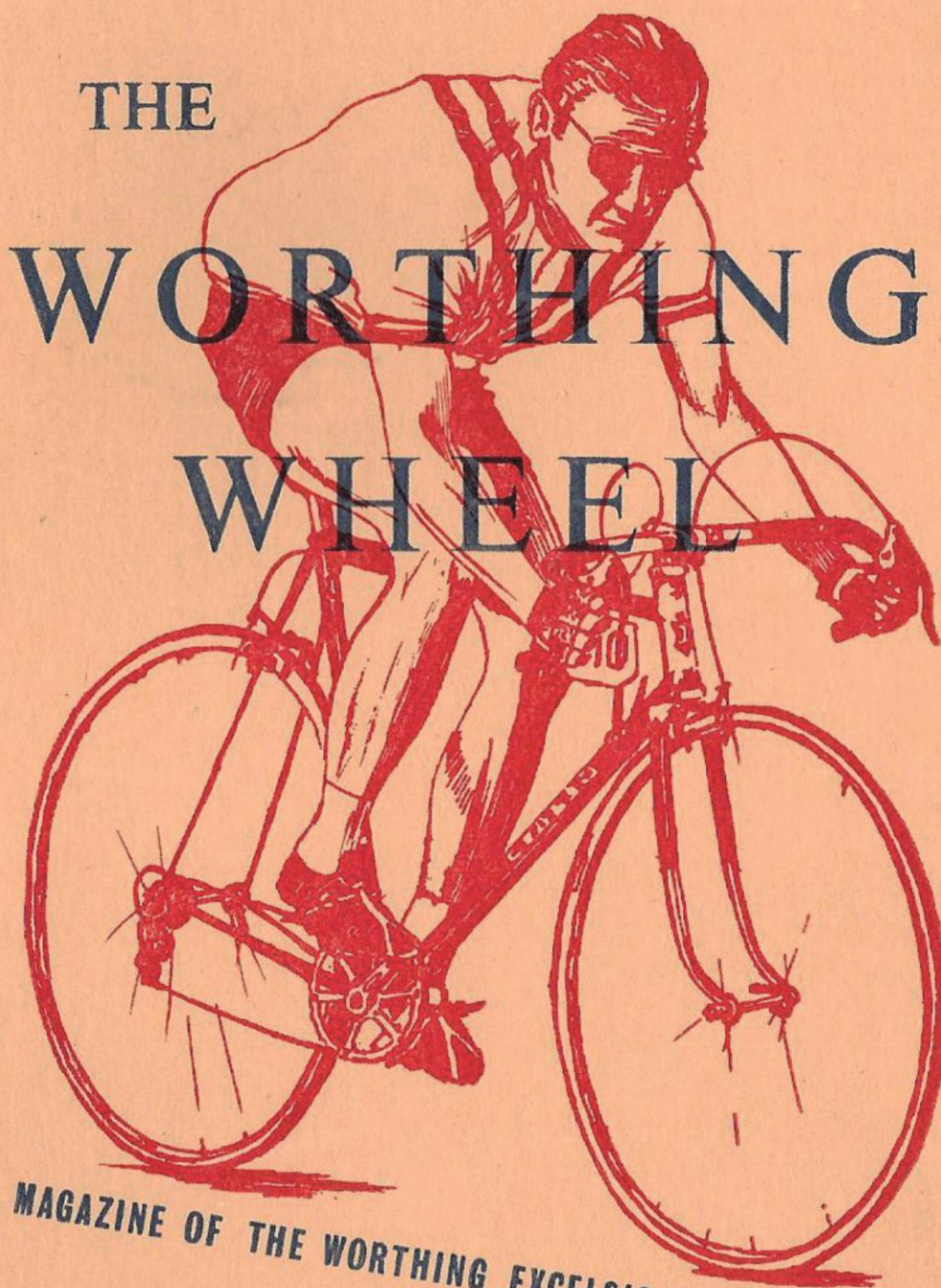


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# THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

WINTER 1977/8

Vol 10 No 4

THE WORTHING WHEEL

The Journal of  
THE WORTHING EXCELSIOR CYCLING CLUB

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## EDITORIAL

We have to announce, with sincere regret, the passing-away of Mrs. L. Cook (Lightweight Dealer) of Westbourne Street, Hove. She died of cancer on Thursday 8th December 1977. The funeral was on Thursday 15th December, and a spray of flowers were sent on behalf of the Club. She will be greatly missed by all the members of local Cycling Clubs and more especially, by the youngsters, for the help she gave them in their purchases. Until such time as another equally generous lightweight dealer opens in the Brighton area, we are all going to have further to travel to buy our "lightweight goodies".

An abundance of information and articles for the AUTUMN issue, meant carrying some of them over into this issue. Apologies then, to contributors whose articles didn't make the correct edition. Apologies also for the late issue of the AUTUMN mag. This was due to a 'technical hitch' in the duplicating, and thanks go to Sonia Mansell for retyping the affected stencils so quickly.

In this issue, we have a round-up of last seasons racing points together with a few end of season racing reports. More importantly perhaps, for the 'fast men' of the Club, a fairly comprehensive 'diary' of the coming season is reproduced. With an end to the racing calendar, comes the Social Season, when we have dinners, slide shows and get-togethers etc., but more importantly an increase in the size of the Club Run. The evening "Soup Run's" are very popular at the moment and lets hope they stay that way.

Derek.



## TWO MACHINES

Always providing that there is sufficient accommodation, the policy of having two machines is certainly the wisest, and in most cases, costs very little, if any more, than keeping only one. The man who has ridden a machine regularly for 4 years, as many do, can hardly hope to get more than £3 for it without going to the expense of new enamel and plating, and by keeping it he will almost save that sum on the new machine. All those muddy days, which so soon spoil the beauty, though not the utility, of the machine, can spend their rage on the old jigger, which, too will prove a veritable blessing when the new one is "hors de combat" (out of condition to ride, Ed). Another way in which the spare machine is useful, occurs when one happens to have a guest staying. If he cycles, he need not trouble to bring his own machine; if he does not, his eternal gratitude can be earned by teaching him to ride, a thing no one would dream of doing on his best machine.

Finally, one is assured of popularity, for the man with a machine to lend, is almost as popular as the man with money.

"Cycling" 1906.

## A WET WEATHER TIP

In riding during wet or dirty weather, it is found that the mud thrown up by the wheels on to the mudguards, instead of dropping off, collects and if allowed to dry, difficulty is experienced in scraping it off. If however, the inside of the mudguards is coated with vaseline the mud will not adhere, with the result that the machine is kept much cleaner, and there is less labour afterwards.



## NEW FOREST

Saturday 23rd July 1977

An early start at 7.15 a.m, meeting at Offington. Dave's arrival was 10 minutes late due to his papers being delayed. Christine arrived in her Volkswagen with her cycle on the roof-rack. Dave put the 5 remaining cycles in the van to join his - the machines belonging to: Andrew Palmer, Neil Scott, John Ferrigno, Dave Cotton (of the B.E.C.C.) and myself. Each bike was individually wrapped in thick felt for the journey. With Dave C, Dave H, and Neil in the van, and Christine, John, Andrew and myself in the car, we set off in convoy heading west towards the New Forest.

After an eventful journey, Dave arrived 6 minutes ahead of Christine who had been directed over a longer route through Southampton. The bikes were assembled with saddle bags, tyre pressures were checked, and we were off.

The first stop was 100 metres away at the New Forest Cafe in Lyndhurst. I ordered one white coffee and one black coffee, and Dave Cotton sitting at the same table also ordered a coffee which confused the waitress, until we explained the black coffee was for Christine who was in a shop across the road.

Unfortunately we spent a few minutes longer over coffee than our schedule allowed and although some fast riding followed we arrived at the C.T.C. Campsite at Roundhill, just as the organised club run was leaving. Neil and Dave C. lost us in the campsite and by the time we had found each other, the club run was well out of the site. Peter Knottley - organiser - told us that the club run was heading ~~for~~ Brockenhurst via Lyndhurst, ~~so~~ we took a roundabout route back to Lyndhurst, hoping to meet up with the run, but no luck!



In the evening we learnt from John Antram - who had been camping there for the week with his family - that the run had taken a 'rough stuff' route on tracks past Lyndhurst and on to Brockenhurst. In the meantime, we followed the Rhinefield Ornamental Drive to Lyndhurst and had another coffee in the same establishment before setting off again. We followed the lanes and forest tracks to avoid the main road traffic.

Our route to Burley, which was to be our lunch stop, went via Pikeshill and Emery Down and an Ornamental Drive - which can best be described as a collection of exotic trees stretching for several miles either side of the road. This was followed by some undulating lanes which brought us to the pub after a short climb. Our enjoyable ride in the warm morning air had made us all thirsty and hungry.

We arrived at the country pub, full of cars and holiday makers with blaring Juke Box. A cool drink helped to wash down the sandwiches. This was followed with ice cream by some members. With temperatures by this time reaching 70°F, (21°C), I was wishing I had worn my cycling shorts as all the others had. After lunch we brought out the maps and decided on the afternoon's ride. As we left the pub there was a mad sprint for the top of the steep hill rising up from the pub, which soon used up any excess energy.

We left Burley and went via the 'Naked Man' (at Christine's request!) and then by paths to Brockenhurst for threeses. From Brockenhurst we were soon off the road and on to some 'roughstuff' made up of a loose stone track 6 metres wide. This however shortly turned in to real roughstuff with ruts 300 - 450 mm deep (12" - 18" deep), which caused several



near accidents and eventually everyone dismounted for the last few metres. Once remounted, the tracks became more what you would expect for the New Forest and we continued our journey back to Brockenhurst.

Having located the local cafe, we ordered pots of tea, and Christine indulged in a slice of gateau, but whilst tea was being taken, Andrew Palmer and Neil Scott decided to go for a training ride back to the car park in Lyndhurst. We reassembled at the van at 5.30. p.m. and after loading on the bikes we drove back to the C.T.C. camp site. A tour of inspection then followed to view some of the unusual machines which included a tandem trike, complete with detachable trailer, and a bicycle built for three. With hunger setting in again, we assembled our picnic stoves and prepared our bacon, sausage, eggs, tomatoes and fried bread. Dave H. brewed up some tea and everyone was soon satisfied.

After meeting many of the campers as they prepared for their final nights barbecue, John Antram told us of the club runs he had been on during the week, and we left him and his family to enjoy the barbecue with the rest of the campers as we headed east for home, after an excellent 'day in the Forest'.

Ian Reader.



## CLUB RUNS ATTENDANCE

About 50 different Club members rode at sometime with the Club during the last season which started on 4th October 1976 and ended after the tourist trial on the 9th October 1977. We publish a list of names below, of those who have totals in 'double figures' when adding up points collected for attendance on runs. The points are awarded (for those who are not sure), in the following manner:

- 1 - Out to 11's or tea
- 2 - Out to 11's and lunch
- 3 - Out to 11's, lunch and tea.
- 2 - Evening runs
- 3 - Motorised day run
- 6 - Hostel or motorised weekend

The award is a cup, presented to the individual with the highest total, at the Club Dinner in November.

It should be noted that 2 of the girls riding in the Club, have got into double figures. Many members not mentioned have recently joined the club and will probably be in the running next year - watch out Dave!!

1.	Dave Hudson	74
2.	Duncan Waghorne	62
3.	David Mills	56
4.	Derek Smith	43
5.	Ray Douglass	41
6.	Neil Scott	30
7.	Bill Webb	29
8.	Don Lock	23
9.	John Mansell	21
10.	John Ferrigno	20
11.	Ian Reader	18
12.	John Gildersleve	17



13.	Keith Dodman	16
14.	Mike Poland	14
15.	Sarah Webb	13
15.	Joe Simpson	13
15.	Paul Toppin	13
18.	Peter Guest	12
18.	Paul West	12
20.	John Antram	11
20.	Graham Tooley	11
22.	Kevin Tilbury	10
22.	John Biddle	10
22.	Christine Barnett	10

incidentally, it may also be worth noting that if a particular member was to attend all the runs and weekend programmes shown on the club runs list then, that member would have collected 199 points.

Dave has achieved 37%  
Duncan has achieved 31%  
David Mills has achieved 28%  
Derek has achieved 21.6%  
Ray achieved 20.6%  
Neil has achieved 15%

The figures speak for themselves - let's see if there can be a radical improvement next year.

Derek.



## TOURIST TRIAL

9th October, 1977

The instructions were simple. The notice board invited all members to meet at Grid Reference 132172 at 09.30, bringing O.S. Map 198 (Brighton and the Downs), pen and pencil (and I would add an eraser), together with crockery and cutlery for the evening meal.

When you looked for the above G.R. you should have found a lay-by, north of Ashington on the B.2133 near Spear Hill, where road works have cut out a sharp bend. If you failed to find the lay-by you should have given up there and then - for the rest of the day was spent looking across the Eastings and up the Northings, for 4 figure kilometre square references or the more accurate 6 figure 100 metre reference. With watches reading 09.40 12 members were poring over maps sprawled across tarmac drives and the like, seeking the answers to questions from sections 1 and 2, given out simultaneously by Tony Palmer, this years organiser, ably assisted by Sonia Mansell, Alan and Madeleine Matthews and dog Whisky.

Section 1 had to be completed sometime before the afternoon sections and many chose to finalise answers over a pint at lunchtime. Questions such as - '3) Describe the largest item in grid square 2527 (Pond or Lake)' or '6) Describe the shortest practical route you could take with a bicycle from OS Map reference 235043 to 236044 or even '8). Give the number of crossing points on the River Adur from the mouth to the fork south of Great Betley Farm'. A little local knowledge didn't come amiss here; to know that the locks at Shoreham harbour can be crossed by pushing cycles. A more crafty one still - 11 . Crossings shown on the map but 12 including the additional Botolphs Bridge for



the South Down's Way crossing.

Anyway, you get the gist. So we looked at Section 2 'Speed judging and observation'. We were told the distance was 7 miles and were all given a different speed to keep to. The destination was Dragons Green, directly north of our start. Easy? - Oh I forgot to mention that all time pieces were confiscated. Cryptic clues accompanied the observation questions with posers like: "Does Andy live here" - Capps Cottage Shipley. (Still not there get hold of a Daily Mirror and find the cartoon page).

Strangely enough the speed-judging was a very closely fought contest with accuracy to a few seconds for some, down to a couple of minutes for others. Amazing, when the distance observations and the fact that we all had varying speeds is borne in mind! Our speeds ranged from 8 - 12 mph and included halves, giving us finishing times of 52½ - 35 minutes respectively. Some riders were observed to be counting the revolutions per imaginary minute; while others were judging from the sun's path across the sky - just as well we had a bright day!

At Dragons Green an indefatigable Theo was turning out cups of coffee for competitors and marshalls alike - there is no discrimination in this competition. Just as Section 3 was being handed out and puzzled over, our one and only heavy downpour cleared the air - and the Green of cyclists, who dived for shelter in the vehicles. Otherwise, the day was clear and bright, but a bit windy.

In Section 3 we were to follow a chosen route, based on kilometre squares. A description through each square was given - each



square worked out before leaving to give a complete route. The squares were not listed in consecutive order. Marks were deducted for errors in the proposed route when assessed by Tony. The questions from this section spilled confusingly over to a second sheet - which I didn't see until lunchtime, when we had finished. No wonder I lost three marks and got thoroughly confused with the whole section. I include some examples for your perusal and enjoyment:

KM SQ 1426 Enter square from the west on yellow road and leave whilst going north. On route you must pass a road to a cemetery on your right whilst travelling north.

KM SQ 1325 Enter square with Brooks Green to the east. Leave going north.

(Highway code questions were asked at Barns Green, thoughtfully angled at cyclists).

KM SQ 1427 Ride through spot height 56 approaching from the south-east. Finish at Inn "The Bax Castle". (Nr. Christs Hospital Horsham).

It was lunch time. Anxious bodies lounging as they saw fit. In the garden, in the pub - wherever you looked you saw cyclists. We had a generous hours rest. Some tried their hand at riding Brian Weir's trike - on which he had entered the competition. So as we handed in Section 1 we received Section 4.

Section 4 - "Go to all the OS map references listed below and answer the questions printed alongside. Plan your route before leaving, observing some "restrictions" - like: C. go down one and up two hills that are steeper than 1 in 7 but not steeper than 1 in 5. Then were 19 references.....



- (Q) 168279. Describe weathercock.  
(A) 'Sign of the Black Horse'  
(Q) 220284. Total mileage on 3-finger signpost.  
(A) Crafty! - 1 mile to Mannings Heath on each side i.e. 2 miles and no indication of miles to the other destinations.  
(Q) 201285. How much for a Police Ball.  
(A) A police notice board at Mannings Heath stating Ball tickets cost £4.00

The route skirted to the north of Southwater on wet muddy rough stuff, and we hadn't covered two miles, when out of a hedge popped Alan and Whisky: "If you hold the dog, I'll ask you to identify some pictures from this book". Having identified the Market Cross at Chichester, Chanctonbury Ring over Wiston Pond and Sompting Church, and handed over the dog, we got the pedals turning again. We cycled via Sedgewick, St Leonards Forest and Mannings Heath to complete the route and numerous questions to end at some obscure junction called Ashfold Crossways, Nr. Slougham Ponds.

The leaders waited for the backmarkers - 50 minutes in one case - to catch up, for the last and final section. Typical of what to expect of Tourist Trials - 1 mile direct to Theo's wagon at Slaughtam Ponds, but 8+ miles by Tony's route, including more roughstuff, more G.R's and questions and even questions with the G.R's crossed out! Examples:

Original name for Warninglid?

Name of Post Office?

245264 which way do the lions face?  
(luckily stone ones and unlikely to alter their positions).



The 12 trickled to the finish very slowly, greeted by an assortment of members and wives and ready for the evening nosh.

Don Lock and Andrew having ridden a few miles to Slaugham from Cowfold and the parked car. Don would have ridden the Trial but for a sprained wrist - the result of over strenuous gardening. He would probably have put the 'Cat among the pigeons' having come 4th last year!

The result was going to be close. Tony couldn't give any indication, let alone a firm result, that evening and needed to go through all the sheets very carefully; the final result showed exactly why this was!

#### Final Result

1st	Brian Weir	53
2nd	John Antram	52
3rd	John Mansell	51
4th	Derek Smith	50
5th	Duncan Waghorne	49
6th	Ray Douglass	48
7th	Paul Toppin	45
8th	Ian Reader	44
9th	Chris. Beckingham	42
10th	Nigel Burrows	40
11th	Robin Holden	37
12th	Peter Guest	
	(retired)	

Interesting and absorbing though the day was - I couldn't help thinking about additional sections that would improve it - more than just an exercise in map reading. My inclusions would be a Cycle/Tools/Spares check, a verbal observation test, and some form of cycle control test (remember the blocks at Long Furlong 1974).

Who will organise the event next year? Perhaps some of the above will be incorporated;

but above all, lets have more competitors,  
and the more the merrier!

Derek.

### BURY HILL CLIMB

Sunday 16th October 1977

Nine riders, 8 from the Broadwater stable, left at 2 minute intervals starting at 15.10 for the climb up the North Face of Bury Hill. The start was opposite the farmstead, just as the hill begins to climb; the finish was on the South Downs Way crossing.

Roy Holden was holding the riders as they strapped their feet firmly to the pedals. He was also the last and 9th man up.

Neil Scott got off to a 'flying start' by doing a 'wheely' caused by the split second delay in getting the tremendous effort from 'legs to tub' and road' via his chainset!.. He was finally placed an admirable 2nd (4.34) and was heard to remark - "I'm surprised really, I didn't seem to going particularly fast"!!! - Nice one Neil.

Second away was our 'Duke of Edinburgh' Silver award winner - Duncan Waghorne - who did a good ride but was placed 6th (4.41) due to some stiff opposition.

Simon Cornelius, the youngest competitor that afternoon, was concerned at the start about his lowest gear, but Keith convinced him that it was low enough, especially as he had less weight to carry up. A lower gear may have helped, but although Simon was placed 8th with 7.01, it was



an admirable first Hill-climb attempt.

John Peters, Paul Toppin, Keith Dodman and Graham Tooley followed up in hot pursuit and made final positions very close. John Spooner riding a private was followed by Roy Holden - who said at the start, "I might be able to ride this hill once, but I'm not going to practice first", a comment directed at other competitors who were to be seen "warming up" 20 minutes before the event, riding up the hill in tracksuits, in bright warm sunshine

#### FINAL RESULT

1.	Keith Dodman	4.05
2.	Neil Scott	4.34
3.	John Peters	4.35
4.	Paul Toppin	4.36
5.	Graham Tooley	4.37
6.	Duncan Waghorne	4.41.
7	Roy Holden	4.50
8.	Simon Cornelius	7.01
(Priv.) John Spooner		4.48.

#### 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 it's general committee.

## THE HARDRIDERS

23rd October 1977

The 1977 event was a good one, for it provided plenty of thought before the day, a fine race, and much left for discussion afterwards. Keith Dodman ~~with~~ his several wins over the course, and his recent second place in the Bognor Regis open Hilly 24 was, perhaps favourite in most people's minds, but any thought that it was going to be easy was killed (if it ever existed) by Richard Shipton's decisively faster ride in the Brighton Mitre 25, just seven days beforehand. A ride incidentally, which gave Richard his 6th sub-hour ride of what must easily be his best season ever. Keith had added to the interest by letting it be known that he was after Mick Venner's event record of 1.29.44 something which the strongish south-westerly wind would not assist. Of course he may also have been trying to 'psyche-out' Richard by dropping the word that his sights were set higher than merely winning!

Eight entries started away from Charlie Lednor from 9.01 which, bearing in mind the extra hour in bed, given us by the end of British Summertime, could maybe, have been an hour earlier with slightly less wind and certainly less traffic. Nigel Burrows with Roy Holden were the two first timers and Nigel had the doubtful privilege of trying to show the others the way round by setting off at No. 1. Mike set off round a course which he has now been riding for so long, that some say that the roads were actually laid where he had worn the route, and left Charlie at No. 2. Roy Holden was next, and first of the big two, Richard Shipton followed. There then came Graham Tooley and Ray Douglass, who quite incredibly was riding the event for the first time in 13 years. - 16 -



New to the junior ranks and promising great things for next season is Paul Toppin and at number seven, he preceded trophy holder Keith Dodman.

First incident was to happen as Keith, out of the saddle and hammering from Offington roundabout towards the Warren turn, broke a toe clip, an unhappy start, particularly in a hilly event like this. It could be that this was responsible for his eleven second deficit as he hurtled past the Amberley fork in Storrington. The distance here, 10.43 miles was covered by Richard in 25.59, Keith 25.40, Paul, already caught by Keith but nevertheless in third place 26.29. Roy, already passed and dropped by Richard but himself now ahead of Mike and chasing Nigel was fourth at 27.48. The other times were Graham 28.24, Nigel 28.36, Mike 29.31 and Ray 29.53. From here it was the foothills before the mountains and after that the big climbs and descents and the ability to descent fearlessly at 40 mph plus and the strength to climb without letting those mph's drop too much.

Brian Weir, fresh from his Touring Championship triumph, had decided not to go for the October double with the Hardriders and instead was out with his 'Princess' (.... a car - Ann was busy working of course) checking Keith and his record schedule and keeping an eye on the Shipton margin which by Whiteways had apparently turned to a two second gap in favour of the holder.

Unofficial and approximate checks at Whiteways, on the way out and the return, that's at 16.37 miles and 22.348 miles with elapsed time showed as follows:-

Richard	45.00	1.01.30	16.30
Keith	45.00	1.01.30	16.30
Paul	48.00	1.07.00	19.00
Roy	49.30	1.09.00	19.30
Graham	50.30	1.16.00	25.30
Nigel	51.00	1.11.30	20.30
Mike	52.00	1.10.00	18.00
Ray	53.30	1.16.00	22.30

Apart from the obvious comment about the tremendous scrap between Richard and Keith that these times clearly confirmed, the two most interesting observations are: what happened to Graham? and: does Mike Poland know a short cut? He was faster over that section than both Paul and Roy!

With a wind at last behind them, it was all set for a high speed return, when tragedy struck Richard on the same spot, almost, that it caught Keith in a previous year - a puncture at Houghton. Colin Miller was on hand to help but a full two minutes was lost actually stationary, and how much more in stopping and getting wound up again, quite apart from the fact that concentration was completely ruined.

Back through Storrington and with 28.5 miles covered the times were:-

Keith	1.15.15.
Richard	1.17.12
Paul	1.22.10
Roy	1.23.50
Mike	1.27.05
Nigel	1.27.45
Graham	1.31.26
Ray	1.31.55

So back to Washington and then the last fight with the wind up the by-pass, down through Findon and to the Worthing Boundary finish. A final



result that fittingly ends the season with an appetiser for 1978. A fight that must go on and get faster still - if only we had a third man we could start pulling in some of those team prizes we were picking up every week back in the early sixties. How about it Paul?

1st	Keith Dodman	1.30.46	handicap	1.30.46
2nd	Richard Shipton	1.33.26		1.32.26
3rd	Paul Toppin	1.40.42		1.33.42
4th	Roy Holden	1.42.14		1.34.14.
5th	Mike Poland	1.45.22		1.33.22
6th	Nigel Burrows	1.47.29		1.30.29
7th	Graham Tooley	1.51.09		1.36.09
8th	Ray Douglass	1.52.29		1.38.29

--Don--

#### Evening 10 Series 1977

The members below completed the qualifying rides (6 best for seniors, 4 best for schoolboys). A total of 37 Club riders, including 16 schoolboys, competed during the series. The average entry of Club riders per event was 15.

1	Keith Dodman	6	
1	Paul Toppin	6	(Best schoolboy)
3	Pete Reeves	8	
4	Nigel Burrows	14	....
5	Graham Tooley	17	
6	Don Lock	18	
7	Roy Holden	25	
8	Duncan Waghorne	26	(Best junior)
9	Neil Scott	39	
10	Kevin Tilbury	47	
11	Robin Holden	48	
12	Mike Poland	50	
13	John Peters	53	
13	Andrew Lock	53	
15	Robert Powell	57	
15	Colin Hardy	57	

17	John Williams	59
18	John Gildersleve	66
19	Ian Reader	69
20	Simon Cornelius	75
21	Paul Macmillan	79

### 5 Mile Series

A five mile time trial series was held for Juveniles (under 14's) in conjunction with the Evening Tens. The two trophies were kindly donated by Denis Dean.

#### Scratch

1st	Kevin Tilbury	4
2nd	Colin Hardy	14
3rd	Simon Cornelius	16
4th	Andrew Lock	16
5th	Paul Macmillan	19
6th	Paul Atkins	22
6th	Andrew Hawes	22

#### Handicap

1st	Colin Hardy	9
1st	Andrew Lock	9
3rd	Kevin Tilbury	10
4th	Paul Macmillan	13
5th	Simon Cornelius	14
5th	Andrew Hawes	14
6th	Paul Atkins	15

### EVENING PROGRAMME - 1978 CLUB TIME TRIALS

Evening 10's start on Thursday 4th May and continue on 11th, 18, 25th May, 1st 8, 15, 22nd 29th June 27th July 3rd, 10th 17th 24th August, with the final one on 31st August, i.e. 15 events. The early and late 10's may need to be started at 7.15 pm. otherwise starting time will be 7.30.pm. A Season Ticket to cover the entry fee will be available for the Series.

Evening 5's will be held on Thurs. 25th May, Thurs. 22nd June, Thurs. 27th July and finally on Thurs. 10th August, i.e. 4 events, starting before 10's. On the 6th July there is a 2-UP 25 which starts at the Hammerpot at 7.30 pm. On 13th July there is a junior 15, and another 15 mile event the following Thursday, 20th July. Both these start at Hole St., Ashington, at 7.15 pm.



# 1977 POINTS CUP

	Circ Event	M.G. 25	Champ 25	50	100	15	C'shaw 25	30	Hard riders	TOTALS
Richard Shipton	1	6	5	4	1	9	2	4	3	35
Paul Toppin	7	1	1	8	7	1	-	1	5	36
Nigel Burrow	3	3	2	8	7	3	10	10	1	47
Mike Poland	12	13	8	2	4	9	1	7	4	60
John Mansell	2	8	12	5	6	9	9	2	10	63
Keith Dodman	15	7	3	3	7	9	10	10	2	66
Ray Douglass	5	13	6	8	2	9	7	10	8	68
John Cheetham	10	13	10	8	3	9	3	3	10	69
Pete Reeves	8	2	9	8	7	5	10	10	10	69
Don Lock	15	13	7	1	7	9	6	6	10	74

# BEST ALL ROUNDER 1977

<u>Senior</u>	<u>25</u>	<u>50</u>	<u>100</u>	<u>Average Speed -</u>
1st Keith Dodman	56.43	1.59.31	4.33.05	24.506
2nd Richard Shipton	56.50	2.06.30	4.25.16	24.242
3rd Ray Douglass	1.03.55	2.18.10	4.54.02	21.862
4th John Cheetham	1.07.07	2.19.16	4.50.18	21.519
5th Graham Tooley	1.05.32	2.18.00	5.14.30	21.235
6th Mike Poland	1.07.42	2.23.40	5.24.54.	20.698

<u>Junior</u>	<u>10</u>	<u>15</u>	<u>25</u>	<u>Average Speed</u>
1st Paul Toppin	24.22	38.47	1.03.43	23.790
2nd Nigel Burrows	24.31	39.42	1.11.01	22.755



## CLUB TIME TRIAL PROGRAMME 1978

Sunday 26th FEBRUARY	The Circuit Event Start Sompting by-pass at 10.00 a.m.
Sunday 13th MARCH	Spring 25 G938 at 9.00 a.m
Sunday 23rd APRIL	Championship 25 G938 at 8.00. am.
Sunday 21st MAY	Open 25 + Tandem 25 G938 at 7.00 a.m.
Sunday 18th JUNE	Championship 50 (with SCA)
Sunday 25th JUNE	Championship 30 On G938 + Tangmere at 8.00 a.m.
Sunday 16th JULY	Championship 100 (with SCA)
Sunday 13th AUGUST	Clapshaw 25 on G938 at 8.00 am
Sunday 1st OCTOBER	Hardriders Start at the Findon boundary A34 at 10.00
Sunday 15th OCTOBER	Hill Climb - Bury Hill am. 3.00 pm.

## 1978 SUSSEX CYCLISTS ASSOCIATION - TIME TRIAL PROGRAMME

Saturday 18th MARCH	Seniors, Juveniles & Juniors Ten mile events-Washington Start 14.00 pm.
Sunday 19th MARCH	Twenty-Five Chichester Road. Start 8.00 a.m.
Sunday 16th APRIL	2-Up 25 Chichester Road. Start 8.00 a.m.
Sunday 7th MAY	Team Championship 25, Cowfold
Sunday 18th JUNE	S.C.A. 50; & Juv., Juniors & Ladies 10, Castle Goring.
Sunday 16th JULY	Open 100 based on A27.
Saturday 23rd SEPT.	25 Championship G.938 - 23 -

1978 EAST SUSSEX CYCLING ASSOCIATION -

TIME TRIAL PROGRAMME

Sunday 5th MARCH	16 mile Hardriders 11.00 a.m.
Sunday 2nd APRIL	29 mile 2-UP TTT 8.00 a.m.
Sat. 29 APRIL	10 mile - 3.00 pm.
Sund. 30 APRIL	25 mile - 8.00 a.m.
Sunday 11th JUNE	50 mile - 7.00 a.m.
Sat. 1st JULY	10 mile (open) - 14.30
Sun. 2nd JULY	25 mile (open) - 7.00 a.m.
Sunday 30 JULY	100 mile (open) - 6.00 a.m.
Sunday 3rd SEPT	50 mile (open) - 7.00 a.m.
Sunday 17th SEPT	25 mile - 8.00 a.m.
Sunday 8th OCTOBER	Open Hill Climb Hartfield. - 10. 30 a.m.

1978 BRITISH CYCLING FEDERATION - ROAD RACE

PROGRAMME

Saturday 4th MARCH	Eastbourne Rovers C.C. 1/2/3 52 miles.
Saturday 22 APRIL	East Grinstead C.C. 1/2/3 48 miles.
Saturday 6th MAY	Worthing Excelsior C.C. 1/2/3 60 miles
Sunday 7th MAY	East Grinstead C.C. 3rd/Jun 45 miles 1/2/3 60 miles
Sunday 14th MAY	Sussex Div. Championships Junior 41 miles Senior 75 miles
Sat/Sun 20/21 MAY	Isle of Wight Weekend - Road Race & Kermesses
Sunday 28th MAY	Sussex Cycle Racing League Brighton - 1/2/3 juniors & s'boys



## ROAD RACE PROGRAMME (cont'd.)

Thurs 1st JUNE) Lewes Wanderers Criteriums  
8th JUNE) 3rds and Juniors 50 kms  
15th JUNE)

Sun. 4th JUNE Southborough Wheelers  
1/2/3 86 miles  
3rds/Juniors 52 miles

Sun. 18th JUNE Brighton Mitre C.C. Kermesses  
Hove Park. All Cats.

Sun. 9th JULY Bognor Regis C.C. Kermesses  
All Cats

Sun 16th JULY BCF Sussex/Bexhill Roundtable  
Kermesses All Cats.

Sun 27th AUGUST Worthing Excelsior C.C.  
Kermesses. All Cats.

Monday 28th AUGUST East Grinstead C.C.  
1/2/3 45 miles.

## PRESTON PARK TRACK PROGRAMME

Start Wednesday Evening 3rd May and  
continue until Wednesday 9th August  
with an additional meeting on  
Sunday 11th June.

## MAN POWERED FLIGHT

Worth £50,000, the Kremer Prize specified  
that a man-powered aircraft should fly a figure  
of eight around two pylons, at least  $\frac{1}{2}$  mile  
apart, passing over the start and finish line  
at a minimum altitude of 10ft. On August 23rd  
last year, it was won by a pedal-powered air-  
craft built and flown in California.

The winning of the Kremer Prize is the most significant achievement to date in man-powered aircraft development. It is not, however, the first high point, the problem being approached in the 1930's with a tow-launched project, but interest remained spasmodic until 1959 when the requirements for the present prize were outlined.

The first challenger was the Southampton University aircraft Sumpac, which by 1962 had made a 650 yd. flight including a turn through 80°. The Hatfield built Puffin '1' was also flown in 1962 and during May of that year John Wimpenny pedalled a straight course of 993 yds. Sumpac incidentally, has now been put on display at Old Warden, Beds., where it may still be seen. In 1972 Sqn. Ldr. John Potter flew for 1171 yds. before running out of airspace at Benson in Oxfordshire. From Japan, Prof. Kimura has produced no fewer than 10 man-powered aircraft, the most successful of which, The Stork, in February of 1976 traversed 2,094 metres, a record still unbeaten.

Surprisingly few attempts have originated from the U.S.A. and none appeared likely to set any records, until last year, when Gossamer Condor was designed around the revolutionary concept of a man-powered hang glider. The name was chosen because the craft is light and flimsy and to relate to the Californian Condor, a large rare, slow flying, soaring, North American bird.

The aircraft has a large swept mainplane with a planform like that of a hang glider but of much larger span, the pilot sits in the fin, which hangs beneath the mainplane centre section, and he pedals, driving a 12ft dia. airscrew, which is positioned behind him, at 120 rpm. Cruising speed is only 11 mph and the power required to maintain this is 0.35 hp.



To build a 96 ft. wing, which is as big as a Fokker F27, and, at the same time achieve a total airframe weight of only 70 lbs. is not an easy task, but it was managed using balsa, corrugated cardboard and styrofoam with thin plastic sheeting.

In February last year, Bryan Allen, a 24 year old racing cyclist, who had also flown hang gliders joined the team as chief pilot and in August the successful flight took place. Take-off to touchdown was 7 mins 27 secs, and the aircraft needed 6 mins 22 secs to complete the official circuit, maintaining an altitude of 10 ft. Average speed, based on official figures was 10.8 mph.

oooOooo

#### STOP PRESS!!!!

A new prize has just been announced - £100,000 for the first crossing from England to France by a man-powered aircraft. So, how about it you fast men - its worth loosing your amateur status for £4,000 per mile!!

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#### IN BRIEF

Dave Hudson's Fund Raising Propoganda for this year, refers to a 'lightweight goodie'. A non-cycling acquaintance said it sounded like a Malteaser!!!

#### OLD SNAPS

I wonder if the thought has ever occurred to you as you ride along the leafy lanes of this beautiful county of Sussex, just what it would be like without any trees, no forests, no woods, no copse, not a single tree. To look out of your windows back at home and not to

see a tree in any direction - it does not bear reflecting upon, for it is claimed that "Trees are the givers of life to Man".

Trees are the dominant species of the plant kingdom and without them, Man, the dominant species of the animal kingdom would not be able to exist. Over the past 10 years, more and more people have become increasingly interested in conservation, and in this connection, trees have a very important part to play. When you stop to think, Oak trees do not properly mature until they are 300 years old. We should think a second and a third time before destroying them.

I wonder if it is fully understood the essential part played by trees in purification of the air, and the restoration of the balance of oxygen. Trees give a feeling of repose, strength, and beauty, they also act as a screen. Where would you have your picnic next summer if there were no trees and no shade?

The Dutch Elm disease has already cost us thousands upon thousands of beautiful fully matured trees, an enormous loss to our countryside. Let us make an effort to look after and protect those trees that are left.

Sorry, I have again wandered away from my old album, where I stopped at a picture I took many years ago at Burnham Beeches, a lovely spot. I can still remember the details of that fine old pub where, I pulled up and had a "ploughmans" lunch. Its funny how these old snaps set your brain off at a tangent.

Camera.



## Philately

Why not in a cycling club magazine, when it refers to our favourite subject anyway? Well that's it, the best of both worlds for any who happen to enjoy cycling and stamp collecting, for next August, the 2nd to be exact, the British Post Office will be commemorating the centenary of the Cyclists Touring Club. There will be four stamps, one at 9p depicting a penny-farthing, a second costing 10½p which will show a 1930's tourer, a modern small wheel machine appears on an 11p. and, as usual the highest price goes to the modern racing machine, still not bad perhaps at only 13p.

Unless postal rates increase, which is always a possibility, there is not going to be too much publicity from those values, however, we all agree that theres nothing second class about cycling, so we can't really complain.

More details on this in the Summer issue but I thought advance notice may be of interest. We have after all, only depicted our favourite machine, just once in the whole of British Postal History, that was in July 1970 when 1/9d. (that's that old kind of money) showed a blurred image of cyclists. This was part of a set, each showing a different type of sport, runners, swimmers, etc. and was to commemorate the 9th British Commonwealth Games held that year in Edinburgh.

Don.

## THE STORY OF THE C.T.C. (Part two)

There has always been a strong tradition within the C.T.C. that it should never be involved in cycle racing, even though many of its members have become famous in racing



circles. After the C.T.C. had been recognised by Parliament in 1887, its activities were intensified in every direction., More parks were opened to cyclists, reductions in tolls levied on cyclists making use of bridges, agitating for compulsory front lighting of all road vehicles and reduction of charges for transport of bicycle by rail. Cyclists were already complaining of the way that their bikes were being handled and carried, but the Club had to wait until after the Second World War to see safe transport of machines being taken seriously by the authorities.

Foreign touring had a strong appeal even in these early times and the Club did everything possible to encourage it. In 1895 the Club produced its first Continental Road Book, welcomed here and by cyclists abroad. Subscriptions were kept down, by developing commercial interests. A useful annual income was derived from the sale of clothing, badges, maps, road books, handbooks, diaries and other goods. However, the half-a-crown subscription rose to 3/6d. in 1894 and jumped to 5/- in 1899.

The 'Gazette' was a most interesting and outspoken publication. Some members, manufacturers and dealers did not like this outspokenness - but the Gazette had its defenders. For example, George Bernard Shaw, who asked: "what is the matter with the Gazette? "Do you want it to contain fancy or fiction?" - he asked and continued - "well surely you have plenty of that already in the advertisement pages....". Incidentally, Bernard Shaw remained a Club member to his death in 1950.

Acts of Parliament started to refer to cyclists and the C.T.C. skillfully waged campaign for certain amendments that were



thought desirable. Section 85 of the Local Government Act well deserved to be called Magna Carta de Bicycis. Amongst other things, it declared that bicycles, tricycles, velocipedes and similar machines are hereby declared carriages, within the meaning of the Highway Acts. The passing of that Act greatly enhanced the reputation of the C.T.C.... With the combined inventions of the 'Rover' safety bicycle in 1885 and J.B. Dunlop pneumatic tyre in 1888, cycling was brought within the reach of everybody. 1896 was the boom year - there were riders everywhere, on roads and lanes, in parks and in mountains. Everybody who was anybody became a rider if only for an hour or so each morning.

With the membership topping 60,000 in 1899, it raised the question of what to wear when cycling. Rationalists advocated a costume of Jacket and knickerbockers or bloomers. Opposed to them were the "old guard" who thought such garments shocking. There were even court battles over womens rational dress.

At the coming-of-age dinner of the Club in 1899, a list of benefits for cyclists was read out. It included:-

- a. Reduction by 50%, the charges formerly in force for transit of cycles by passenger train.
- b. Removal of unreasonable restrictions on wheelmen in parks.
- c. Abolishing anomalous country by-laws.
- d. Improving status of wheelmen.
- e. Erecting thousands of warning notices of dangerous hills.

- f. Compiling reliable Road Books.
- g. Watching Parliament.
- h. Agitating in favour of all vehicles to carry lights at night.
- i. Hoteliers and caterers to study special requirements of wheelmen.
- j. Perfecting the dress of the cyclist.
- k. Securing free entry for machines of Bona-Fide touring members in certain foreign countries.
- l. Circulating technical pamphlets.

Everybody who, could, was pleased to have his name associated with the beginnings of the C.T.C. Stanley Cotterell had retired into the background but a letter was received from him and was read at the dinner:

"It is, I think, almost needless to say, how proud I am of the old Club in its present stately proportions and excercising, as I think it is doing, a growing influence at home and abroad...." He went on to pay tribute to those who had worked with him in the first and most anxious year. Holding's name was appended with others who "gave me great assistance in the first few months of the Club's life.", and as that of the man, to whom "the origin of the Club was due". The next day the council of the C.T.C. resolved that Mr. S.J.A. Cotterell (the first secretary of the Club) is worthy of election to Hon. Life membership.

(to be continued).

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#### FUND RAISING

The 1978 version of the Fund Raising Scheme starts this month under the organisation of Dave Hudson - you've probably heard from him, I can't imagine anyone escaping the publicity handouts.



For just £2.50 and with over 100 members, the prize list has soared to 10 draws of £10.00 per month, together with one at £60 and one at £10.00 drawn at the Club Dinner on November 10th. The Club really does benefit from schemes like this - so if you 'missed the boat' this year, remember to see Dave next December.

#### THE ANNUAL DINNER AND PRIZE PRESENTATION

12th NOVEMBER 1977

The maximum number of 94 diners attended this year. Held again at the Royal Coach, Shoreham, the evening is becoming more popular than ever, making Theo's job as organiser relatively easy. Late requests for tickets had to be turned down. The steak meal was a great success, and went down very well with everyone that I spoke to. It was served quickly and was hot! and even cyclists, known for their large appetites, should have been well satisfied on this occasion. The waitresses were friendly, smiling, fast and helpful - to the point of making tea for Connie.

Having a private bar in the room is always a nice touch, enabling one to obtain drinks quickly and more personally. However, if it's drink that gets the 'cross toasters' going, then most of the diners must have been on Fruit Juices. There were exceptions, and now that we have lost George, Don appears to be making a bid in this direction - the gathering splitting their sides on several occasions.

On the more formal side, Tony Yorke 'of no fixed Club' gave a short address on what cycling means to him. Charlie Lednor replied in his usual calm, collected and delightful way. Both received a 'quiet' attentive audience. Speeches were followed by the Prize



Presentation. The prizes being presented to the successful riders of 1977 season by Mrs. Argent, the wife of the Club's President. The 'Clubman of the Year' Meredith Trophy went to Dave Hudson, for all that he has done for the Club during the last 12 months.

Joe Simpson received a standing ovation when he went up to collect a special certificate, presented to him for his outstanding ride last September, when he raised £1100.00 for St. John's Ambulance. Well done Joe!

After the prize presentation, the last draws of the month, were made for the 1977 Fund Raising - John Williams being the lucky recipient of £60. with Denis Dean receiving £10 as runner-up. Pleasingly, both were at the Dinner to receive their booty! This was Theo's last year as Organiser of the 'Club 60' and Dave Hudson took over and changed the title to the 'Club 100', with even bigger prizes. Thanks for the past years Theo, but a warm welcome to Dave for his pushing, business-like approach to raise dwindling Club funds.

After all the business of the Evening had been seen to, it was time to move back the tables, and to sit round in cosy groups, to prepare for the disco. A mixed range of sounds issued from the speakers, which must have suited young and not-so-young alike. The Dee-Jay even got the girls up for a Can-Can and the fellas up for a male 'strip'. You should have come along to see just how. Generally the dance floor was full most of the evening, so I think that speaks for itself. The raffle draw was as popular as ever, with the younger ones seeming to take the prizes.



To end, thank you Theo for organising yet another successful Club Dinner, and we are only left to wonder when the Royal Coach will add to the size of the room, to allow an increase in numbers. Meanwhile, 'Book Early' for this year seems to be the message!

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# FUND RAISING WINNERS

OCTOBER Vera Puttick

NOVEMBER John Williams  
Denis Dean.

# ROAD TIME TRIALS COUNCIL - JUNIOR AWARD SCHEMES

Don Lock has a small supply of entry forms for this very worthwhile scheme. The details briefly are that there are three awards consisting of R.T.T.C. Award Badges of Gold, Silver and Bronze standards. They can be won in open or Association events over 10 and 25 miles as follows:-

<u>Under 14</u>	<u>Bronze</u>	<u>Silver</u>	<u>Gold</u>
In 2 x 10 mile events	31.00	29.00	27.00

must beat:

<u>Under 15</u>			
In 2 x 10 mile events	29.00	27.30	26.00

must beat:

<u>Under 16</u>			
In 2 x 10 mile events and 1 x 25 mile event must	28.00	26.30	25.00
beat:	1.12.00	1.8.00	1.4.00

<u>Under 17</u>			
In 2 x 10 mile events & 2 x 25 mile events must	27.00	25.30	24.00
beat:	1.10.00	1.6.00	1.2.00

<u>Under 18</u>			
In 2 x 10 mile events & 2 x 25 mile events must	26.00	24.30	23.00
beat:	1.7.00	1.3.30	1.00.00

You pay an entry fee of 50p before any event can count. Entrants can compete in as many



events as they like to obtain their qualifying rides, counting only the best of their performances. The award can be claimed on a special form which must reach the awards secretary within 1 month of the riders birthday. Further details from Don Lock, 7 Welland Rd. Worthing or Tel. 62724 or from the R.T.T.C. Handbook.

Reliability Trial: (Potted details included here  
more details at Clubroom)

9.00 am - 60 mls in 4 or 4½ hrs.

10.00 am - 25 mls in 1¾ or 2 hrs.

Both courses start at Hammerpot Eastbound lay-by and continue via Long Furlong, Findon, Washington. Steyning Bostal, Sompting, Offington, Angmering Village to Hammerpot finish for 25's. The 60 mile misses out Angmering Village and continues past the start (refreshment) to Arundel, Whiteways, Bury, Pulborough, Petworth (centre), Duncton, Eartham, Fontwell, Arundel, to finish at the start. Organiser - Ray Douglass.

SUSSEX '100: The Club are organising this event on the 16.7.78 and Ray Douglass would appreciate help on the day. Names to Ray please!!!!

ESCA Individual Points Comp. Final Result:-

1st	Cliff Sharp	178 (180 max)
2nd	Richard Shipton	125

ESCA Club Points Comp. Result:

1st	Central Sussex	150
4th	Worth Excelsior	127

DIARY DATE: White Horse Weekend - 15/16.4.78

RAY DOUGLASS will want to see you if you've not paid your annual subscription and as a reminder the rates are shown below:-

Adult	£2.00	Junior	£1.00
Associate	£-.50	2nd Claim	£-.50

THESE WERE DUE ON 1st JANUARY, 1978



