940 one result of the war has been the merging (unofficially) of the two cyclings clubs in the town. A number of members of Worthing Wheelers have gone over to Worthing Excelsior and more are likely to follow. Worthing Wheelers have been pedalling only a few seasons and the Excelsior are just about the oldest sporting club in the town. : Through it's secretary Mr. A.P. Chamberlain, the National Cyclists Union has launched a fund to present the government with a Spitfire plane, and if the authorities agree it will be called the "Fighting Cyclist". To quote the secretary, "Cyclists perhaps more than any others have long enjoyed the pleasure of roaming in this land of liberty" and here is one more chance to keep it inviolate. : The Sussex 25, 1931 saw a 'G' Lednor of Worthing finish 1.14.42 while an R.A. Funnell of the Shoreham Club was home in 1.10.39 : Sadly missing their star rider Dennis Dean, Worthing Excelsior finished fifth in the S.C.A. Team Championship with Brighton Mitre taking the honours, assisted by Derek Powell's 1.6.59, for second place behind Arthur Gardner of Lancing : A representative meeting of the delegates of affiliated Sussex Clubs gathered at the Railway Hotel Brighton yesterday evening to consider the adviseability of becoming affiliated to The Road Time Trials Council. Hitherto time trials have been controlled by individual bodies. The new body will operate nationally and centralise control. Under the new body, it was stated, Sussex Clubs would be split into three districts. It was



resolved that the Sussex Cyclists' Association should affiliate as suggested by the R.T.T.C. and endeavour to adjust the geographical boundary as desired.

-----

### R.T.T.C. NATIONAL RECORDS

We do not all take the time triallist's annual bible but may still partake from time to time in a dabble at the old time bending, as these massed starters will call it. So that we all get our performances into perspective and don't go getting ideas of how good we are, we thought a reminder of just how fast some have gone might be a good thing:-

Just concentrating then on solo/male performances let's look at the 10 MILE. This is the newest accepted distance and the record stands to Ian White of the Hull Coureurs C.R.C. with a time of 20 minutes 27 seconds. This is right up to date being set in 1976. The record was previously Willy Moore's, the Merseyside Wheeler who in 1972 recorded 20.36.

The 25 MILE stands to the incredible Alf Engers at 51 minutes 0 seconds, and this was set in 1969 in which year he had earlier recorded 51.59. Another remarkable thing about Alf is that he first held the record in 1959 when timed at 55.11. The name of our Associate member Dave Bonner appears as the holder of this title with a 54.28 in 1962.

The 30 MILE is another which has been updated with Alf Engers again responsible. This stands at 1 hour 2 minutes 27 seconds which breaks down to a 52.0 '25'. This was established in 1975.



The 50 MILE seems to have been the speciality of the Clifton C.C. with no less than three different holders and four record breakings since 1966. In that year Pete Smith did 1.49.22 then in '67 brought it down to 1.48.33. They then lost it to Dave Whitehouse of the Shirley R.C. for a couple of years until Ian White got it back for them in 1970 with a time of 1.47.34. Then later in that same year the remarkable 4 minute improvement by John Watson, bringing the record down to 1.43.46. If you care to divide that by two you will see it equals two 51 minute 53 seconds twenty fives!

At 100 MILES there has been something of a standstill until the recent performance of Phil Griffiths of G.S. Strada. At the end of the '76 season he recorded 3.46.22 to knock 15 seconds off the 1969 effort of Oldbury C.C.'s Ant Taylor. And that is 4 times 56.35 for each 25 miles!

It's John Watson again at the 12 HOUR and this another record that has stood since 1969. He recorded 281.77 for an average of 23.48 m.p.h. Imagine riding eleven plus twenty fives one after the other at roughly sixty four minutes a time

For the 24 HOUR we stay with the Clifton C.C. and this time for Roy Cromack's 24 hour ride in 1969 of 507 miles, a fantastic effort which added nearly 11 miles to the previous record.

In looking up these records one cannot help noticing how good a year 1969 must have been. The 25 record went twice, the fifty was lowered, the 100 came down on two occasions and both the 12 hour and 24 hour records were improved. How about 1977? Any offers?



## "GHENT '76"

During the summer a notice appeared in the Clubroom informing members of a proposed minibus trip to Belgium. The trip took place on the weekend of the 19th-21st of November. The travel arrangements had been made by Dave Hudson who also drove the fifteen seater mini-bus. Dave arranged the order of collection which began in Shoreham.

The final list of people on the trip consisted of Dave Hudson, Don and Maureen Lock, Graham Tooley, Bernie Bethall, David Mills, George Matthews, Clive Oxborrow, Alf Dawes and myself. We also took four members of the Crawley Wheelers who had originally hoped to organise their own trip.

We left Worthing at 8 p.m. on the Friday and went via Crawley to Dover to catch the Night Ferry to Ostend. Our timetable allowed us to stop for a drink before reaching Dover and thus quench our thirst at reasonable British prices. We boarded the boat and made our way from the vehicle deck to the passenger seating area, where having found seats with plenty of legroom most people proceeded to settle down and try to sleep for some of the four hour journey. We disembarked at 5.30 a.m. Belgian time having put forward watches by one hour. Leaving Ostend after clearing customs we drove through thick fog to Brussels. Everyone except Dave fell asleep or dozed on that early morning drive.

We parked the van at 7.30 a.m. and split into groups to spend about six hours seeing the sights. The first thing I noticed was the cobbled streets, which did not look at all comfortable to ride on. Other cycling hazards included tram lines and motorists who drove very fast along the cobbles. The city is a well blended mixture



of old and new with many large open squares surrounded by ornately decorated buildings and several parks. Breakfast of coffee and rolls helped fight off the cold weather in the city and after walking all morning a lunch of steak and chips, ice cream and coffee was eaten with relish.

After lunch we reassembled at the mini-bus and drove to Ghent, Gent or Gand depending whether you read the English, French or Flemish road signs. Again cobbled streets were encountered and on reaching the Palais des Sport which contained the cycle track we purchased our tickets for the evening. No accommodation had been booked so we went to the Hotel where the Crawley Wheelers group had booked in. Don and Maureen had the last room there but the rest of us were accommodated in an Hotel opposite.

At 4 p.m. we drove from the hotels to the town centre to visit the Plum Vanquer cycle shop. At least an hour was spent looking round the shop which sold frames, parts, complete cycles and all accessories. They even had a ready made 26" frame. In another section of the shop was the cycle clothing and shoes. Several items were bought and much money spent, George bought a track suit, Graham a pair of shoes and at prices which were cheaper than at home.

The racing started at 7.30 p.m. so at 6 p.m. twelve tired and hungry cyclists converged on a small restaurant to consume omelettes, bread and butter, coffee, tea, hot chocolate and for those who were "STILL" hungry; waffles and cream. We walked to the stadium and found our seats.

The racing began with an amateur race of eleven two-man teams. Not having seen track racing before I was quite amazed at the speed and proximity of the riders. The professional races were even more exciting with races lasting an hour, about 30 miles



were covered which was many laps of the track.

There was also Devil-take-the-hindmost races and team (2 man) kilometre time trials. It proved to be a very interesting and exciting evening for me and for the rest of the party. We arrived back at the hotel at midnight and after coffee in the bar we retired to our rooms.

After breakfast on Sunday morning we had a country drive to the famous Flemish lace town of Brugge. A delightful old town with interesting buildings and churches. Having spent an hour and a half in this town we left as the clock in the main square struck one.

We caught the afternoon boat back to Dover and arrived back in Worthing at 9.30 p.m., tired but very happy after a delightful weekend. All agreed that the trip had been a great success and we all say thanks to Dave for all his efforts, not least for the economy he achieved. My main impression of Belgium was a clean and pleasant country with many friendly people. I am now looking forward to next year's trip, if organised. Once again thanks to you Dave.

Ian Reader.

#### FIFTY NOT OUT

Charles George Lednor was born on Michaelmas Day, in that year of superb vintage, 1906, and like a fine mellow wine has dried a little with maturity but retains a delightful sparkle. Life started for Charlie in Elm Grove West Worthing with schooling at that academy of learning then known as Elm Grove Elementary. Education did not continue then, for as long as a welfare state



could be persuaded to pay for it; so at 14, Charlie started with the Worthing Gas Light & Coke Company as a fitter's mate.

His Dad had enjoyed a bit of biking, but his only claim to fame, or 'infamy' on two wheels, had been in getting pinched by the local constabulary for 'coasting' down the cobbled Guildford High Street on a penny farthing. It was really brother Fred whose purchase of a 'special' got Charlie interested and made him dissatisfied with the second hand Elswick-Hopper with the twenty six by one and three eighths wheels and the north road drops, that had done him service since leaving school.

Charlie was 20 before he eventually got his 'special' with Accles and Pollock frame and with accessories to his specification, the whole machine being assembled to order by Harry Miles from his cycle shop in Tarring Road (between Harrow and Eton Roads). Up till then he had dabbled with cricket and boxing, competing for Elm Grove Old Boys at the 'Noble Art' until eyesight problems forced him to give it up. (No comments from you Preston Park trackies!)

Promoted to the exalted rank of 'Improver' Charlie now had a Gas Company bike (extraordinary) it's weight was about 150 lbs. before the hundredweight of tools went on the carrier, so his strength and stamina were receiving a good groundwork. The new bike was going well - well it should, it cost all of seven pounds! and Charlie and his brothers Fred and Tom (still a Club Handicapper) and his sisters Florence and Kathleen were soon all fully fledged members of the Worthing Excelsior Cycling Club. Charlie's membership dating from 1926. It is from this point 1926-1976 that I've taken my title.

An immediate success came his way with a win in his first race, a club ten, and with a time, on roads



not comparable with today's, of 28 minutes 13 seconds, and on a course from The Warren to the top of Washington Bostal and back; considerable potential was apparent. An early friend in the Club was Reg Smith, and this quickly led to Alice Elva May Smith (May), who, by 30th August 1930 had become a keen member of the Excelsior and Mrs. Charles Lednor.

Charlie rode all time trials from 10 to 50 miles and standard rides, as they were then, at 100 miles and 12 hours. In was in fact on the day following his marriage..... that Charlie set a new Club standard at 100 miles, with 5 hours 15 minutes. Again a time which has to be considered in the light of the road conditions and the course used. How about Worthing to Purley and back and then out to Littlehampton and back, with poor surfaces, winding narrow roads, and only the very rare automobile passing by, but with plenty of horse and cart traffic - not much dragstrip in those days. He did in fact lower the club 100 standard three times during his racing days.

In 1928 a new, hand built frame and wheels with maple wood rims added to his prowess and he branched very successfully into grass track racing. In those years you could find an athletics and grass track cycle race meeting every weekend of the summer and Charlie competed all over the County. Preston Park at that time was cinder and far too dangerous in Charlie's mind, particularly when he had the responsibilities of a married man. He rode his last meeting in 1931 at Homefield Park in Worthing and he went out with a bang winning three of his four events - he remembers, the pursuit, the five mile, and the half mile handicap.

Charlie and May were blessed with four children: Dennis still very much associated with the Club



was born in the Autumn of 1931 and was later to become Sussex Track Champion and to win many club championships. Elva was born in '34 with Frances in 1937 and Martin in 1949.

Racing continued until Frances was born but then it was just club riding until 1952. It was in this year that Charlie contracted Paralytic Rheumatic Fever and was seriously ill and off work for 6 months. It was an illness that removed any further thought of riding, but his interest, and indeed by that time, his involvement in cycling, was to ensure his continued activity for the sport. From as early as 1927 he had been prepared to put back into the sport something for all that he had received from it, and his first position was that of Vice Captain. Later he became Time Trials Secretary and for three years to about 1939 was unofficial coach, trainer, and masseur. In those years he saw the Club's standing in the Sussex Cyclists' Association Team Championship '25' improve from 9th to 5th and then to 3rd. During the War years he was a member of the holding Committee; a most important group working hard in those years to keep members in touch and to keep some runs and races going. Without doubt they were responsible for keeping the club going at a time when many failed.

Still with the Gas Company at the outbreak of war, on the sales side then. Charlie was retained on the company staff for the war years but throughout that period served as a fully uniformed policeman in the Police War Reserve, working from a special incident centre in Union Place. For the last two years he ran the canteen, hence, no doubt, the tasty cookies and home made wine served at present day committee meetings.

After '46 he became Club Secretary for a few years. In 1947 he was made a Life member and a Vice



President in 1950. In 1956 he became a Life Vice President. With the Sussex Cyclists' Association he has been Club representative since 1927 and then Chairman for about 16 years. Timekeeping has been Charlie's forte since finishing racing and he's been fully occupied serving the sport in this capacity, although it hasn't been the only thing he's done outside of purely administrative work, for he's also been a B.C.F. Judge for many years. Indeed at Preston Park he's part of a double act with his old friend Charlie Janman from Bognor called the "Two Charlies", by the riders.

His family have married, Elva in '59, Dennis in '60, and Frances 1961, and only Martin remains at home, now at 5 Uplands Avenue off the Arundel Road. His wife May died in 1965.

His Gas Board job officially ended in 1967 and for a while he went private but was later called back to assist in the conversion work in the Worthing area.

He has weathered the ups and downs of the club over 50 years and he has been a steady hand on the tiller. Cycling has given him an interest and an enjoyment for most of his life it has taken him to many parts of the country and it has made him many friends. Friends that he emphasises are 'real friends'. Cycling is to Charlie the friendliest of sports great for young and old alike. Ambitions at 71? Why not, Charlie next aims to celebrate the club's centenary.

Bless you mate.

Don.



### FUTURE MEMBERS?

Congratulations to Dave (Spider) Funnell who with, no doubt, some assistance from the charming Maggie, has produced offspring, namely Nicholas David. Nicholas weighed in on 23rd October 1976 at a bonny 9 lbs 1 oz. His first appearance being it is understood at Southlands Hospital.

Congratulations also to John (sports shop) Williams who with wife Ann presented to the world Cathy Ann on 5th November. No jokes about bangers or catherine wheels if you please. Cathy had a couple of ounces start on young Nicholas though, turning the scales at 9 lbs 3 ounces.

Congratulations. Yes a third happy event to report in this issue. On 21st December 1976, to Richard and Dorothy Shipton (parents for the second time) a brother for John to be christened Daniel. Mother and son are well and we send them our good wishes.

We do of course wish you all well with lots of good luck, health and happiness.

### CLOTHING

Muscles don't like the cold; for this reason it is important to be warmly clad. Price can be a difficulty so spread the cost, don't lash out on one expensive item. Wool is best next to the skin - there is nothing to beat the old fashioned 'long coms' as a foundation for other clothing. Long woollen socks are better than the fancy nylon ones even if they are not quite so fancy. Your shoes should be comfortably loose without all the 'little perforations' and make sure that they have a good stout sole; the lined cycling bootees that are on the market are superb if you can afford them.



Pantalons or taped training trousers should be worn, and the market gives plenty of choice. Buying a good pair is money well spent. Trousers should be loose fitting around the waist and supported by braces not a belt. This will help to prevent that band of sweat that forms around the waist.

The top part of the body needs first of all a long sleeved racing vest or other thick warm shirt with up to three warm sweaters on top according to the weather. It is far better to have several layers of clothing that allow the body to breathe, than for example to have just one shirt and a windproof anorak. If it is extremely cold a sheet of brown paper inserted between the sweaters, both back and front will keep you really cosy. This can easily be disposed of if it gets warmer, and, on the other hand it is useful to carry spare. If you get a puncture or some other hold up it will stop that cold clammy feeling when you get going again. The most vulnerable part of the body is the small of the back and care must be taken to see that sweaters are long enough to cover it when bent forward in a riding position. Don't hesitate to use a large safety pin to join sweater and trousers if necessary. It is a good idea to wear a scarf if there are cold winds in the winter months to stop the draughts getting down the back or neck causing stiffness.

To complete the outfit a beret or woollen hat should be worn, and for the hands gloves of some description but make sure that the wrists are covered. It's a good idea if they have a gauntlet which prevents the winds blowing up your sleeves. You can use silk inner gloves if



you can obtain them, or, if you can afford them, ski-mitts (the better quality ones), are excellent, they are hard wearing, warmly lined, have a long elasticated wrist, are waterproof and usually have reinforced palm and thumb. In the summer of course track mitts should be worn for the hands are first to suffer if you come off.

Try to avoid carrying a musette on the back for this has a tendency to cause back trouble, and will certainly create a patch of sweat where it rest. Training runs should be non stop, but if you are out for the day and make a stop, carry a change of clothing, at least a change of vest and first shirt or sweater. Also a towel is a good idea so that you can have a brisk rub down and change before sitting down to your meal.

For racing the most important item is undoubtedly the racing shorts. Money spent on a good pair is a worthwhile investment. Properly cared for and with a bit of luck (no falls) they will last several seasons. The best are woollen, although quite good ones are now available on the market in bri-nylon and other man-made fibres. They should be close fitting and fairly long in the leg, but not too tight at the waist. The front of the waist should be cut slightly lower than the back and for longer races the elastic could well be removed in favour of braces. The hallmark of a really good pair of shorts is the quality of the chamois leather seat and the way in which it is stitched. The leather must be supple and soft with the seams butted together, not overlapped. The leather should be stitched into the shorts in a circular fashion. Underpants should never be worn with good racing shorts.

Some sort of vest or singlet is recommended under the racing vest for it helps to absorb perspiration and



obtained in many different materials these days, wool, rayon, rayon/cotton, silk, bri-nylon and so on. Silk is probably favourite and of course the most expensive. Care should be taken that it is a good fit, coming sufficiently well down the back so as not to part company with the shorts. If it has pockets at the back it does not, however, want to be so long so that the pockets droop on the saddle. Pockets are in fact best made of a different material and should be so made as to avoid sagging when food is put in them.

A racing cap looks tidy, is smart and also stops too much sweat running into your eyes this can be quite painful over a long period. Track mitts should always be worn to prevent injury to the palms of the hands in the event of a fall and for comfort. There are many varying qualities available - the best are chamois with crochet backs. These are easily washed and kept clean. It is a good idea to keep a pair just for racing - this also goes for shoes. Here again there is a wide choice available, both as to price and quality, but you should be guided by the type of use to which you will put them. For distances up to and including 100 miles, the light tight fitting, heel-less shoe would be appropriate, but for the 12 hour or 24 hour ride comfort and thickness of the sole is of prime importance. Some shoes have stiffeners riveted into the sole; this is a good idea as it stops the shoes bending and drawing the leather tight across the toes and so causing blisters.

Shoe plates should always be worn, and there are various patterns available. Take great care with the fitting; for badly adjusted shoe plates can be



the cause of painful knee troubles. Ride new shoes for a few miles without plates to make marks on the soles, then fit the places so that the toe of the shoe just clears the toe clip. Do a few more miles, and if the marks of the pedals are straight in the slots you should be O.K. otherwise further adjustment must be made. Finally socks, it is a good practice to wear socks - they prevent chaffing of the toes, protect the ankles and the vulnerable achilles tendon at the back of the heel from the cold and absorb perspiration and they look smart.

Generally you should always try to look smartly turned out on your machine. It does the 'ego' good, besides giving a good impression to members of the public who may see you going by. All your clothing should be washed regularly, particularly your racing shorts, not just thrown in a heap after training or racing. If you can not get your clothes washed each time, at least make sure they get a good airing. Cleanliness costs nothing and helps to avoid infection.

---

#### FIESTA KERMESSE 1977

We are very pleased to be able to report that we have already obtained confirmation that, in principle, both of our major sponsors for the Kermesse, Rediffusion Ltd. and M.G.M. Assurance are prepared to back us again this year. Both were clearly very happy after the 1976 event and there's no reason why 1977 should not be even more successful for all of us.



## FUND RAISING

The 1977 version of The Fund Raising Scheme starts now and Theo Puttick will be pleased to have confirmation of your participation as quickly as possible. Tickets at £2.50 will entitle you to partake in ten monthly draws and a major draw at the Club Dinner in November. In 1976 we had ten monthly prizes of £5 with two more at the Dinner of £10 and the big one of £60. This is vital to the continuation of a satisfactory financial position for the Club in these difficult times.

-----

## ANNOUNCEMENT

NEW CLUB RACING VESTS WITH  
OR WITHOUT POCKETS, ALL SIZES  
NOW AVAILABLE.

CONTACT JOHN WILLIAMS AT THE  
CLUBROOM OR AT C & C SPORTS,  
PORTLAND ROAD, WORTHING.

PRICES ABOUT £8/£9.

-----



