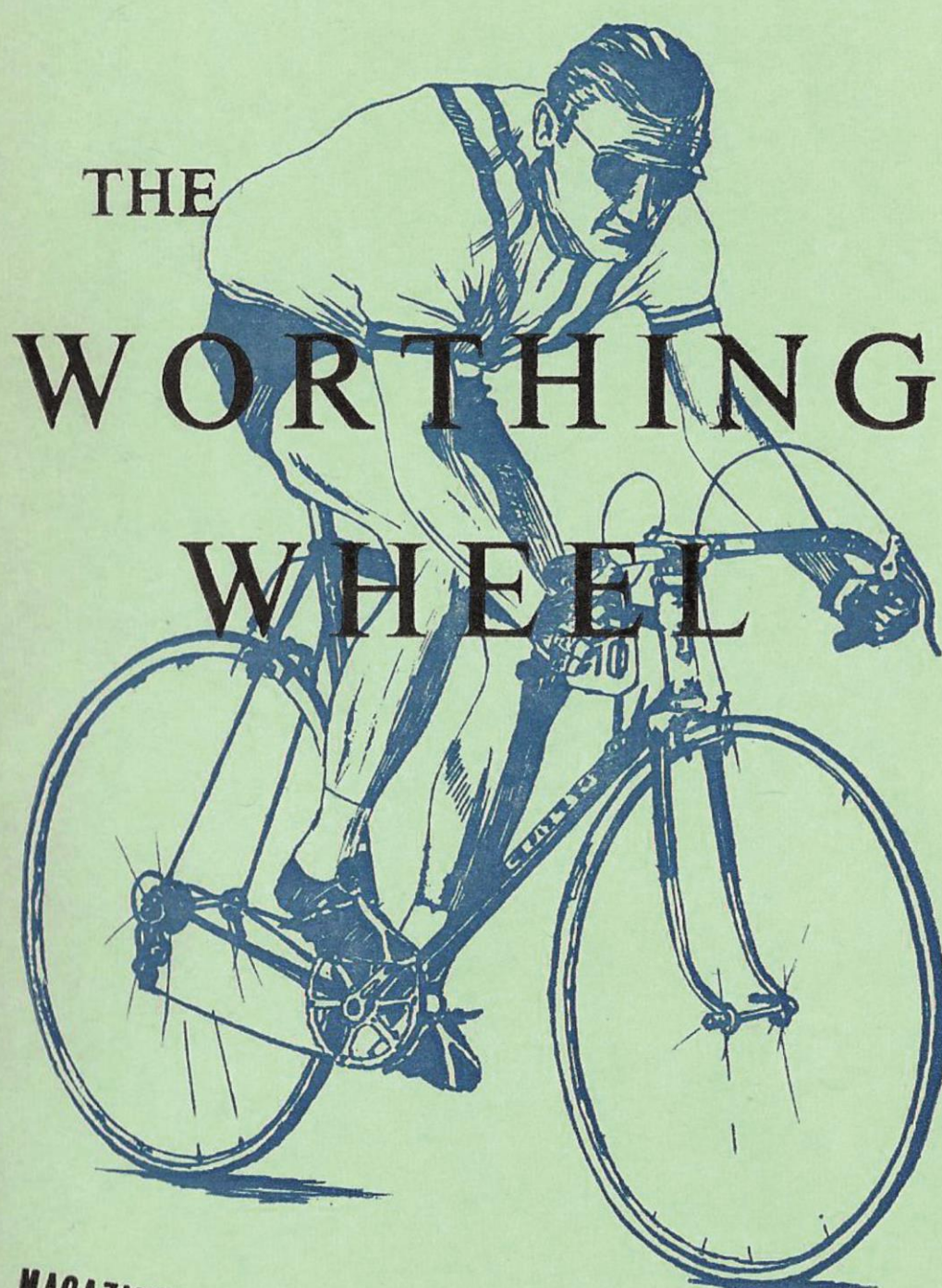


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# THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 1978

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THE WORTHING WHEEL

The Journal of

THE WORTHING EXCELSIOR CYCLING CLUB

Headquarters: Broadwater Parish Rooms  
Broadwater Green, W'ing.  
(Meetings every Tuesday  
8.00pm - 10.00pm approx)

President: W.D. Argent,  
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## EDITORIAL

As will already have been observed by those connoisseurs of the typed word, we have a new typist, who comes in the shapely 'shorthand' form of Sarah Webb. Our thanks go to Sonia Mansell, wife of our Secretary, John, for the sterling work that she has managed so ably since taking over in 'Spring 1977', but who feels, through extra 'work' pressures and accute lack of spare time, unable to carry on. However, Sarah has stepped in, primarily as a 'stop-gap' - but who knows, she may thoroughly enjoy the experience!

As usual at this time of year, we include a lot of racing results, tidying-up the years racing, but as ever, they are sandwiched between touring reports and humour. Bernie Bethall writes in depth about the closing stages of the Tour de France that a contingent of the Club went to watch in July. An artical by Norman Wright, on the other 'French' speciality, the Rouen Reliability, had to be held over, but watch out next issue.

Finally, it is with the deepest regret, that we print three obituaries for 'Vice Presidents' of the Club, those of Mary Argent, Denis Dean and Bill Blackwell.

Derek.



## GREAT SORES OF TODAY

".....this last fare increase by London Transport was the final straw as far as I was concerned so I thought I'd invest in a bike I'd save the money I paid for it in the first week and ask me how fit I am I get to the office half an hour earlier no problem with traffic jams no problem with parking fees no more waiting in bus queues and if you like you can fold it up and put it in the back of your car not that I use that any more except at weekends or when its raining oh I agree you've got to keep your wits about you what with the taxi drivers and the juggernauts mind you in Holland they do the whole thing properly with special bike lanes....."

Private Eye  
21st July, 1978



## DENIS DEAN

Our mag could not be printed without mention of the death of Denis, suddenly on July 9th. The Club has offered its sympathy to his wife Barbara.

What is there to say, for I'm no poet able to put in words the sadness felt at such news.

Denis joined in 1936, was made a life member in 1957 and a Vice President before that. He died 21 years later having given 42 years of service and inspiration to the Worthing Excelsior, the Club he loved.

Members who new Denis all that time, tell me that he had always been for the Club and its activities. I knew him for the past 18 years and his generosity and support, despite, at times, the heaviest of business commitments, were, without fail, willingly and happily given, to the very maximum of his ability, never was anything too much trouble.

I treasure the memory of an evening with him and Barbara at their home in 1968, when we talked about their cycling days with the Club, for an article in the Worthing Wheel.

Denis would not, I think, want to be remembered as Vice President, as a record breaker, for he was that as well, or for anything particular he may have done, but for what he truly was - a real Clubman.

Don.

CORRESPONDENCE

20 West Avenue,  
Worthing.

22nd June, 1978

Mr. C. Lednor,  
Worthing Excelsior CC,  
5 Uplands Avenue,  
Worthing.

Dear Charles,

Chatsmore Fete

Thank you very much for putting on such a splendid show on Saturday. Everyone was most enthusiastic about your stand and I hope you picked up a few new members.

I have great pleasure in enclosing a contribution of £10 towards your Club funds.

Incidentally, our next years fete will be on Saturday, 16th June - can you make a note of the date now please.

Yours sincerely,

Brian Hodson  
Chatsmore Catholic High School  
Parent Teachers Association.

(The £10 received has been forwarded to the Worthing Multiple Sclerosis Fund)



NEW FOREST (Romsey)

Bank Holiday Monday, 29th May 1978

We started our day with a mishap, when our two vehicles got parted at a roundabout above Southampton, but eventually we met-up in Romsey about half an hour late.

So out came the bikes and riders. There was Paul Topin, looking different in touring garb and semi 'hack-bike', and Bill Webb with his ever oiled and trusty 'Grubby Fred'. There was Dick Wiseman trying out a new suede/plastic saddle and already looking well tanned, and Ray Douglass on his ultra light 'touring??' Roy Thame machine, with no mudguards (do you wear a mac when the sun shines? asks Ray). David Mills and Dave Hudson were the two drivers that got us to Romsey, both riding tried and trusted machinery, and I made up the 7th and final Club member not feeling out of it wearing a T-shirt and shorts - so many others were doing the same, that it was almost a uniform. (Oddly on Club runs racing shorts and black wooly shorts seem the order of the day, I wonder why the change?)

The vehicles were left safely in a car park while we headed north at about 9.00am. We were headed for Salisbury and breakfast(?). Led today by Dave Hudson, we found numerous country lanes with little traffic as we wended our way through AWBRIDGE, LOCKERLEY, EAST & WEST DEAN, and EAST GRIMSTEAD. At ALDERBURY we emerged onto the main Salisbury road, but found parts of the old road to ride, before



finally submitting to join the traffic. But it wasn't too long before we had turned off into the suburbs of Salisbury, following back roads up and down, as only Dave would know. We arrived at the Corner Cafe somewhere in the town, and were served a very good breakfast, with individual extras (such as trifle, ice cream or simply toast and marmalade) together with two cups of a chosen beverage. The bill was about a pound each, a little less generally, and all agreed that it was very reasonable. We had arrived at 10.00am and it was fast approaching 11.00am. So a route was selected by Dave, that followed the River Avon through ALDERBURY, DOWNTON & MORGANS VALE, which offered occasional violent rises with gentle swoops down.

We were heading for CADNAM and a glimpse of the Milk Race, on its way to BOURNEMOUTH for the first 100 mile stage from Brighton. We continued our ride through WOODFALLS to the New Forest boundary, where over a cattle grid and into the familiar heathland and gorsebush landscape. First rising then gradually dropping, we had time to stop at BROOK and the Green Dragon Pub. This pub did a delightful 'Foresters' (A New Forest 'Ploughmans') lunch, and possessed a small Beer Garden. So individuals bought what they required and consumed it in the Garden. We dozed and chatted in the scorching sun with little shade. That was until I suggested we ought to make our way to the main road, just in case the riders were earlier than scheduled. Only just in time, we arrived at the Cadnam round about to find that the Police had already closed the road, and



the crowds were gathering (motorists had abandoned their cars to get a glimpse of the race). Then minutes afterwards the publicity wagon came through announcing that there was a two minute 'break'. The 'break' came through, but it was more than three minutes before the remainder passed by, surrounded by an entourage of vehicles.

David Mills' new front tyre was suffering from the heat of the day (or bad manufacture); because the tube was beginning to show through a split and bulge in the sidewall. We let the pressure down slightly and he continued on it for the remainder of the day. Dave Hudson excelled himself from Cadnam, in finding some excellent (as never done before by WECC) leafy lanes through MINSTEAD, to Emery Down. We watched Morris Dancers outside a pub en-route. This area of the forest demands more attention and must surely get it on our next visit. From EMERY DOWN we climbed gradually up & up to BOLDEROOD where we started the Ornamental Drive southwards to Brokenhurst. It was here that the Bank Holiday crowds showed themselves, (otherwise traffic had been almost un-noticable) for there were cars everywhere and families of picnickers beside them. The narrow 'drive' was occasionally blocked by vehicles - thank goodness for the bike!!

The sun had been scorching us all day, and I can assure you that it was very pleasant being in the shade of the large trees. But when we did venture out into a clearing at RHINEFIELD there was a car park with an ice cream salesvan.



This was only too welcome (Ray had wanted an ice cream all day) and the salesgirls were doing very nicely. As we entered the dry, dusty car park we noticed a large family seated near the roadside, with a large silver 'Christmas Tree' beside them. Well its not every summers day that you see this sight and as we passed, a spontaneous cheer of "Merry Christmas" echoed from our ranks. They returned a greeting, all smiles and waving, but it was later discovered that they were to meet friends and instead of the more traditional 'red carnation', they chose a Silver tree to be recognised by - certainly eye-catchingly original. Finally we rode into BROCKENHURST where the Club 'pigs' excelled themselves, and confused (or baffled) the waitresses by eating and drinking enough for a party four times our size!!! The waitresses were run off their legs, and wore increasingly astonished looks, as every additional order sallied forth. It started off with two large pots of tea for seven, with scones and jam for about 5, macaroni cheese, biscuits, and continued via beans on toast, 2 cakes from the trolley, numerous glasses of milk, fruit pies and cream, and many repeats of the above. Well I'd had a large lunch so made do at this stop with a mere 5 cups of tea.....

From BROCKENHURST to ASHURST we had to use busy main roads that were made crowded by homeward bound families. The LYNDHURST one-way system was a nightmare but eventually the sanctuary of quite lanes was reached. We went by NETLEY MARSH, WINSOR, & CALMORE back to ROMSEY arriving about 6.00pm.

This day made a pleasant change from the usual 'motorised to Lyndhurst' trip that we



do, and we saw country a little further north than is usually covered. In all about 70 delightful miles were covered during the nine hour period.

Derek

EVENING TENS SERIES (Cont. from summer edition)

Event No.7 15th June 1978.

	Name	Act. Time	H'Cap	H'Cap time	H'Cap Pos.
1	P Reeves	24.32	1.30	23.02	17
2	K Dodman	24.38	0.45	23.53	20
3	R Holden	24.42	2.30	22.12	4
4	D Lock	25.08	2.15	22.53	15
5	J Antram	25.17	3.25	21.53	3
	R Holden	25.17	2.45	22.32	12
7	K Atkins	25.57	3.40	22.17	6
8	R Wiseman	26.00	3.30	22.30	11
9	N Hodgson	26.17	4.00	22.17	6
	M Poland	26.17	4.00	22.17	6
11	K Norris	26.33	3.05	23.28	19
12	N Wright	26.35	4.00	22.35	13
13	R Douglass	26.56	4.00	22.56	16
14	E Gough	27.39	8.00	19.39	1
15	J Mansell (trike)	28.06	5.30	22.36	14
16	J Williams	28.12	-	-	-
17	M Wallis	29.07	6.40	22.27	10
18	P Macmillan	30.19	8.00	22.19	9
19	A Lock	30.41	9.30	21.11	2
20	J Gildersleve	31.04	8.00	23.04	18
21	B Weir (trike)	31.12	9.00	22.12	4
22	J Lewis	31.59	8.00	23.59	21

Event No.8 22nd June 1978

1	N Burrows	24.20	2.00	22.20	2
2	P Toppin	24.47	1.00	23.47	15
3	P Reeves	25.25	1.30	23.55	16



event 8 cont.....

4	D Waghorne	25.33	2.20	23.13	9
5	D Hudson	25.40	2.00	23.40	13
6	R Holden (J)	25.41	2.45	22.56	6
7	R Holden	26.01	2.30	23.31	12
8	J Antram	26.10	3.00	23.10	7
9	R Douglass	26.50	4.00	22.50	4
10	K Norris	26.51	3.05	23.46	14
11	K Atkins	26.56	3.40	23.16	10
12	M Poland	27.10	4.00	23.10	7
13	N Wright	27.24	4.00	23.24	11
14	J Mansell (trike)	27.33	5.30	22.03	1
15	E Gough	27.51	5.00	22.51	5
16	J Gildersleve	30.38	8.00	22.38	3

Evening '5' Event No.2

22nd June 1978

1	S Cornelius	15.51	Scr	15.51	3
2	P Macmillam	15.56	3.00	12.56	1
3	D Pinder	17.59	3.00	14.59	2
4	A Lock	18.04	2.00	16.04	5
5	S Weir	22.00	6.00	16.00	4

Evening Ten Series

EVENT No.9 29th June 1978

1	K Dodman	23.32	0.45	22.47	6
2	P Toppin	23.57	1.00	22.57	10
3	N Burrows	24.35	-	-	-
4	D Hudson	24.56	2.00	22.56	9
	P Reeves	24.56	1.30	23.26	12
6	R Holden	25.28	2.45	22.43	5
7	J Antram	25.34	3.00	22.34	3
8	C Miller	25.52	3.00	22.52	8
9	K Atkins	26.21	3.40	22.41	4
10	N Hodgson	26.26	-	-	-
11	N Wright	26.55	4.00	22.47	6
12	E Gough	27.19	5.00	22.19	2
13	B Bethall	28.12	-	-	-
14	J Gildersleve	30.10	8.00	22.10	1
15	A Lock	31.27	8.30	22.57	10



Event No.10 27th July 1978

1	P Toppin	23.32	1.00	22.32	13
2	K Dodman	23.50	0.45	23.05	15
3	D Hudson	24.05	2.00	22.05	8
4	D Lock	24.27	2.15	22.12	11
5	P Reeves	24.35	1.30	23.05	15
6	R Holden	24.39	2.30	22.09	9
7	R Holden (J)	24.54	2.45	22.09	9
8	C Miller	24.59	3.00	21.59	7
9	R Wiseman	25.08	3.30	21.38	4
10	N Hodgson	25.18	4.00	21.18	3
11	K Norris	25.30	3.05	22.25	12
12	K Atkins	25.34	3.40	21.54	6
13	E Gough	25.45	5.00	20.45	1
14	M Poland	26.46	4.00	22.46	14
15	M Wallis	28.32	6.40	21.52	5
16	B Weir (trike)	30.04	9.00	21.04	2

Evening '5' Event No.3

27th July 1978

1	P Macmillan	14.55	3.00	11.55	1
2	A Lock	15.21	2.00	13.21	2
3	S Weir	20.08	6.00	14.08	3
4	Miss T Weir	21.22	6.00	15.22	4

Evening Tens Series

Event No.11 3rd August 1978

1	P Toppin	24.37	1.00	23.37	14
2	D Lock	25.02	2.15	22.47	10
3	K Norris	25.20	3.05	22.15	3
4	R Wiseman	25.58	3.30	22.28	4
5	E Gough	26.35	4.00	22.35	5
6	K Atkins	26.39	3.40	22.59	11
7	C Hardy	26.55	5.00	21.55	1
8	R Douglass	27.04	4.00	23.04	12
9	M Wallis	28.44	6.40	22.04	2
10	J Lewis	30.36	8.00	22.36	6
11	J Gildersleve	30.37	8.00	22.37	7
12	B Weir (trike)	30.43	8.00	22.43	8
13	A Lock	31.13	8.30	22.43	8
14	P Macmillan	31.22	8.00	23.22	13



Event No.12 10th August 1978

1	K Dodman	23.03	0.45	22.18	12
2	P Toppin	23.25	1.00	22.25	14
3	R Holden	23.30	2.30	21.00	2
4	N Burrows	23.54	1.30	22.24	13
5	R Holden (J)	24.03	2.45	21.18	4
6	N Hodgson	24.25	3.30	20.55	1
7	J Mansell	24.32	2.30	22.02	9
8	R Wiseman	24.35	3.30	21.05	3
9	C Miller	24.40	3.00	21.40	6
10	D Lock	24.46	2.15	22.31	16
11	D Waghorne	24.47	2.20	22.27	15
12	K Atkins	25.43	3.40	22.03	10
13	R Douglass	25.48	4.00	21.48	8
14	N Wright	26.05	4.00	22.05	11
15	E Gough	26.35	4.00	22.35	17
16	R Powell	27.42	5.50	21.32	5
17	M Wallis	28.26	6.40	21.46	7

Evening Fives

Event No.4 10th August 1978

1	S Cornelius	13.59	Scr	13.59	1
2	S Weir	19.13	5.00	14.13	2

Evening Tens Series

Event No.13 17th August 1978

1	K Dodman	23.44	0.45	22.59	20
2	P Toppin	23.48	1.00	22.48	17
3	D Hudson	24.22	2.00	22.22	13
4	R Holden	24.38	2.00	22.38	15
5	J Mansell	24.50	2.30	22.20	11
6	N Hodgson	24.52	2.45	22.07	5
7	C Miller	25.03	3.00	22.03	3
	D Lock	25.03	2.15	22.48	17
9	K Norris	25.19	3.05	22.14	6
10	R Wiseman	25.20	3.00	22.20	11
11	J Antram	25.40	3.00	22.40	16
12	K Atkins	25.54	3.40	22.14	6
13	C Hardy	26.00	5.00	21.00	2
14	N Wright	26.04	4.00	22.04	4
15	R Holden (J)	26.15	2.15	24.00	21



16	R Douglass	26.27	4.00	22.27	14
17	M Poland	26.54	4.00	22.54	19
18	M Wallis	28.44	6.30	22.14	6
19	J Lewis	30.15	8.00	22.15	9
20	A Lock	30.45	8.30	22.15	9
21	Miss C Barnett	31.44	11.00	20.44	1

Event No.14 24th August 1978

1	P Toppin	23.17	1.00	22.17	16
2	R Holden	23.48	2.00	21.48	7
3	D J Hudson	24.15	2.00	22.15	15
4	D W Lock	24.26	2.15	22.11	14
5	J P Mansell	24.37	2.30	22.07	12
6	R Wiseman	24.43	3.00	21.43	5
7	R Holden (J)	24.51	2.15	22.36	20
8	J Antram	25.03	3.00	22.03	11
9	K Norris	25.12	3.05	22.07	12
10	K Atkins	25.37	3.40	21.57	8
11	M Poland	25.45	4.00	21.45	6
12	N Wright	25.59	4.00	21.59	9
13	R H Douglass	26.02	4.00	22.02	10
14	S Rotheram	26.25	4.00	22.25	17
15	E Gough	26.26	4.00	22.26	18
16	S Cornelius	27.16	6.30	20.46	1
17	M Wallis	28.04	6.30	21.34	4
18	J Lewis	29.22	8.00	21.22	3
19	A Lock	29.33	8.30	21.03	2
20	T Crispin	30.57	8.00	22.27	19
21	J Gildersleve	32.10	8.00	24.10	21
22	B Weir	32.13	5.30	26.43	22

Event No.15 31st August 1978

1	P Toppin	23.17	1.00	22.17	7
2	D W Lock	24.00	2.15	21.45	1
3	R Holden	24.01	1.40	22.21	9
4	D J Hudson	24.15	2.00	22.15	5
5	D Waghorne	24.25	2.20	22.05	2
6	N Hodgson	24.40	2.30	22.10	3
7	R Wiseman	24.57	2.45	22.12	4
8	R Holden (J)	25.28	2.15	23.13	17



Event No.15 cont.....

9	J Antram	25.45	3.00	22.45	15
10	K Atkins	25.50	3.30	22.20	8
11	N Wright	26.11	3.45	22.26	11
12	R H Douglass	26.23	4.00	22.23	10
13	S Cornelius	27.38	5.10	22.28	12
14	M Wallis	28.16	6.00	22.16	6
15	R Powell	28.22	5.50	22.32	13
16	J Lewis	29.35	7.00	22.35	14
17	A Lock	30.12	7.25	22.47	16

Club Evening Junior 15  
13th July 1978

1	Paul Toppin	37.54
2	Duncan Wagborne	39.02
3	Nick Hodgson	39.15
4	Robin Holden	39.51
5	Keith Norris	40.44
6	Colin Hardy	41.45
7	Simon Cornelius	44.23
8	Andrew Lock	51.18

Club Evening 15  
20th July 1978

A disappointing entry of only 13, competed in the second evening '15' time trial.

The evening was ideal for the event on the Ashurst circuit. The wind was light and although it rained a little, this served to cool the riders, rather than soak them. Some fast times were recorded. The winner was Paul Toppin, who again demonstrated the form which has kept him amongst the prizes this season, with a sparkling ride in 37.34. Handicap winner was young Andrew Lock with 35.39 (actual time being 49.39).



Other times for the '15' were:

Roy Holden	38.06
Pete Reeves	38.30
Colin Miller	39.22
Jeremy Hollis	40.01
Keith Norris	40.16
Dick Wiseman	40.18
Ken Atkins	40.33
Robert Powell	45.17

. . . . .

#### LIFE ON THE G. 914

In October last year I decided (subject to A.G.M. approval) that I would like to organise this years evening 10's. Having committed myself to the task, I thought that prehaps I'd better ride some of them!!

Soon enough the 4th May came, and I presented myself, on racing bike, in racing gear (as had never been seen before) to Alf Dawes, the timekeeper. I awaited the dreaded words of "5-4-3-2-1- Go". 'Go where?'. Well not along the South Downs Way, which I may have preferred, but down the newly surfaced A24 to Findon roundabout, to retrace back to Washington. Out to Wiston, Ashington, and back to the finish, just south of Washington roundabout, at a spot identified by a garden chair, seating another timekeeper, Roger Smallman...."Phew!", I must be crazy". I thought to myself, but as 44 others followed my TUB marks, I decided I couldn't be so mad after all. After a couple of pints of Thoe's 'magic brew', I was even looking forward to the weeks ahead.

As well as the usual well known figures pounding the course, there were others



including our honourable Worthing Wheel Ed cum BONK reporter cum Runs & Touring Sec cum Fiesta Kermesse organiser Derek Smith, who returned a very commendable time of 27.29 - on touring bike. Our newer members Dick & Norman were continually battling for the faster time. Eddy Gough rode very well, for his first year of serious cycling. Mike Wallis, also in his first years cycling improved gradually over the weeks, 'till towards the end, he was 'flying' around.

The evening 5 mile event (totalling 4) were quite well supported by the under 14's. Full results of these can be found elsewhere in this mag. However, on one evening, it seemed like a 'Wair Takeover'. Simon, Tracy and Brian (on 3 wheels). Perhaps Anne will take to two wheels (again) and win some of the trophies. Gathering dust in John Mansell's loft!

Time (and space...Ed) prevents me from scrawling on further, but I would like to thank the very reliable timekeepers, without whom, the events would not be possible. In particular Roger Smallman who also helped collect the warning banners each wee week; Roy Cornelius who pushed the riders off most weeks; Theo Puttick and his 5 gallon 'teapot' (which the riders endeavoured to empty); Ray for his very fair?? handicapping, and thank any other helpers that I may have forgotten to mention. Thanks also to all our Club riders who participated and not forgetting our friends from the following clubs. Brighton Excelsior, Brighton Mitre, Bognor CC, (Pete Mansfield) Sussex Nomads, and members of the Tandem Club. Thank you for



your enthusiasm, week after week, you made my job a very enjoyable one.

Although I will not be next years evening Ten Sec., I look forward to your support for the 'Open Evening 10' on Thursday ... June 1979, details of which will be circulated in the new year.

Dave.

.....  
EVENING TENS SERIES -  
FINAL RESULT

<u>SCRATCH</u>		<u>HANDICAP</u>	
1	K Dodman 6	1	N Hodgson 25
2	P Toppin 6	2	E Gough 22
3	P Reeves 14	3	M Wallis 20
4	R Holden 18		S Cornelius 20
5	D Hudson 19	5	R Wiseman 17
6	D Lock 21	6	C Miller 16
7	R Holden (J) 22	7	B Weir 15
8	K Norris 25	8	K Tilbury 14
9	N Hodgson 27	9	J Gildersleve 12
10	J Mansell 34		K Atkins 12
11	C Miller 38		K Norris 12
12	J Antram 41		R Holden (J) 12
	R Wiseman 41		C Hardy 12
14	K Atkins 47	14	J Antram 11
15	C Hardy 57		R Holden 11
16	R Powell 58	16	A Lock 10
17	S Cornelius 59	17	J Mansell 9
18	M Poland 60		N Wright 9
19	A Lock 61	19	R Powell 7
20	K Tilbury 64	20	B Wright 6
21	N Wright 66		Ros. Holden 6
	R Douglass 66		D Lock 6



cont.

23 E Gough	74	23 N Burrows	5
24 M Wallis	85	D Waghorne	5
25 J Gildersleve	98	M Poland	5
26 B Weir	104	J Lewis	5
		27 R Douglass	4
		28 K Dodman	3
		29 A Palmer	2
		C Piper	2
		D Hudson	2

. . . . .

### The Two-up

6th July 1978

Twenty-five miles in pairs instead of solo, the roadman's compromise perhaps towards time-trialling, well whatever it is, ours is now a permanent event and established in our time trial calendar. 1978's was staged on the evening of Thursday 6th July and was remarkable for three things: Firstly there was the performance of arch-tourist Dave Hudson and 'chief scout' Duncan Waghorne, who in their first outing together returned an incredible 58 minutes 47 seconds, to scare the pants off speedmen Keith Dodman and Richard Shipton who, while admittedly having an unwell Richard, were to finish only those 47 seconds ahead with 58 minutes exactly. Secondly there was the fact that for the first time ever, three Club pairs broke 60 minutes in the same event when 'up and coming' Paul Toppin and 'out and going' Don Lock, squeezed into third spot with 59.45. Finally no less than nine teams started and finished, and the slowest was Norman Wright and new member, indeed new cyclist,



Eddy Gough and their time was a very respectable 1.05.46.

Norman and Eddy were the first team away from the timekeeper Roger Smallman and they were chased in a determined fashion by the love/hate relations John Mansell and Ray Douglass who dedicated themselves, on what seems an annual basis, to commit each other to all the agonies possible and yet seem to enjoy it. Paul Toppin and Don Lock (the latter admitting afterwards that in future he'd tackle someone his own size) were next away and there was no mistaking Paul's intentions. Ray had estimated that Paul and Don would do an hour ride and Paul knew which side of the hour it was going to be. Youngsters Jeremy Hollis and Keith Norris were off at number 4 and were soon making 'pressures' sing like 'silks'. The trackie Nigel Burrows and Colin (I've tried it all) Miller, were next and they were the first to suffer the sight of the Hudson/Wagborne express going by, with the latter starting as team six. Juniors Robin Holden and Nick Hodgson, who must know the road to Westhampnett pretty well, both attending Chichester High School, were at seven. Favourite and 1977 winners Keith and Richard, were next and finally there was the late entry of Roy Holden and Graham Tooley.

There was a good deal of catching and recatching and some pretty tough competition on the roads that evening. Dodman/Shipton could only pull back Holden/Hodgson but Hudson/Wagborne wound in Burrows/Miller and Hollis/Norris, while Toppin/Lock caught Wright/Gough and after considerable difficulty Mansell/Douglass, with that team also scoring by coming home ahead of



Wright/Gough. Most teams had their stronger partners but no one had an easy ride, and it was a very good evenings racing made perhaps even a little better by the support from those who rode private time trials, there were six other teams and from those who turned out to watch, and in Theo's case brought an urn full of tea with them....

#### Full Result:

1	Keith Dodman/Richard Shipton	58.00
2	Dave Hudson/Duncan Waghorne	58.47
3	Paul Toppin/Don Lock	59.45
4	Roy Holden/Graham Tooley	1.01.34
5	Nigel Burrows/Collin Miller	1.01.55
6	John Mansell/Ray Douglass	1.01.56
7	Jeremy Hollis/Keith Norris	1.03.39
8	Robin Holden/Nick Hodgson	1.05.21
9	Norman Wright/Eddy Gough	1.05.46

#### CLAPSHAW 25

13th August 1978

Duncan Waghorne won the Clapshaw 25 & with it the Sherwin Trophy awarded annually to the fastest 'under 18' rider in this event.

The Clapshaw memorial trophy is awarded annually to the handicap winner, and Duncan's 1.04.05, less handicap allowance, gave him 1.01.15 - good enough to beat all opposition. Second was Nick Hodgson with 1.02.02.

Full Result over-leaf.....



1	J Lewis	1.20.53	15.00	1.05.53	12
2	N Wright	1.09.52	6.10	1.03.42	6
3	K Norris	1.06.38	3.30	1.03.08	4
4	R Douglass	1.09.52	5.30	1.04.22	8
5	D Lock	1.06.52	1.30	1.05.22	10
6	E Gough	1.09.49	5.20	1.04.29	9
7	K Atkins	1.09.59	3.30	1.06.29	13
8	M Poland	1.10.29	4.50	1.05.39	11
9	R Holden (J)	1.06.31	3.00	1.03.31	5
10	R Holden	1.03.10	1.00	1.02.10	3
11	R Wiseman	1.09.52	3.00	1.06.52	14
12	D Waghorne	1.04.05	2.50	1.01.15	1
13	N Hodgson	1.05.12	3.10	1.02.02	2
14	C Miller	1.04.06	scr.	1.04.06	7

### RECORD BREAKERS!!

Several Worthing Excel members went to the International Festival of Cycling at Harrogate - and two returned with Club records.

The 50 mile record of 2.00.06 set by Dave Funnell in 1964, was broken by Keith Dodman with a time of 1.53.04.

John Mansell broke his own record, also set in 1964, for 50 miles on a trike in 2.16.18, by 1 min 43 secs to give a new time of 2.14.35.

### THE NATIONAL 25

You will no doubt recall reading in Cycling, that we had 3 riders competing in the National '25' TT, held on a course skirting the North York Moors.

Well we sent them up there as a team, and let them loose amongst the country's best.



The weather was sunny, but the times were slowed by quite a strong wind blowing across the course. The Championship was won by Eddy Atkins of V C Slough/office associates in 55.36. Our lads didn't disgrace themselves; Nick Lelliott managed a 58.59, Richard Shipton 59.55 and Keith Dodman 1.0.52 gaining 32nd, 50th, and 69th places respectively out of a field of 120.

### WORTHING FIESTA KERMESSE

27th August 1978

I can't remember exactly when I was being told that there was no promoter for the 1978 Kermesse, but sometime towards the end of last year, I volunteered my services to help organise this, now, annual event.

Very warily, I asked what was involved, it all seemed very easy and straightforward. Fine!, "Yes I'd organise". We had our first 'Kermesse sub-committee' meeting on 20th March to sort out tasks and responsibilities. The 'committee' system was to relieve one person of all the work and to share the load. Theo was to deal with the advertisers, sponsors and the financial side, Charlie was local 'liaison officer', while I dealt with correspondence, posters and entries etc., Pete Reeves handled road closures and barriers.

At the East Grinstead B.H. Monday 'Carnival R.R.', last year, there was a loud and clear public address system, Charlie collared its master, for our event this year. I hope you noticed the difference - Tony Yorke could at least be



heard!! The printing of the posters and car stickers were put in hand, and the first letters, to St. Johns Ambulance and to the Mayor & Miss Fiesta, were sent out. We were on our way!

Then everything just rolled along, with the event taking shape monthly. Early entries arrived in the post, which signalled that it was time to circularise the Cycling Clubs with entry forms - showing, this year, a substantially increased prize list. Steadily the entry forms came back. The programme advertisement format was decided upon and was put into the printers' hands. Only the list of riders names in their respective events, was missing. They were collated as soon as received, but 50% came within the last few days - and beyond! Charlie now helped to sort and sift, while I holidayed. The posters were up at all local cycle shops, and prominent places on public roads.

I returned refreshed, to find the programmes printed and sent out to all concerned. It remained to just give a handful of complimentary programmes, to the advertisers and sponsors, for their customers.

On the Saturday evening before the event, the course was visited, and parked cars were given a programme and a note, asking them to move-on before 8.00am. It was a fine evening and the weather looked promising for the next day.

At 7.00am on Sunday, the seafront was alive with club bods, placing cones & roping off much of the course. The huge judges' stand, a trailer on loan from Fargo, was waiting for final positioning, from the judges. The signing-on table and drinks were being assembled, and more and more Club



members were arriving - together with enquiring dog-walkers, & Theo turned up with bacon baps and coffee. The council men had barricaded-off all the roads and the police had removed 3 vehicles from the course. The P.A. system of large and powerful speakers had been wired up, and was being tested. Music started and an atmosphere was developing. Riders were changing, machines were being prepared and checked, and the 'first event' riders had signed-on. Judges and officials were in place, St Johns Ambulance was on stand-by, the riders were testing the course. All was ready.

It was 9.00am, the racing began. The morning was fine, warming up by the minute. Both the 'schoolboys' and '3rds & Juniors' gave us a fine display of riding. The first 'let-down' came, however, in the 'All-Cats', when only 10 out of 18 riders were on the start line. The event had to be shortened to 35 laps, and then only 6 riders finished - to collect a prize each. However, the next schoolboy race improved matters, when it was the turn of the over 14's, racing for prizes donated by Plaza Cycles. The mornings racing finished with the MGM Devil - an event spoiled by low numbers. While the racing was taking place, the winners of prizes and primes were being sorted out, ready for the Prize giving. Miss Fiesta - Micheal Slaughter, arrived in time to watch the final event, before presenting the prizes.

And so another Kermesse came to a close, the crowds vanished. The road was cleared. The P.A. system removed, the tables and drinks stored away. St Johns Ambulance had driven off. Gradually



Heene Road and Marine Parade were restored to their former 'pre-7.00am' appearance. Then the road was reopened to traffic, and the parking bays filled up, and you wouldn't have known anything unusual had just taken place.

Then the press was anxious to hear the results and CYCLING was phoned. Later a result sheet was prepared and sent off to over 100 people. All the correspondence and 'thank yous' were dealt with, and what had been a great deal of work, gradually came to a halt.

Finally, may I thank all the officials and helpers, too numerous to thank personally on the day, for without whom, the morning wouldn't have run so smoothly.

Derek.

#### THE 1978 HARDRIDERS

The annual Hardriders championship for 1978 was similar in many respects to those of previous years. It was pretty clear for example, that it was going to be a two horse race, with Keith Dodman and Richard Shipton being considered by handicapper Ray Douglass to be at least 6 minutes faster for the course than any of the others. It was also to turn out that only one horse was in there fighting at the finish, for whereas previously punctures have spoilt the prospect of a close fight, this year it was the late animal and consequent D.N.S. for Keith. The start was at 9 o'clock, which some, particularly the marshalls at Storrington, might think was a bit late, but for Keith obviously, still a bit on the early side.



There were ten starters from timekeeper Charlie Lednor and the chart at the end of this report shows how they progress with the two checks made at Storrington. The course was adjusted this year, with the cutting-out of the section into and out of Arundel, for safety reasons. On the descent from Whiteways, the course now drops straight to the A27 (Ford Road Island) and then turns and retraces. This probably cuts the distance by about  $\frac{2}{3}$  mile leaving the course at a fraction over 34 miles, it probably also improves the course by taking out additional hills, and corners as well as poor road surfaces in the town.

Richards time was 1.32.12 in blustery conditions and with wind from a less than helpful north-westerly direction, and the times of the other riders, reflects the course improvement. Given competition and improved conditions, the time should come down to about 1.29.00 or better.

Nick Hodgson won the handicap and seemingly had little difficulty in holding onto Paul Toppin, once Paul had caught him by one minute, soon after Storrington on the way out. Nick still riding high pressure tyres and ordinary 'sports type' shoes is proving to be a very strong and shows considerable potential.

Mike Poland again showed his love for this hilly terrain and always takes this event with a very particular kind of dedication. This year for example, he actually travelled out to the start the evening beforehand and took digs in Findon Valley, so as to avoid any travel problems on the morning.



Roy Holden with a few longer rides in his legs, some road races, and the Sussex 100 for example, found a little more stamina than could be managed by the usually faster Paul Toppin and obtained a fine second place just over a minute and this despite losing time at Storrington.

### Full result

	Storr'ton 10.43 mls	Storr'ton 27,9 app.	Finish 34.2 mls
R Shipton	27.45	1.15.00	1.32.12
W Holden	28.05	1.19.10	1.36.51
P Toppin	28.10	1.20.25	1.37.58
N Hodgson	28.40	1.21.25	1.39.00
K Atkins	30.25	1.24.05	1.42.10
R Holden	31.00	1.25.25	1.43.25
R Wiseman	31.00	1.26.20	1.44.22
N Wright	31.15	1.26.25	1.44.39
M Poland	31.50	1.29.35	1.47.25

### H'cap Result

1	N Hodgson	1.26.30
2	N Wright	1.26.52
3	K Atkins	1.26.55
4	P Toppin	1.28.18
5	W Holden	1.28.21
6	R Shipton	1.29.57
7	M Poland	1.30.09
8	R Wiseman	1.31.10
9	R Holden	1.34.10



## FUND RAISER WINNERS

### Latest Winners:-

May	Ted Peters
June	Mr. Gard
July	Tony Yorke
August	Wilf How
September	Keith Dodman
October	Wilf How

### General Note

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

### TOUR de HUDSON

22nd - 23rd July 1978

Taking part in this years sorti across the Channel were Christine Barnett; John, Jane and Mark Miller; Paul Toppin; Carolyn Avon and Les Holdsworth; Berni Bethall and Gill Isherwood; Chris Beckingham; Alf Dawes; Rick and Val Stringer; David Mills and last but not least, Barry Smith, who travelled down from Yorkshire in response to Dave's advertisement. Don't misunderstand me, the coach wasn't quite full. At the wheel, of course, Dave Hudson.

As in other trips across the Channel, the sea was very calm, so much so, that two of our number failed to get their money changed. Thanks Dave. Amongst other pre-tour advice proffered, staggering was the response to bring 'bonk' rations!



There was a mountain of it. Our first real break came somewhere in a corner of a foreign field. Skills were quickly put to the test when it came to 'whose was what' and 'how does one open tins', with goodies precariously balanced on knees. "Where was that flask", which hours earlier had been a joy to fill, and was now found to have flavoured the ham sandwiches and given the pork pie bouyancy problems. We left refreshed, which is more than could be said of certain trees - well you know what the French are like - I wouldn't be seen in one!

Stomachs were to be versed many more times in the art of prompt digestion and we finally arrived at the Bois de Bologne camp site. Hard clay everywhere and not much grass at all - "please don't let it rain!". We squeezed ourselves in amongst thousands of other holiday-makers, assembled or in various states of distress - none of them looked as though they could brew a decent cup of tea. This proved to be no problem for Alf Dawes later, when he produced a fine cuppa at seven o'clock Sunday morning; yes that's right seven o'clock!

Saturday afternoon and the old town of Senlis. The group stuck together and watched the 'finish' from atop a lorry, that just happened to be near by and static at the time. The pre-finish track racing, was in many ways dull, consisting mostly of points and pursuits. The atmosphere gradually built up, families conversing through clouds of thick cigar smoke, bottles and in the background, the inevitable gabble over the tannoy.

First came the heavy roar of police motorcycles, then the stunt riders, a few



advertising vehicles and 'whoosh' Jan Raas powered round the track - the winner. More applause, then a group of four, more cheers and craning necks. The rest of the Tour snaked its way round, one long rainbow of heavy man and machines. Then the interviews, flashbulbs, shouting and joyous exaltation from Hinault. The crowds thronged round Hinault's path, as he was slowly jostled out of the track centre - a hero, well and truly. Team cars honked impatiently, wheels sparkled in the afternoon sunshine - another memorable stage.

Saturday night in a Montmartre restaurant and despite rumours of high food prices, we all enjoyed a sumptuous meal - admittedly after tramping around for half-an-hour, with patience waning at every step. For a fiver we had an artist, a piano, a table that sung for their supper, and Alf Dawes who battled most of the evening with a waiter, who tried to push Alf and his table into the next street. Needless to say Alf won!

Sunday morning, bright and early, with tea, and smells of egg and bacon, a busy time lay ahead for more sightseeing, for the purpose of which, the group split up, to remain so along the Champs Elysees for the final stage.

This proved less exciting, I think, but what should one expect after so many gruelling miles and positions to protect, until the last minute of the 1978 Tour de France fades out. The eventual winner was Gerrie Knetemann, but for all the preparation and tannoy systems, our French contacts could not understand what their



fellow commentator had said. I think the French are the only country to make records on '33' and play them at '78' RPM.

An hour later we were on our way again, picking up the Miller family, who'd chosen to sightsee elsewhere in Paris, en-route. We whirled through a fantasia of city architecture, futuristic and utterly unreal. These weird metallic coloured, stencilled silhouettes, drew certain members of the party from a horizontal, to a vertical position. A few gasps of wonder, raised for a few moments, those comfortable enough to doze and snore! The lunar landscape faded into a background of myriad lights as the suns rays were at their evening best.

At Rouen, we had a couple of hours to explore this fascinating old city and to experience in two hours, the difficulty of finding somewhere to eat. We English tourists are not easily put off and back at the mini-bus the two groups went to subtle lengths, convincing each other just what a good time they had - at such value too. All 'digs' taken in good humour. I'd very much like to explore Rouen in the day time, all those small market squares, narrow cobbled alleyways and tall narrow houses with steeply pitched roofs, the wall crumbling with history. Perhaps another trip?

Once again a smooth midnight crossing and a last minute panic to get onboard the bus, as we were first off, thence through customs



and home, no problems this time. For the unlucky ones, it was dispatch suitcases, a quick wash and to work. I was thankful for the thought that I had Monday off, but after such a busy weekend, most of us were surprised how little tired we were, considering we had done so much in so short a space of time.

Many memories, one or two of camera shutters, groans and horrid thoughts of a complete study of scaffolding poles instead of the Tour riders. Chuckle I may, but we paid dearly in coffee and ice cream, for our view, supported by the cafe chairs and a frowning proprietor. We hadn't the nerve to keep asking for mineral water. You'd see more of the toilets than the race, if you weren't careful. "Mineral de l'eau" - avoid it!

Envious thoughts of all those superb bikes and bike shops, as only the French can present them. Why people were tempted to buy plastic scaled down versions, which you took for a walk at the end of a lead, I don't know. Memories of a great time, in great company. Barry was quite happy to come down on another trip, hint, hint, and said he really enjoyed himself. Many thanks from all, Dave, for such a superb weekend.

Berni Bethell



## Bill Blackwell

With sadness we report the recent death of Bill Blackwell, a vice president of our Club for many years. It may be only older members who knew Bill - for the others let it be said, simply that he was a generous supporter of the Club; helping "up the road", and always anxious to pay what he believed to be his annual dues.

As well as the Excelsior he had been involved with boys clubs, football clubs and the Harriers, enabling him to retain an enthusiasm and interest for younger people not always found in older generations.

We offer our sympathy to his family.

Don.

## Mary Argent

The recent death of Mary Argent, wife of our President, Duggie, and herself a Vice President of the Club, came as a great shock to all members who have known her over the years.

She had been a member of the Excelsior since 1920 and had always retained a considerable interest in our activities after her own active cycling days were over. A tribute was sent by the Club, but we would like to record here the sympathy of all members to our President, and to his family, in their sad loss.

Don.



## A "STEERSMAN" REQUIRED

John Sarfas, a blind and new member of our Club, has a tandem and makes a good 'stoker'. He has been out on a couple of evening runs and attends the Clubroom most Tuesdays - thanks to Norman Wright. However, John would like to venture out on the Sunday Clubruns - generally mornings only or perhaps some all-day runs.

John lives near Angmering Station, and if you think that you can help him (even on an occasional basis) would you phone him on Rustington 73668 or see him at the Clubroom.

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## DON'T FORGET

Don't forget that 'material' for the "Winter issue 1978/1979" will be required by the editor anytime now, but NO LATER than 30th December.



## THE CYCLISTS PRAYER - from Readers Digest

Lord, Thou who hast never ridden a cycle, help those who have to. Only Thou knowest the dangers we are subjected to and the difficulties we go through. Grant our prayer. Help us in the upward slopes. There is no need to push us downwards. Support us when the brakes do not work. Support us, too, when the trouser leg gets caught in the chain. Deliver us from traffic wardens, when we are on the wrong side of the street, on the few occasions when we are on the right side. Remove from our path the stones or we shall pass over them. Remove also the nails, the broken glass and other cutting and piercing objects. Sustain us when we go through a deep hole full of water that seemed a shallow hole. Rescue us in muddy streets. Deflect us from the mud when we are wearing clean clothes. Deliver us from bicycle thieves. Deliver us from dogs that like to run after us. And, above all, help us to buy a car.

Amen.

(Cleunice Orlandi de Lima)

If you have enjoyed reading this issue of Worthing Wheel and would like to have it sent to you regularly, why not become a REGISTERED READER. Send a cheque/Postal Order for 68p made payable to The Worthing Excelsior Cycling Club, to Derek Smith, 7 Cove Road, Rustington, Sussex. He will ensure that you receive the next 4 issues and a renewal form.



