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THE
WORTHING
WHEEL

MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SUMMER 1977

Vol 10 No 2

THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

Headquarters:- Broadwater Parish Rooms
Broadwater Green,
Worthing
(Meetings every Tuesday
- 8pm to 10pm approx)

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EDITORIAL

It's been quite a quarter for the cycling fraternity! Perhaps the biggest headline snatcher was the free ticket scheme announced by British Rail (more details inside). Then there was the Milk Race at the beginning of June, which got publicity in the papers and on the 'box' (more details about the draw inside). There was Bike Week and finally the televised professional Criterium. This was the Glenryck (pilchards for energy) Cup, from the Eastway Cycle Circuit London - featuring top British and Continental riders.

With so much new interest in cycling - local press sports editors are looking for cycling material (aren't we all). Let Ian (Press Sec.) Reader have details of your cycling pursuits now.

Well this quarter has included the Queen's Jubilee celebrations, and I know that a lot of the Club spent the extra holiday time out on the bike. However, for those taking exams, and being cooped up over that period - you will be able to enjoy the remainder of the summer.

Watch the noticeboard, and look at your runslists because there are plenty of runs and specialities to attend including the annual 'invitation ride' - bring all your friends and show them what Club riding is all about.

Derek Smith

QUOTATION

Wayfarer's Roadside Reflections (in Cycling 29 July 1920)

"On a recent Saturday....I cycled 100 miles, taking the whole day over it.....I was for the first time for some years, "whacked" - absolutely "done in". On looking around for the cause...I put my finger on two possibilities. In the first place, I had foolishly gone without a proper lunch....I cannot help thinking that I would have made a better show if my route had been a hillier one - not because of the longer free-wheels (which I do not consider very restful), but by virtue of the uphill walks in which I would have had to indulge. Years ago I learnt the value of a short walk (or even a trot) as a rest and reviver if one became thoroughly tired in the course of a ride and I have never known this remedy to fail. Thus it seems to me that if I had walked more on the present occasion I would not have petered out on the last stage.

(Spotted in the Rough Stuff Journal)

SPONSORSHIP ?

Well its all the rage isn't it; but how about this for attracting entries. It was noted, surprisingly, in the Sunday Telegraph and they queried whether it amounted to sponsorship of sport or sex, or indeed, both. The Islington Cycling Club are staging what they call the Nexus Plexus Grand Prix at Finsbury Park. Sponsors are Nexus which turns out to be a telephone dating firm. First prize, apparently, will be a "dazzling dolly from the dating list to wine and dine the winner". Original, but it may limit married entries if wives got to hear of it.

CORRESPONDENCE

Green Dene Farm,
Thakeham.,
Pulborough,
Sussex.

10th May 1977.

Dear Mr. Weir,

I am writing to acknowledge receipt of £7.00 in payment for the use of the Thakeham Parish Hall last Saturday, the 7th May also to return the £10. deposit.

Several local people have remarked on the efficient organisation of your event and the kind and courteous manner of the Wardens, etc. I felt I had to pass on these comments. It is so much nicer to pass on compliments instead of complaints!

I have not yet seen the Treasurer to obtain an official receipt but will see that one is sent to you for your records.

With Kind Regards
Yours sincerely,

Margaret Denyer

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Moulton Mini & Midi Juvenile Bicycles

Although communication from the Raleigh Cycle Co. Ltd. to Local Road Safety Officers about the above machines is not worth printing in full, below are the details in case it applies to any juniors or the bikes of relatives or friends:-

1. Apparently a faulty bracket is fitted over the joint where the head (ie that piece which

houses the front forks at the bottom and the handle bar stem at the top) joins onto the angled cross bar.

2. A simple reinforcing bracket designed to strengthen the frame and eliminate the risk of failure, is available from the Service Dept. The Raleigh Cycle Co. Ltd. Lenton Boulevard, Notts.

3. Although there is no great cause for alarm, contact Raleigh as soon as possible and if difficulty is found in fitting, consult a local Raleigh Dealer for free advice.

Dear Ed,

"KEEP ON TRUCKIN"

I am sure this article will be of interest to your readers, in particular one of our veteran members (hello Ray!)

Many words we use have a forgotten meaning. JUGGERNAUT: (I can hear Ray asking - "whatever is this Magazine coming to") is one you often see in the newspapers or hear on the radio. It usually means a giant lorry these days. But its origins are older than any lorry, (or member of the Excelsior). It comes from India where it was the name of a god, Jagannath.

Every year a big wooden statue of the god used to be pulled through the streets on a massive wagon - and it still is. Worshippers used to throw themselves in front of it and get run over, because the wagon was too heavy to stop. Europeans adjusted the spelling and confused the god's name with the wagon. Today when we talk about wonderful big new lorries we use the name of an ancient Hindu god.

NUF 932M

(Now I wonder who that is - Ed.)

ROAD SAFETY QUIZ

29th March

On this particular Tuesday evening, 2 teams representing the W.E.C.C., once again entered the Worthing Adult Road Safety Quiz. Our 'junior' (A) team comprising Nigel Burrows, Paul Toppin, John Peters and Simon Cornelieus, whilst our 'senior' (B) team comprised Roger Smallman, Graham Tooley, Ian Reader and Derek Smith. We arrived and were shown into the Gordon Room in the Town Hall. Here we watched Road Safety Films until our team was called.

The first section involved a Highway Code Question Paper (10 questions x 4 marks = 40), where team members were able to confer. Speaking for the 'senior' team, although we imagined that we had a good understanding of the Highway Code - 10 detailed questions in as many minutes, stumped us! Of the 5 we answered we achieved 19/40 marks ('A' 21/40). We knew our 'stuff' but not fast enough. Then came a five minutes Road Signs Paper (10 signs x 1 mark x 4 members = 40). This was an individual paper, with no confering. It was fairly straightforward, but as a team we only got 25/40. ('A' 19/40). The final Section was road layout. (5 faults x 2 marks x 4 members = 40). Faults could have been found in vehicle, pedestrians, signs or road markings. After looking at the layout for 2 minutes, without confering, we moved to another room to write the faults down. (Not only a test to find faults but also remembering them - a photographic memory here would help). We received 18/40 on this one. The 'A' team 14/40.

So as totals, which is how the winners were found, 'B' = 62/120, 'A' = 54/120 - i.e. 12th out of 14 and 14th respectively -

not very impressive, but we were there representing a Worthing Club. We will obviously have to imprint the Highway Code firmly in our brains if we were aiming for the top. Various 'Institute of Advanced Motorists' groups, entered teams, and they swept the board clean, taking the first 5 positions. Chichester I.A.M. were the winners (and last years too) with 102 marks. The Saab Drivers Club of Wessex was pushed into 6th place (2nd last year).

So even Chichester I.A.M. are possible to beat (they dropped 18 marks somewhere). All it needs is determination and a few Club members, to spare 1½ - 2 hours on that particular evening.

Many groups were involved in the evenings proceedings and it all went reasonably smoothly, thanks to the help received from the National Cycling Proficiency Examiners (pity there were no 'bikey' questions - that would have foxed the I.A.M.'s), Sussex Police, and members of the Junior Accident Prevention Council. Finally, that evening, awards were presented by Her Worship the Mayor, to the winning teams - lets see if we can collect one next year.

Derek

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Bluebell Line Visit

3rd April

Although not an official W.E.C.C. clubrun, 5 members were delighted to be asked to make up numbers on a Brighton Excelsior club tea run. The five - Dave Hudson, Sarah & Bill Webb, Christine Barnett and Derek Smith - joined the B.E.C.C. at short notice one Sunday afternoon, at 16.45 on Sheffield Park Platform for a speciality organised by John Roberts of B.E.C.C. to the Bluebell Railway for tea - although not in the Buffet.

The 5 o'clock out of Sheffield Park had one extra coach coupled to the rear. This was the Directors Coach (1913 Vintage), and looking in through the windows revealed a long table, with individual seats, laid for tea. This was the venue for the Club tea. The Brighton Club seem to stay out on Sundays and always find a tea place somewhere.

Dave Hudson was heard to describe the venture as 'Meals on Wheels', and while cameras were inevitably clicking for this inaugural tea-ride, members of the public looked on enviously as other club members boarded 'their' chartered coach. The table seated the 17 cyclists comfortably, and was well laden with sandwiches, cakes, biscuits and hot scones and jam. As we pulled out of Sheffield Park, cups of tea were served and a loud cheer rose from our coach - we were on our way 'up' to Horstead Keynes. The riders were able to consume 3 - 4 cups during the 50 minute return trip. It took the hungry 17 approximately 20- 25 minutes to clear the table of edible items! - this gives you some idea of the size of the hamper set before us. The cost of this exemplary speciality ? - a ridiculous £1.00 - how it was done is a complete mystery, the ride itself costs 65p. Each journey takes about 15 minutes with a

15 minute stop at Horstead Keynes. The return journey was interrupted by a family and dog straying onto the line to pick primroses. After a dressing down by the guard, we were able to continue our journey, 5 minutes late (you can't even escape delays on private enterprise lines) but somehow it seemed more acceptable on a steam hauled carriage, than on those long, blue electrified snakes, so often seen waiting at signals, on the Main Line Network. We were all sorry to return to Sheffield Park, but could only look forward to the end of the year when a similar venture is anticipated. Thanks again John and to the Brighton Excelsior for the invitation.

FOOTNOTE: Established in 1960 as a living museum for the steam train in a rural branch line setting, the Bluebell Railway has now become a major attraction. It was one of the first standard gauge lines to be taken over by a preservation society. It is the home of the largest collection of vintage Railway Locomotives, carriages and wagons that operated in the South of England, and runs through 5 miles of beautiful countryside from Sheffield Park to Horstead Keynes - East of Haywards Heath.

The stations date from the construction of the line in 1882, and at Sheffield Park, the pre 1923 atmosphere of the London Brighton South Coast Railway is still strong with its oil lit platforms. At Horstead Keynes, the emphasis is on the period immediately following 1923.

Derek

RACING SCENE

Very few reports have been forthcoming, so a scrapbook of newspaper cuttings is printed. If your event isn't featured - where was the copy!

KENTISH WHEELERS 25 Mile T.T. 27th March

A new course, based on the newly opened Esher by-pass in Surrey. Despite the rain throughout the event, the course provided some good times, with the winner Derek Cottingham 57.08.
Worthing Times

Pete Reeves	1.05.40
Paul West	1.09.18
Ray Douglass	1.10.48

.....

S.C.A. 2 UP 17th April

A grey still morning, that quite quickly developed into a crisp sunny one, with a slight breeze from a wavering northerly point. The 8 a.m. start on the A.27 course from Angmering to Westhampnett saw Charlie Lednor holding the watch, and John Antram and Don Lock holding the participants. There were only two Worthing Excelsior Teams among the 29 entered, namely John Mansell with Ray Douglass and Graham Tooley with Mike Poland. John and Ray, training for their big effort in the Club evening two-up managed a pretty fair 1.06.34 and Graham came home with Mike, who has been off his bike lately, in 1.08.08.. Winners were Messrs. Barker and Hunt, a composite entry from the Hants Road Club and Bognor C.C. with a time of 1.00.25.

Don

CLUB 25 CHAMPIONSHIP T.T.

24th April 1977

As strong west wind was blowing which slowed the riders considerably for the first half of the course. The return proved a lot faster and helped to produce some reasonable times.

Richard Shipton who started the season well, was co-favourite with Keith Dodman, but in the event, Keith beat Richard.

Two riders - Duncan Waghorne and Simon Sherlock produced good times in their first 25 mile event. The event was well supported and produced good results for some riders, after disappointments at Crystal Palace Circuit Events the week before. The handicap award was won by Keith from scratch with a time of 1.04.00.

FULL RESULT

1.	Keith Dodman	1.04.00
2.	Richard Shipton	1.05.48
3.	Pete Reeves	1.08.46
4.	Paul Toppin	1.10.24
5.	Nigel Burrows	1.11.01
6.	Don Lock	1.11.02
7.	Ray Douglass	1.12.26
8.	John Antram	1.13.31
9.	John Cheetham	1.14.34
10.	John Mansell	1.14.38
11.	Mike Poland	1.14.47
12.	Duncan Waghorne	1.16.04
13.	Simon Sherlock	1.21.02
14.	Ian Reader	1.34.45

ESCA 25

1st May

Five members of W.E.C.C. took part in ESCA's 25 mile Time Trial, held in the Uckfield area. Dry conditions with a light breeze proved favourable for the event.

The duel between Keith and Richard continued. Keith again being faster, but even Keith was beaten by Cliff Sharp (Eastbourne Rovers) in 59.48.

Worthing Times:-

Keith Dodman (2)	1.01.45
Richard Shipton	1.02.25
Pete Reeves	1.07.35
John Antram	1.09.44
John Mansell	1.09.55

Keith, Pete and Richard finished as 2nd placed team.

WORTHING EXCELSIOR ROAD RACES

Senior Road Race - approx 60 miles.

Third Cats and Junior Road Race - approx 45 miles.

SATURDAY 7th MAY

Due to extensive road works on part of the old circuit north of Ashington, the course was revised this year. Each circuit was 15 miles, so 4 laps for seniors and 3 for Juniors.

Starting at Linfields Nursery on B.2139, south to Greystones, where left and out to Rock Crossroads. Following the A.24 to Dial Post where left on the B 2224 to junction with A 272. Left to Coolham, where left on the B 2139 to the start and the completion of one lap. The finish was approx 100 metres from the Greystones turning. The weather was diabolical to say the least, but despite this most riders enjoyed the event.

In the senior event - out of 30 entries there were 27 starters and 12 finished.

Average speed 24.24 mph.

1st	Gavin Hall	Redmon CC	2hr 28 mins 31sec
2nd	C. Bateman	Festival CC	" " "
3rd	P. White	V.C.Elan/ Harry Perry Cycles	" " "
4th	I. Kitching	Redmon CC	" " "
12th	R. Matthews	Archer/Cutty Sark.	" " "

Primes

Lap 1 R. Matthews
Lap 3 C. Bateman

In the Junior event - out of 35 entries there were 31 starters and 18 finished.

Average speed 23.31. mph.

1st	P. King	Redhill CC	1hr 55 mins 48sec
2nd	M. Marsden	Hillingdon CC	" " "
3rd	M. Savage	Fareham Whs.	" " "
12th	Paul West	W.E.C.C. (Jun)	

Primes

Lap 1 J. Lancaster Velo Club Venta
Lap 2 D. Barnard Brighton Mitre

Both Commissaires were very pleased with the high standard of riding and as a fair mileage was 'A' Class roads, all riders must feel pleased with this comment from officials.

Brian Weir.
Event Organiser

(See also under correspondence - Ed)

S.C.A. 50 mile T.T. (incorporating Club
June 19th 1977 Championship)

Slippery roads following overnight rain provided the setting for a convincing win by Keith Dodman (2.08.22) which was over 3 minutes faster than Alan Limbrey of Brighton Mitre (2.11.28) Keith's time provided a sound basis for Worthing to take the team award, with support from Richard Shipton (2.13.14) and Don Lock (2.16.14).

1st Team time	6.37.50	W.E.C.C.
2nd Team time	6.48.19	Central Sussex
3rd Team time	6.48.38	Brighton Mitre

1st handicap Ken Atkins 2.02.46 Central Sussex.

Other Worthing Times

John Williams	2.31.10
Mike Poland	2.30.32
John Mansell	2.24.53

DNS's Ray Douglass, Graham Tooley, John Cheetham.

Paul West competed in the Junior 10 mile T.T., he came 5th with a time of 26.53.

Ian Reader

Riders have been competing in other events all over the place. I have heard whispers (although sadly nothing in writing) of racing in the Crabwood CC 25 mile event, Southampton to Fawley Road, featuring Keith and Richard. Crystal Palace has apparently had visits from W.E.C.C. for Circuit events featuring most of our junior riders. They have also been at Lee-on-Solent.

Paul West and John Peters competed in the South Western Jubilee Road Race over 36 miles at Ellens Green, just over the 'border' in Surrey. Paul finished 13th and John 15th.

THE MYTH OF LIGHTWEIGHTISM (or how to learn to love your 40lb bike).

You probably know the cyclist who has the lightest bike in Worthing. He has a carbon fibre frame and silk tubulars, has removed half of his spokes and drilled every alloy fitting full of holes. He drools over advertisements for the latest titanium goodie.

"Lightweightism" can become a fetish, an obsession which soaks up money and causes frequent maintenance and replacement of parts. Cyclists fall for the lightweight fad because of the illusion that lightweight bikes go faster or are easier to pedal than heavier machines. So they do, so they are - but the advantage is surprisingly small. Weight saving is essential to the racing cyclist who is prepared to risk a puncture or other component failure to gain a split second in the final sprint. But for the great majority of cyclists who ride their bikes for leisure or to work, the superlightweight offers no discernable advantage. The ever so slight reduction in effort required to propel it, is more than outweighed by its expense and unreliability.

Take two bikes, one 9 kg. the other 18 kg. add a rider, a say 63 kg. (10 stone). Now that rider and machine weigh 72 kg. and 81 kg. the difference between them is less significant. It has been shown in research by several people, that on a level road, the effort required by the rider of the lightweight bike to travel at 15 mph will carry the rider of the heavier machine at 14.8 mph. A long steep climb that will take the rider of the lightweight 30 mins. to climb, will take 33 mins by the heavier machine with the same effort.

Of course the heavier bike will be noticeably faster/^{on}down hill swoops as can be seen on any clubrun or tour. There is a story of a rider in the Tour de France having a feeding bottle weighted with lead shot handed up to him just before a long descent.

So there you are, on a days ride, your light-weight will save you a few minutes, provided that it doesn't puncture, break a spoke or otherwise let you down.

A "heavy" bike has many advantages for the 'non racer'. It can be stronger and more reliable and have more comfort and convenience accessories. Start with a strong frame and forks. Fit wheels with strong gauge spokes and reliable tyres. Include a leather saddle and heavy duty brake and gear cables, wide mudguards and flaps, water bottle and a lighting set. Fit a rigid carrier and add a large waterproof bag, carrying a few basic tools and odd spare and waterproofs. With an elementary knowledge of mechanics you will get through a tour without relying on outside help. So often one sees 'bike riders' pushing their punctured machines home for repair - not very practical when 600 miles from home or out on the North Yorkshire Moors or high up a mountain pass in the Lake District, which after all, is what cycling is all about.

(adapted from a 'down under' magazine)

MILK RACE DRAW

Dave Hudson and Alan Matthews thank all those who bought, or helped to sell tickets for the BCF 1977 Milk Race Draw. Alan was sent and sold 16 books. This made Dave think (£££'s). Dave got the ball rolling (or wheels turning) by first writing for 100 books. These were eagerly swallowed up so he wrote for more and more, until eventually he had sold 270 books. Of the 10p charged for the ticket - 5p goes

to our Club netting a total of £70. This was an excellent fund raiser and Dave is prepared to organise the scheme for the Club next year. Please give him the same, if not more support and help Club resources.

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Worthing Harriers?

We used to have a member who was ^akeen enthusiast of this group and I heard of another up and coming candidate. Don Lock has taken to another form of exercise - that of running. His neighbour goes for short (?) evening jogs (?). Don was reliably informed that they were easy circuits. So off went the pair one May evening.....well Don wondered where the turn was. They kept running from Durrington through the houses and backways to Broadwater and then started the climb to Offington. It was here that Don ceases to remember what happened.....suffice to say they got home, 5 miles in 32 minutes or 9.375 MPH. Later that evening, Dons wife heard him say, "I am quite clear headed, but I've had it from the waist down!" - well you know how neighbours talk.....

.....good on you Don, my other sporting interest is long distance and mountain walking. It would be interesting to hear from other members about their secondary sporting interest.

Ed.

OH DAM

By now, Dave Hudson has probably given you a hand-out on the next Continental Mini-bus Weekend going to AMSTERDAM AND ROTTERDAM. If he hasn't and you are interested, or if he has but you have lost them, then see him pronto.

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STICK UP

The following Bike and Car stickers advertising our pleasant pastime are available for the asking:- PEDAL POWER, GO CYCLING, GIVE CYCLISTS ROOM-MOVE OUT. (See Dave.)

BROADSTONE SCHOOL

Chairman Charlie and George Matthews have started giving a series of talks to the school after a request from the Youth Tutor. He thought that interest in cycling in the school was sufficient to ask our club to lay on something for the youngsters. He was right, Charles has found the response, and the kids are keen to learn of our activities, although Charles is not using this as a Publicity Campaign. It is aimed at giving a broad background to cycling events and may include racing when sufficient interest is shown. A slide show has already been given, and future plans include demonstrations of cycle maintenance in the school workshops.

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CHATSMORE FETE

19th June

... Held in the school grounds, near Goring station, there was an unusual feature to this fete. On a dry, overcast and windy day, Chairman Charlie and Ian Reader (our public relations man) turned up (no these weren't the feature) to stage an exhibition/display board of Club and cycling literature consisting of B.C.F. & C.T.C. posters, plus 2 old fashioned cycle posters lent by John Mansell.

Two sets of rollers, ridden by George Matthews, Ian Reader and John Peters were attracting attention. Several people showed interest in visit the Club. Six people tried the rollers! At 5.30 when the fete finished, and just as Denis Dean had collected the boards, the Heavens opened.....

.....anyway, lets hope there was some use in staging the exhibition and the Club thanks all those concerned.

Keith wasn't going to be caught out with a puncture when riding pressures, and instead of carrying a repair kit, sensibly chose the modern tourists method of carrying a spare inner tube - for simplicity and quickness. However, on receiving a puncture, he went to remove the tyre, and found the one tool designed for the smooth running of this operation (a tyre lever) absent. Quick to improvise, Keith was seen removing the offending tyre with two coins and a spanner!

A ROUND TUIT

At last the Club has a sufficient quantity for each of you to have his/her own! - Guard it with your life. These Tuits have been very hard to come by, especially the round ones.

This is an indispensable item. It will enable you to become a much more efficient worker. For years we have heard people say - "I'll do that as soon as I get a round Tuit". Now that you have a round tuit of your very own, many things that were in need of being accomplished, will get done.

GENERAL NOTE

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

COME HOSTELLING

Hostel Feature

For people who enjoy exploring the countryside, Youth Hostels provide the right sort of accommodation. Simple yet comfortable and at the right price.....Where saddlebags don't cause raised eyebrows and everyone is friendly.

YHA (England & Wales) provides over 250 hostels
YHA (Scotland & Ireland) provide 150 hostels, and
there are nearly 3000 in Europe and several
hundred more in other countries.

Hostels themselves provide dormitories, washing facilities, a common room and a fully equipped kitchen where you can cook your own food. Don't enjoy cooking?? - then many hostels also provide meals. Old hands help the newcomer and everyone lends a hand with simple domestic chores. (One duty per overnight, takes 5 - 10 mins.) This helps to keep the charges down.

Hostel buildings are usually of considerable interest. They can range from a shepherd's hut to a Norman Castle, including farm buildings, water mills, rectories and mansions. They range in size from a dozen beds to over 200.

More details are available from the Club room or just ask someone from the 'touring section' about their hostelling experiences and watch the Club room lists for details of Hostel Weekends.

FOOTNOTE The Adur-Arun Local YHA Group has just been formed. Meetings are held on Thursday evenings at 7.30 pm at Worthing Sixth Form College, near Durrington Station, for Slide Shows, Games, Talks and a Beauty Contest!!! Looks promising but don't leave the club altogether....Further details from:

Thomas Pickett, 10 Hailsham Rd., Goring
Worthing.

EVENING TEN SERIES 1977

Early Results

Event No. 1 (12.5.77)

30 Starters set off on the Washington Course in dry conditions which helped to produce some good times:-

Keith Dodman	24.00	John Peters	26.33
George Matthews	24.23	John Cheetham	26.57
Graham Tooley	24.40	Mike Poland	27.22
Pete Reeves	25.04	Kevin Tilbury	30.03
Nigel Burrows	25.28	Neil Scott	31.00
Paul Toppin	25.31	John Gildersleve	31.26
John Antram	25.32	Robert Powell	31.38
Don Lock	25.55	Simon Cornelius	31.53
Duncan Waghorne	26.02	Andrew Lock	34.06
Ray Douglass	26.04	Paul Macmillan	34.30
John Williams	26.21		

Event No. 2 (19.5.77)

40 Starters - reasonable conditions:-

George Matthews	24.19	Mike Poland	27.57
Pete Reeves	24.57	Kevin Tilbury	29.00
Keith Dodman	25.02	Roger Aylmore	29.25
Duncan Waghorne	25.19	Robin Holden	29.44
Graham Tooley	25.22	Ian Reader	30.18
Paul Toppin	25.45	Robert Powell	30.19
Nigel Burrows	26.01	John Gildersleve	30.27
Paul West	26.28	Wilf How	31.20
Don Lock	26.34	Neil Scott	32.11
Ray Douglass	26.48	Andrew Hawes	32.12
John Peters	26.54	Simon Cornelius	32.33
John Cheetham	27.03	Paul Macmillan	34.38
John Williams	27.15.	Andrew Lock	34.45

Event No.3. (26.5.77)

Dry and reasonable conditions:-

Keith Dodman	23.33	John Williams	27.24
Pete Reeves	24.55	Mike Poland	27.51
Graham Tooley	25.01	Kevin Tilbury	29.02
Paul Toppin	25.26	Ian Reader	29.26
Duncan Waghorne	25.30	Robin Holden	29.44
Colin Miller	25.31	Robert Powell	30.18
John Mansell	25.49	Neil Scott	30.18
Nigel Burrows	25.54	Simon Cornelius	32.49
Paul West	26.09	Andrew Lock	34.22
Roy Holden	27.18		

Event No. 4. (2.6.77)

Pete Reeves	24.50	Nigel Burrows	26.55
Don Lock	25.22	Mike Poland	27.04
Graham Tooley	25.42	John Peters	27.06
Paul Toppin	26.03	Neil Scott	28.59
Alan Orman	26.10	Robin Holden	29.41
Roy Holden	26.26	Robert Powell	30.21
		John Gildersleve	30.37

A five mile time trial was held before the 10 mile event - the youngsters having a series of four events during the summer months, competing for two new trophies kindly donated by Denis Dean.

Kevin Tilbury	13.15	Colin Hardy	15.52
Andrew Hawes	15.01	Andrew Lock	15.49
Simon Cornelius	15.21		

Event No.5 (9.6.77)

Wet and windy conditions - only 5 Worthing members.

Pete Reeves	24.52	Duncan Waghorne	26.07
Paul Toppin	25.07	John Gildersleve	31.13
Nigel Burrows	25.32		

George Matthews	Archer/Cutty Sark	23.53
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Event No.6 (16.6.77)

Keith Dodman	23.12	R. Holden	28.11
Peter Reeves	24.31	Neil Scott	28.14
Don Lock	24.45	Ian Reader	28.18
Paul Toppin	25.04	Kevin Tilbury	28.24
Duncan Waghorne	25.06	Robert Powell	29.06
Graham Tooley	25.18	Wilf How	29.13
Ray Douglass	25.36	Andrew Hawes	30.30
Roy Holden	25.39	Colin Hardy	30.32
Nigel Burrows	26.14	Andrew Lock	32.06
John Peters	26.23		
Mike Poland	27.22	George Matthews	23.15.

GLOUCESTER BOTTOMS TOURING WEEKEND

19th & 20th March 1977

At 7 am on Saturday 19th March, Chris Beckingham, Adrian Loska and myself, with our own bottoms seated comfortably in my Transit Van, headed for a weekends cycle touring in the Cotswolds.

This particular weekend was organised jointly by Dursley Road Club and Chippenham Wheelers. The headquarters were Coaley Village Hall, where upon arrival at 10.45 it started to rain - despite our sunny drive to the area. Nevertheless, without hesitation, we unloaded our machines, hid under our capes, seated our bottoms on the saddles and set off for a short 10 mile warm-up ride.

By now you must be wondering what all these bottoms are about. Well read on:-

The high Cotswold Plateau to the east of Coaley is well broken by steep-sided, often beechwood clad valleys many of which are known as Bottoms - (not backsides!) It is an area of fast flowing streams which once powered hundreds of watermills

some corn, but most engaged in the once great and famous Gloucestershire Woollen Trade - streams that rush out into the sudden flatness of the wide Vale of Berkeley towards the tidal River Severn

On returning to the village hall, riders were arriving from various clubs, including as many as 27 from the South Bucks D.A. C.T.C. (how nice it would be for our club to have such turn outs!) After indoor packed lunches and many free cups of tea from a large urn (which Chris very quickly calculated held enough for 200 cups) we were all set for the afternoons guided Tour.

Leaving Coaley at 1pm we started a rather stiff! climb, that had those, without bottom gears under 40", on two feet. Views from the top of Coaley Peak were quite something, with its panorama of the Severn Valley, Forest of Dean and the Welsh Hills. Our ride continued via Selsley Common and Woodchurch, passing by the Bentley Piano Works - typical of many local industries, in that it probably grew by using the skills of the unemployed cloth and associated workers when the cloth trade died. A mill is known to have been on the site since at least 1605 and in 1788 it was visited by George (Matthews!) - no sorry George III (and not by bike).

Near to Nailsworth we viewed Longford Mill which is one of the few mills still producing woollen cloth in the country. In its day it was one of the largest mills and its setting is one of the most beautiful. Basically, it is 1810 vintage with a great deal added on from time to time. The mill pond which at one time covered 15 acres was created in 1806 by the 150 yard dam across the stream. The mill had at one time, three water wheels.

Above the mill, behind the woodlands, is
Gatcombe Park - home of Princess Anne.

It was now 3 o'clock and since Excelsior members prefer not to miss their mid-afternoon cuppa, it was decided to part from the peleton and head into Nailsworth to put matters right. During our stop the sky opened up, so for the 9 mile ride back to Coaley, it was weatherproofs all round. The rain however, gave Chris an opportunity to try out his new sou'wester.

Having washed, changed and sipped hot tea, we watched a short Mumming play - a colourful, entertaining play that has its roots some 1500 years back in our past. At 5 pm. we drove into Dursley at the suggestion of the event organiser in search of an establishment which would provide a tasty steak, but alas, the few places there were, had either closed down or were not opening until late. Neville Chanin (now resident in Stroud) and his fellow riders from the Croydon area had found nothing either. So they locked their bikes in the market square and climbed aboard for a 15 minute drive to Michaelwood Motorway Services on the M5, knowing that a quick meal could be had there. Having ploughed our way through soup, steak and kidney pudd. and trifle, we headed back to Dursley to drop off the riders, and then all headed back to Coaley for the evenings entertainment, provided by the very humorous Jim Willis on "THE DELIGHTS OF CYCLE TOURING". A wide selection of colour slides were shown portraying our wonderful past time. Jim is well known in the Midlands where in May (on the same day as the annual cyclists service) at Meriden he organised an exhibition of Frank Patterson's pictures. (I understand he intends to do likewise next year - is anyone interested in a weekend in the Midlands?

Accommodation varied for the riders, some stayed at Slimbridge Youth Hostel, others at local guest houses and the remainder, including Chris and Adrian, the village hall floor was their mattress for the night. (I slept in the sleeper cab of my van).

Sunday morning, although windy, was at least dry and at 9.15 am. about 120 riders departed from Coaley for another days Tour. We chose the medium distance of about 55 miles, our group consisting of about 30, including 2 tandems. The first few miles to Dursley were undulating followed by a long drag up Whiteway from about 100' to 816' having many bottoms off the saddle!

The wind assisted ride through the delightful Costswold lanes had the miles passing by quickly and within a couple of hours the Severn Bridge was in view. So again the Excelsior trio made a break-away group and headed to the known Aust Services at the eastern side of the bridge and the cafeteria for the well earned coffee and cakes. After looking towards Wales (on the other side of the bridge) we retraced to Tockington Village Hall where riders from all groups were tucking into their chicken soup, generous sized ploughmans lunches and of course the never ending cups of tea from the travelling urn! (we soon joined them!)

Feeling all the better we pedalled north against the strong north-west wind through the multitude of scenic lanes, passing members in the slower groups and being over-taken by members of the faster ones. Along one particular lane, we saw a stationery cyclist waving something and shouting something at the riders. Upon our arrival, we immediately recognised him as Ian Ingram - the Warden of Slimbridge Hostel, looking for the owner of 'one towel' left at the Hostel. Had we

had a tail wind it would have been useful as sail. Shortly afterwards we arrived in Berkel and quickly made our way into the shop-cum-caf for a welcome three's.

The final miles back to Coaley were far from easy as the wind was not only trying to stop us, but beat us backwards! however, we did make the Village Hall eventually, where we quickly reloaded the bikes into the back of the van, washed and changed before the heavy rains descended upon those struggling away on the road, and those struggling to secure bikes on the roof racks. Of course we were sorry for them, but wasted no time in tucking into our cooked tea of Gloucestershire hot-pot, fruit jelly and cream, cheese and biscuits - y and of course the welcome tea from the urn!

After thanking Dai Evans, the weekend organiser we said farewell to our fellow tourists, telling them we'd see them next March, for "A White Horse Weekend" being organised in the Chippenham area. Then we headed home, with a quick stop at Members Services for further refreshments. Arrival home was about 10 pm. A most enjoyable weekend in good company and in a wonderful touring area. Why not join us next time??

David Hudson

Cost:- Slide Show, Sun. lunch + tea £1.65 Van £4.00

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THE SPRING BANK HOLIDAY TOUR 1977

OR THE JUBILEE JAUNT

My turn to organise, and after the superb initial efficiency of John Mansell in 1976, I was somewhat apprehensive, particularly as I had but little time at my disposal and for 1977 we had not the usual 5, but 6 days to plan for. The first decision made well in advance, was that we would revert to the good old fashioned tour, which started by bike, not the first 200 miles by car. The area was the second consideration, and here we plumped for a north-west by west heading for Chippenham and Gloucester, then after taking in Monmouth, a northerly bearing to Leominster, before heading home in three stages through Evesham and Swindon. Not exactly a Tour of Britain, but something between 400/500 miles, with the bigger distances on the first and last stage. The only rules laid down were that the first and last days routes would be by common accord and fairly direct, while the leadership of the other days was to be shared out. Leaders or navigators were designated and it was naturally their responsibility to provide adequate maps of their route. 'Adequate maps' was by implication to exclude maps from the backs of diaries and those printed by petrol companies. It was also considered essential that elevenses, lunch and tea should be found every day. With C.T.C. accommodation booked at Chippenham, Monmouth, Leominster, Evesham and Swindon we set off at 8 hours on Friday June 3rd.

That is Ray and I set off from Worthing, meeting Keith at Wick and then after traversing West Sussex roads to Petersfield, met John Mansell for elevenses.

First black marks of the tour went to yours truly and three down by elevenses wasn't very good - one off for wearing tracksuit not shorts - one for brake trouble at Wick and another for a loose saddlebag support near Harting. Still John lost marks by not reaching Petersfield until 11.10. approx. As well as cafe tea, we were here to enjoy a slice of delicious dundee cake, produced by Ray: one of his recent excursions into the culinary arts.

The route was not exactly by common accord but we made our way with good pace (something which was to be a feature of the tour!) out to West Meon Hut, and Bramsdean, then to Alresford for the first of some pretty good lunches. Ray prompted us then on a route through the water-cress beds (not literally you understand) of Hampshire, under the subway at Micheldever Sta. and on to Whitchurch. What a dump! - Friday afternoon and no wher to get a cup of tea, and this, quickly becoming what was to be the hottest day of the tour. The Eastern end of Salisbury Plain was crossed via the villages of Hurstbourne Priors and Hurstbourne Tarrant, Burbage, and into Pewsey, a delightful little place. Mainly because of its little cafe where you could get pots of tea for 12p and get 3½ cups from the pot! - very noteworthy. By now distance was beginning to have its effect; Ray was just getting into his stride, and I was beginning to blur over. I know we passed through Calne and somehow just avoided Devizes, and I seem to recall Ray reminding us of some history of Roundway Hill, he'd obviously seen the cross swords on his Ordnance Survey, a date of 1643 and a ht. of 852 - I'm convinced it was the other way round!

Down then into Chippenham with its famous sausage factory named after the great sprinter,

and its infamous one way system which added at least 2 miles to our journey, plus a half mile walk, just when I was ready for bed. Digs were all right, in fact we were next door but one to the address we had booked at; a bit noisy perhaps but quite comfortable. The highlight of the evening for John was watching Crawley win 'It's-a-knockout' on the T.V. The beginnings of a political discussion with a rather hard to understand Asian gentleman then reminded us that we were hungry, so a quick walk to the first presentable looking cafe - Chinese of course - and a good meal to end the day.

It was with considerable apprehension that I had faced the tour; it was indeed only after about 50 miles on the first day, that I was reminded that I was riding with the Club's fastest 100 miler of the year, Keith; the fastest 50 miler of the year, John; and the current 3 distance leader of the B.A.R., Ray, but above all this, there was my concern over the route on my day when I was leader. I had taken the plunge and gone for Saturday: (a) because I thought there would be no lack of cafes and (b) to get it over with.

Off then from Chippenham and immediately down on schedule. Elevenses at Stroud looked out the question very early on, however, we were soon on the lanes and just a cursory glance at the map, with confidence growing all the time. I do so wish that the lady whose Uncle had been a champion of Europe on a Penny Farthing, hadn't stopped and asked me if I was lost - champion of Europe on a Penny Farthing! - sounds like Ray's 24 hour on a chocolate biscuit, but that's one of the legends of 24 hour riding you'll have to ask Ray about. Anyway, I digress,

and thats about what we did, to drop from the main route down into Castle Combe, looking very colourful in its Jubilee dress and clearly ready for the celebrations. John thought the flags were out for his arrival but I don't think that was the case. There was no sign of the push-me-pull-you, or Doctor Doolittle, so after a rest on the bridge across the stream and a quick photo or two, on we went. The climb back out was not greeted with too much protest, so all was well to that point. Up then to Badminton, with its Royal connections and to the hilly town, very aptly named, Wotton-under-Edge. Our arrival here was greeted by loud proclamation by no less a person than the Town Crier himself, although Keith interpreted his announcement as relating to a forthcoming Ox-roast. Despite bustling with Saturday morning activity, this was another place that could not claim a refreshments dispensary; that is until one kindly soul suggested we tried the local school, where the church was holding a coffee morning. Could we go in there and mix with the gentry? and with shorts on?! of course!! said Ray, and the coffee and bickies at 15p a time were very good, especially when the second round was given to us with the blessings of the Church. They probably thought we couldn't afford long trousers! Adequately refreshed we headed north skirting Nympsfield and down off the hills into Stroud.

I'm not sure why, but we seemed rather hastily to plump for a Seed Restaurant for lunch and no matter how good it may have been for me, I didn't exactly enjoy the soya and other, no doubt highly rated, weeds and seeds planted on my plate.

I had been determined not to go across the Severn Bridge and was pleased at this decision, for Gloucester provided three's after tackling the hills (walking for me) in the pretty area around Painswick and Sheepscombe.

There were some rumblings of complaint over the section of 'A' road that then had to be covered, but sympathy when a planned bridlepath route was found to be non-existent. We soon entered the Forest of Dean after Cinderford and begun the very severe undulations of the road through to Coleford. The last few miles saw us passing through Staunton and then into Monmouth by about 7.00 pm. The accommodation was about half a mile outside the town and was again quite reasonable.

That evening we had a walk into the town and chose "Wally and Beryl's" cafe for some very foreign but quite nice dishes, followed by sundaes and would you believe - knickerbocker glories. The meal was obviously very mentally inspiring for Ray who trounced us at scrabble and quickly solved a typical Keith Dodman 'logics' puzzle. We had covered about 65 miles and the weather, cooler than the previous day, had been just right for cycling.

A grey overcast morning greeted us on Sunday, and this, sometimes accompanied by drizzle, with strong cold winds from the north-east, was to be the order for most of the day. The evening with some bright sunshine provided the best of the weather. John had warned ('for it was he' - now in charge) that being Sunday, we should travel with reserve supplies of food, so chocolate bars and the like were purchased before leaving Monmouth. That night we booked in at Leominster, due north, but with John at the map we go west and follow a delightful route through lanes, cleverly avoiding anything with a name to it, and on to

Abergavenny on the dot of 11 o'clock. We tarried somewhat over elevenses and after only a few miles, stopped in a most inviting pub near the village of Mardy, ostensibly we stopped for a drink, but the pub lunches they were serving looked great so we stayed on. This gave Keith time to fill in some entry forms while we were eating. Apparently you eat a lot less when you are fit. I wouldn't know! From here we headed north and it seemed, ever upwards as we climbed over the eastern end of the Black Mountains, into a howling, freezing north-easter. Keith found it slowed him down, John found it hard, Ray was struggling on 28" bottom and I was on my knees. With relief, although I admit there was a splendid view from the top, we plummeted down into Hay-on-Wye, and we had to hand it to him, the timing was perfect, just right for three's. Hay-on-Wye is apparently famous for its enormous second hand bookshop, with something like eleven branches in the town. John being an enthusiast spent an hour looking round, while other supported the local cafe.

With better weather, we now headed east and along the valley of the Wye through Moccas and with much comment through the villages of Mansell Gamage and Mansell Lacy. Weobley with all its very well preserved Tudor buildings found us back onto main roads (A.4112) and so into Leominster by about 6.30. The ride from Hay had taken rather a long while, as John had two punctures (Ray told him he had known seven)? and on one of these stops we were in conversation with a farmer who gave us a demonstration of the working qualities of his dog, in getting a couple of bulls, first out of, and then back into, their shed. He said he had sold a bull to someone at Findon a week or two before. Leominster digs were good with nice coffee. and biscuits with our scrabble, won I think by John.

We notched up another 70 miles and we hoped
for better weather.....

DON

.....This long and interesting tour
must continue in the Autumn issue (out in
October) due to lack of space - Ed.

DISCREET RETREAT?

On a Club run recently near Ewhurst Green,
Joe Simpson's zip came adrift.....oh dear....
So he turned his 3 wheels southwards and
pedalled home via the quietest lanes at full
speed.

A DUKE OF EDINBURGH AWARD

The Duke of Edinburgh's award scheme was the
reason for Duncan Waghorne joining the Club. For
the silver award Interest Section he chose
cycling. Since receiving the silver award his
wheels are now revolving towards the Gold.

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FREE WHEELING'

Free Cycle Tickets

Not quite so straightforward as the scheme may
have been, but nevertheless, welcome while it
lasts (1st June - 30th September). Previously
you paid half adult fare to a max. of £8.00 ret.
for the accompanying cycle.

NOW YOU PAY NOTHING!

British Rail is anxious to access the interest
in, and demand for, accompanied bikes amongst
rail travellers - therefore, you have to apply
to the C.T.C. at Godalming for the tickets, and

for this you must allow 7 days. Application forms are widely available or locally from Dave Hudson at the Clubroom.

Hopefully, this concession will be followed by an easier scheme with no advance booking, but in the meantime, see club run lists for details of the Club 'Freewheeling' venture (no not Downhill')

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WEST KENT BLOSSOM's WEEKEND

14th & 15th May 1977

West Kent D.A. had their first venture into the 'open weekend' scene to bring some of the main beauty spots Kent has to offer to the cyclists' notice. West Kent is a very strong group and the weekend was well attended.

We had our representatives there, to sample the delights that these weekends have to offer! Dave Hudson and **Chris** Beckingham supported the runs on both days and found them superb. On the Saturday evening there was a slide show 'Awheel in Kent' together with a film of Bike Week on the Isle of Man. The night was spent in Kemsing Hostel or camp ground and Saturday was Dave's first day in shorts this year!

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LOCAL CYCLE DEALERS

Please forgive 'Worthing Wheel' for the note about Ken Ryalls (last issue)- nothing hurtful was meant, although it appears to have been taken that way.

You must realise very few members go to Heathrow every weekend.

CURRENT RUNS LIST TOTALS

Dave Hudson	66
David Mills	53
Duncan Waghorne	45
Derek Smith	38
Ray Douglass	37

