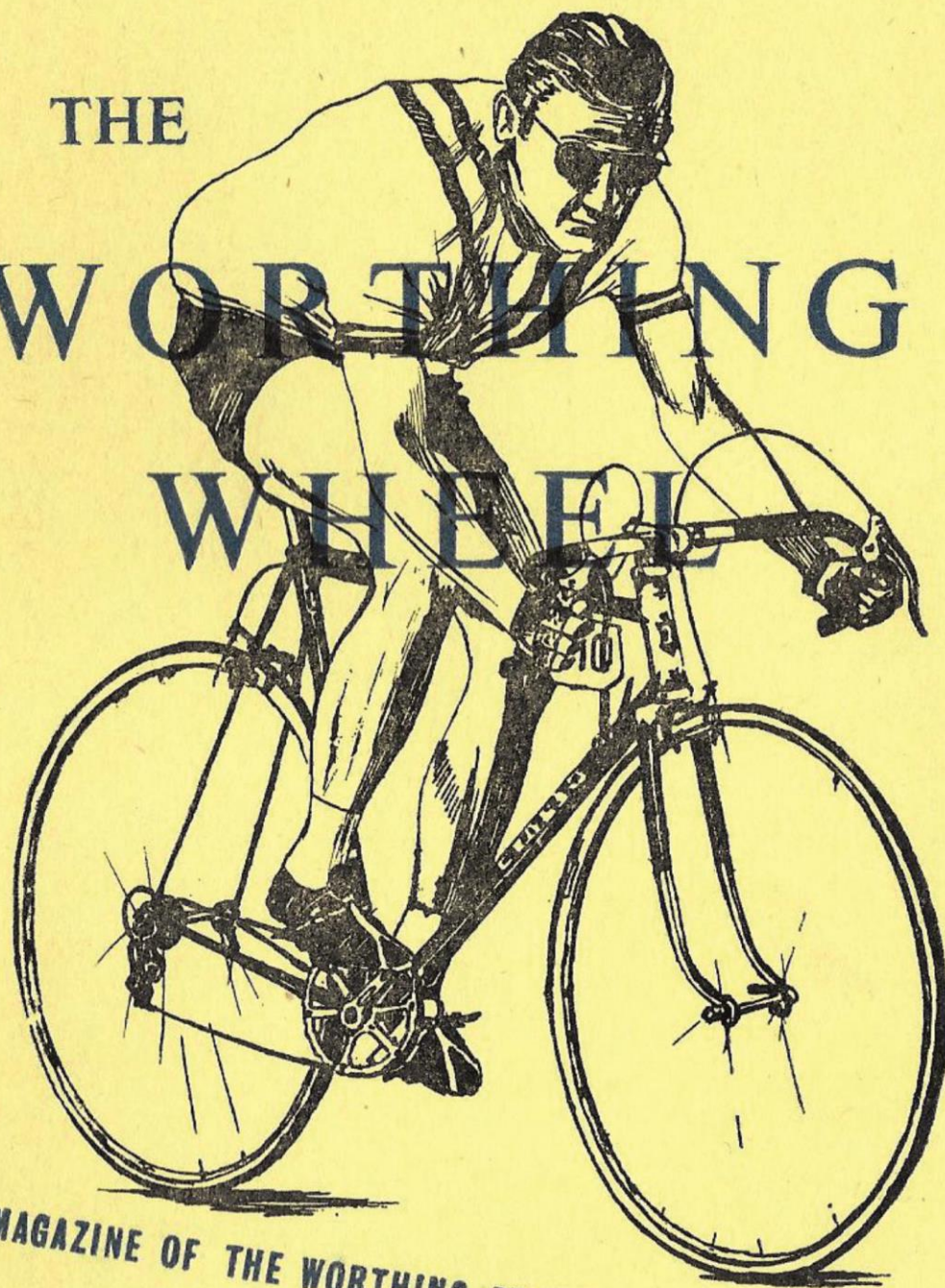


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THE
WORTHING
WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

SPRING 1979

Vol 12 No 1

THE WORTHING WHEEL

The Journal of THE WORTHING EXCELSIOR CYCLING CLUB

*** SPRING 1979 ISSUE ***

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

President: W.D. Argent,
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Treasurer: Roger Smallman,
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Runs & Touring Sec: Derek Smith,
7 Cove Road, Rustington.
MAG EDITOR. Tele Rust. 4712

EDITORIAL

The A.G.M. has passed again, and with it brought a change in Club 'Officials', indeed a new 'page 1'. A full report starts opposite.

Early racing results and comments are brought to you via Don Lock, who has kindly offered to take over this side of the magazine. The weather can only improve, and so, we hope, must the attendance at Club Events.

The touring section, has soldiered-on, despite the atrocious weather conditions, and the dual Sunday run (although terminated for the racing season) seemed to be quite successful. A few youngsters are also participating, both on Sundays and on Friday evenings.

Norman Wright provides a sequel to his artical, published last issue, when he writes about the history of Bonseguers Hill. Other general interest articals fill the remaining pages, so until next time, keep writing in - the more the merrier.

Derek.

JOHN ANTRAM.

It is with the deepest of regret that we record the death of John on Monday the 23rd April and offer our sincere condolences to Jean and family. A donation to St. Barnabas Nursing Home is being made collectively by members in lieu of floral tributes as requested, and is being dealt with in the clubroom.

THE ANNUAL GENERAL MEETING
CLUB ROOM, BROADWATER, WORTHING.
21st FEBRUARY, 1979.

A disappointing turn-out this year, when a maximum of 47 members finally attended, arriving mainly by the appointed hour of 7.30 p.m. The meeting was opened at 7.45 p.m. and we stood for a few moments as a token of respect for our 3 late Vice Presidents.

The minutes of the last AGM were read and duly adopted. The Secretary was thanked for his report and for the enlightening information which it contained. The Treasurers balance sheet was discussed. Norman Macmillan thought that those involved with the fund raising activities deserved a special "thank-you", for they raised some £304.40. However, Theo questioned whether we should rely on this extra income, that could so easily cease.

John Lewis and others seemed to favour an increase in subscriptions (although their thoughts were too late for this years AGM - notices of motion must be sent to the Secretary by 21st January prior to the meeting). Roy Holden thought that we should 'break even' and not always look to profits; did we need an increase for the sake of it? The Chairman concluded by asking everyone to get involved while we did have these fund raising activities and not leave too much work to any one person. The Secretary's report and treasurers balance sheet were duly adopted.

There were two notices of motion:

- a) that the Club's annual Hardriders time trial shall be made an Open Event.
- b) that the design and colour of the Club's jersey be changed, after consultation with the people who are likely to wear a Club jersey.

There was much discussion regarding the Hardriders event, and its dangers to strangers at the Storrington junction. Arguments went both ways, but in the vote an overwhelming majority were in favour of making 1980 an Open Event (subject to necessary R.T.T.C. approval).

Item (b) was split into two - i) colour ii) design - because it was felt that perhaps the change of colour was suggested in case a design couldn't be formulated using the existing colours of light and dark blue. So when virtually the entire meeting rejected a change of colours, Roy Holden proposed, "that the colours should remain as they were". This was carried by a large majority. Then design posed a problem. After discussion as to how it should be done, it was decided that members should draw up schemes by the end of February; for those designs to be put on show, and the top six judged to be most suitable, put forward to manufacturers for costing.

The Election of Officers followed and the new list is as follows: -

Those shown thus '*' are newly elected.

President:	Mr. W.D. Argent
Life Vice President:	Mr. C.G. Lednor
	Mr. T. Puttick
	Mr. J. Hughes
	Mr. M. Reeve-Black
	Mrs. C. Hughes
	Mr. R.H. Douglass
	*Mr. B. Weir
Vice President:	Mr. C. Coleman
	Mr. N. Macmillan
	Mr. D.W. Lock
	Mr. J. Mansell
	Mr. R. Mills
	*Mr. A. Palmer
Chairman:	C.G. Lednor
Secretary:	J.P. Mansell
Asst. Secretary:	Miss S. Webb
Treasurer:	*A.R. Smallman
Asst. Treasurer:	P.G. Toppin
Social Sec:	T. Puttick
Evening Ten Sec:	*I. Reader
Club Events Sec:	*D. Waghorne
Race Book Writer:	*Roy Holden
Road/Track Sec:	*Roy Holden
Runs & Touring Sec:	D.A. Smith
Press Sec:	*D.W. Lock
Club Coach:	N. Macmillan
B.C.F. Rep:	*Roy Holden
Mag Editor:	D.A. Smith
Two committee members:	Alan Matthews
	*Robin Holden
Social Committee:	Connie Hughes
	Alan Matthews
	*Sarah Webb

Time Keepers:

Charlie Lednor
Alf Dawes
Roger Smallman
Martin Ford-Dunn
Tony Palmer
Norman Macmillan
Don Lock
Ray Douglass

Asst. Time Keepers:

Alan Matthews
Pete Reeves
*Mike Wallis
Ivan Morris

Handicappers:

Brian Weir
Alf Dawes
Ray Douglass
Don Lock
Tony Palmer
Theo Puttick
Tom Lednor
Colin Miller
Dave Funnell

Runs Committee:

*Ray Douglass
*John Lewis
*Dick Wiseman

Worthing & District Sports Council Reps: Norman Macmillan
*Simon Cornelius

Worthing Youth

council leader Rep: *John Peters

Worthing Youth

Council Rep: *John Peters
*Simon Cornelius

A vote of thanks were recorded on behalf of Ray Douglass for his past services as Treasurer; to Theo Puttick for his continued help with social functions; and to Roy Holden for keeping the local press and Club Mag Editor informed about racing activities.

Following the election of officers, there was a break for tea. Distribution of the magazine and February's Fund Raising draw proceeded. The meeting reassembled, but it was a taciturn membership, who showed little enthusiasm for other business. Brian Weir had been nominated and accepted for Life Membership. Ken Atkins won the February draw.

a) As a result of a claim for damages against a West Country Club, the Committee had taken steps to protect the Club, its officials and members, by insurance. Several insurance companies were contacted, giving comprehensive details of the Club's activities. G.R.E.'S policy was finally accepted for a premium of 60 pounds. A vote of confidence was sought and received, for what the committee had done.

b) Simon Cornelius asked if it was possible to invite French riders to compete in our Fiesta Kermesse this year - a year with a European Flavour. It had been considered, but it was pointed out that costs were high, and that permits had to be obtained. However, it was possible, with financial assistance. On the Kermesse, Charlie wants offers from promoters for future years, otherwise our involvement may have to be reconsidered.

c) It was proposed, seconded and carried that we hold the following open events in 1980!!

The Open 25 (Not tandem)

The Open 10 (Subject to a successful event this year)

Road Race (cats. to be decided)

Kermesse (subject to promoters)

Hardriders (as previously discussed)

Whether there was anything in the tea, or the fruit cake, we will never know, but this second half of the meeting dragged slowly from item to item, with very little interest shown. After much prompting and even threatening from the chair, some members were stirred to raise a hand, or to put forward a view, but others woke to the rattle of chairs when the meeting was finally closed at about 10.30 p.m.

Lets hope next years meeting has many more members, preferably lively, keen to take up office, prepared to vote sincerely, and above all, who care for the Club to which they belong.

Derek.

ERRATUM

An inexcusable shortening of the new G 939 course happened in the last issue, when ten words were left out between two full stops. This shortened the course by about 7 miles.

The correct G 939 course is as follows:

Start A 27 top of Hammerpot Hill going east, to Offington Corner, where left A 24 to Findon roundabout, and return to Offington Corner. Turn right A 27 to Patching Pond where left A 280 to Angmering roundabout. Left to Durrington roundabout A 259, where return to Angmering roundabout. Right A 280 to Patching Pond. Turn left A 27 over Hammerpot, to finish just short of 'Darlington mushrooms', near Poling Cross Roads.

(As it was an INEXCUSABLE SHORTENING I apologise - Typist)

A SOUP RUN FOR YOUR DELECTATION!

How could one follow the Christmas soup run. Well I tried, on the 16th February. A new style was tried, in revealing the destination, when this time we revisited Shoreham Airport. We were to be served soup, bread and butter by friendly Ken Fehrenbach, in the airport lounge bar.

But how to get there? A direct sea - front route along to Shoreham Beach was taken, by eight members on a cold night. There were the remains of snow and ice in sheltered spots. Crossing the footbridge over the harbour, we wended our way through Old Shoreham, past its quaint shops. Down the subway, under the railway line, avoided an annoying wait at the gates. Going north, east and south, we made our way to Southwick. Back on the A 259, we were almost opposite the lock gates of Shoreham Harbour, hidden from view by buildings. Dropping down the appropriate alley, we found the footpath and crossed the locks. A new route to many, who thought that the only way to the beach was via Hove Lagoon. Under dock floodlighting we followed the service roads eastward, watching carefully, the unprotected drop into the water. Emerging once more on the A 259, we retraced to Fishersgate, to turn inland past Southwick Green to the A 27. Following the quiet, broad, 'old road', we came to the old Toll Bridge, which was crossed to reach the west bank. With the Airfield on our left, we turned down its drive, and headed for the Terminal Buildings.

Having had our soup - a choice of tomato or chicken - most bought another drink. Discussion centred about our Sunday run to the New Forest, and the final arrangements were made. After thoroughly warming up, we headed once more for Worthing and the West.

Derek.

* * * * *

If you happen to see Nick (Hot Kick Nelly) Lelliott, with what appears to be a deaf-aid, don't be too alarmed!! You are probably witnessing the latest break-through in training since getting the miles in. This microreceiver stuffed into any roadmans jersey, incorporates the very latest in technology and brings the words of the countries 'top coaches' to your ears, while on the move. Its either that, or Nick's listening to Radio 1.

FOOTNOTE: John Mansell has been seen to catch Nick, while out training. Could this have been around 3 o'clock - "when everything stops for tea!"

SOME DONT'S FOR THE SPEEDMEN

Don't forget to visit the weighing machine occasionally.

Don't do too much work when once in the pink of condition.

Don't write to the secretary for expenses, its wiser to telephone.

Don't indulge in three or four long sprints the day before a race.

Don't sell your prizes. Give them away if you have no use for them.

Don't leave the overhauling of a machine until ten minutes before a race.

Don't take spirits, and don't take drink during meals. After the meal is preferable.

Don't eat more than three meals per day, and allow plenty of time for mastication.

Don't depart from a healthy ordinary mode of living and make training a misery.

Don't look round when leading in the finishing straight. It may cost you the race or bring someone else over.

Don't neglect the teeth, as the digestive functions are those upon which the racer has to rely for his stamina.

Don't smoke in any form whatever. It causes palpitation of the heart, it creates thirst, affects digestion, and is bad for the wind.

Don't trouble about turnips or carrots, leave pork and salt meats alone, and always take supper two or three hours before retiring.

Don't forget that lean beef is the best thing to bring the muscles into good condition, and enables one to withstand fatigue. Underdone, juicy, tender steaks make champions.

"Cycling" 1960.

ROAD-MEN versus TESTERS

Just lately I have become conscious of a lot of discussion in the Clubroom and elsewhere about the relative merits and de-merits of Road Racing and Time Trialling. These discussions are usually provoked by those in favour of road racing, and their arguments against time trialling go something like this:-

The trials are not true tests of cycling ability because they take place under unnatural conditions, and the riders are able to use big gears which they would not be able to use in normal cycling. Because so much emphasis is placed on time trialling in this country, our riders are not such good cyclists as the continentals. Anyone who wishes to do well in cycling should forget about time trials altogether and concentrate on Road Racing. On the continent of Europe, they do not have any time trialling like ours and they are the best cyclists in the world.

I believe that there are several flaws in these arguments and I will treat them in turn.

Time Trials are a test of a cyclist's ability in that particular branch of the sport. Although some events do take place on 'drag-strip' courses, the majority of events are on far from ideal courses, and some hilly and hardrider events are held on courses which make the usual road race circuit look like a drag strip. When the riders use big gears, they use them because the conditions warrant their use. Top Roadmen also use big gears at times. In the decisive time trial stage of last years Tour de France, Hinault used gears in the 120's

at times, when conditions enabled him to do so. English time triallists can do 'under the hour' 25's on 72 inch gears. Some have done so already this season. I believe that the reasons why, generally speaking, our riders do not do well on the Continent, are not so simple as the anti-time-trial people imagine.

For various reasons very few of our riders ever race abroad as amateurs or professionals. A very high proportion of those who do make the crossing do very well indeed, for example, Simpson, Hoban, and now Sherwin and Jones. If our professional and top amateur cyclists competed regularly against the Continentals, I believe that we would beat them at their own game. It is not lack of ability, but lack of experience of the 'scene' that works against us. I would go further and say that riders crossing the Channel would find that the qualities of endurance and the ability to suffer on his own without the shelter of the bunch, which the time triallist has, would enable him to beat any rider who had only ridden in road races. Good cyclists do not achieve excellence by concentrating exclusively on branch of the sport. They are almost invariably good all-rounders. They may excel at one particular aspect, for example Anquetil was a time triallist, but they nevertheless participated in all kinds of events on road and track and in many cases cyclo-cross. A study of the careers of Fausto Coppi, Eddy Merckx, and indeed Barry Hoban will prove my point.

In conclusion, my advice to the young rider, is to have a go at everything. Don't ridicule a branch of your sport because people who are older than you have told you that it is a waste of time. While listening to the opinions of others, always make your own judgement in the light of your own experience. Don't come to decisions on secondhand information. If you are set on being a roadman, this should not deter you from getting some early and late season competition in time trials. Hilly and two-up events against the clock, will improve your stamina and bike handling and help you train for the day when there are just two of you in a break, or trying to get back to the bunch. The odd time trial between road races will also give you a bit of variety. If you are primarily a time triallist, do a bit of road racing as well, it's great fun, good training, and the courses are much prettier.

Also both time triallist and roadman should not forget that there is more to cycling than pounding down the road, elbows and eyeballs out. Touring is fun, especially when you are fit!

Roy Holden.

THE CIRCUIT EVENT?

Yes the question mark in the title is intended, for there was only just an event (the Club rules require three starters) and the continuance of the event in next year's calendar must be questionable.

At the Annual General Meeting, there was an almost total lack of interest both from prospective riders, and from the always needed helpers. Five entries were received, but only three made the start line.

Robin Holden, his dad Roy, and yours truly. Roy was first in 47 mins 10 secs, Robin won the handicap with an actual of 49.33 and a net of 43.33, and I came in with 48.52.

My thanks to those officials and marshalls who turned out, and sorry there wasn't something more to watch.

Don.

GENERAL NOTE

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

THE MARCH CLUB 25 - 11th March, 1979

Sunday 11th March was typically March - wet and windy, and this event, the first on the newly devised G 939, was not going to be a fast one.

The conditions were not fast, the riders were not fast, and as a general opinion, the course was not fast either.

The start is from the top of the Hammerpot on the A 27 and the route is then east to Offington, north to Findon roundabout and then retrace to Patching Pond. From here it is south through Angmering to the A 259, east to Durrington roundabout and retrace to Patching Pond. The final short stretch, is west down Hammerpot Hill to finish near the mushroom farm at Poling. Frequent changes of gradient, many corners and even changes of direction seem to make it difficult to get any rhythm. No doubt the better riders will produce faster times in due course, but will they produce anything approaching their best - I doubt it, and it's not appropriate to go into a discussion here on the pros and cons of 'fast' or 'sporty' courses.

Paul Toppin, in his first outing of the season, rode round in his tracksuit bottoms and won with a comfortable margin in 1 hour 9 minutes 10 seconds. Don Lock was second in 1.10.43 and Roy Holden, feeling the effects of a ride the previous afternoon in the Central Sussex Hilly was third in 1.11.12. Fourth was Dick Wiseman, also deeming it too early to take his trousers off, in 1.11.58. Fifth was Robin Holden in 1.12.36, a time good enough to secure his second handicap prize of 1979. Sixth was Pete Reeves, with the excuse of his hack bike, in 1.15.06

THE BONSECOURS HILL

You will, I hope, recall that mention of the above named hill, was given in my account of the "Randonee Rives de la Seine", as written within the folds of the last edition of Worthing Wheel. Any reader who is conversant with the history of the Tour de France will possibly recall the significance of this hill on the final result of the first post war Tour (1947).

It was during my visit to Rouen, that I learnt of the part this particular hill played towards the result of that first Tour held since 1939. Perhaps I should mention, that its thanks to Neville Chanin, that I am able to convey the following segment of Tour history, as it was he who told the story during last years stay in Rouen.

The final stage of the 1947 Tour started from Caen, and ended, as is traditional, in Paris, passing through Rouen en-route. The end of the penultimate stage saw the Italian Brambilla as holder of the yellow jersey, by a narrow margin, and the stage was thus set for a procession to Paris on the final day. This however was not to be, as Frenchman Jean Robie, who was 2 min 58 sec down on the Italian race leader before the start of the final stage, had other ideas. Instead of treating the race as a procession, Robie made a surprise attack on the Bonsecours climb out of Rouen. The Frenchman, who was obviously enjoying tremendous encouragement along the route, was able to build up a considerable lead, and arrived in Paris many minutes up on the main chasing group.

By doing so, Robie had won the Tour by 3 mins 58 secs from another Frenchman Fachleitner. Brambilla finished overall third, 10 min 7 secs down overall.

Jean Robie's win, was the first time that a Tour had been won by a rider who had not won the race leaders yellow jersey during the course of the event. Robie's feat has only been achieved once since, that was by Jan Jansen who also became Tour winner on the final day during the 1968 event. Even though Brambilla was not overall winner of the 1947 Tour, he did win the "King of the Mountain" title.

Should any reader be fortunate enough to be able to make the trip to Rouen, a visit to Bonsecours Hill would be well rewarded. After having won the Tour, Jean Robie returned to the scene of his successful attack, and had a plaque placed on the hill to commemorate his achievement.

Norman Wright.

THE NEW FOREST

Eight members were on the February motorised run to this delightful area. I think that its the first such run to the area, with snow and ice on the ground and a severe frost in the trees, both of which lasted all day.

Some early morning dampness, soon cleared, although the sun never shone. Dick Wiseman, Dave Hudson, Derek, Bill, Duncan, Paul Toppin, Keith Dodman and Eddy Gough, left two vehicles at Lynhurst and headed for the hamlet of Bank. Some joked that this was for Daves benefit - for he had left his wallet at home.

Heading towards Burley, initially down the strangely quiet A35, we hoped for an early elevanses. This was not to be, for the venue was closed, but we pushed on and went via Picket Post, Ringwood to St. Ives. The last few miles, being part of the P2 course, recognised by Paul Toppin and others. The revised 11's venue, was the Little Chef at St. Leonards. At just a few minutes after 11 o'clock, eight hungry cyclists enjoyed cooked breakfasts and other Little Chef delights, having covered just 15 miles.

Lunch had been pre-arranged at the Fish Inn, Ringwood, beside the River Avon, just two miles away. So a devious route southwards was selected through pleasant heaths and villages. Not three miles from 11's near Matchams, Bill Webb Suffered from a dislodged chain on his 'fixed' going downhill. An immediate skid developed, which Bill was lucky to control and Keith Dodman lucky to dodge.

This bent the links, hindered movement and prevented riding. Carefull application of the pliers was tried by Eddy Gough, but all attempts failed to make any difference. Bill decided that as lunch was only 3 miles away, he would meet us there, and then decide what could be done.

So seven members proceeded southwards to Hurn - site of Bournmouths Airport - turning eastwards to cross the River Avon, making for Ripley. Heading northwards we passed through Sandford and North Kingston - all quaint farming communities, with many thatched properties. Passing by the shops of Ringwood, Dick Wiseman was quick to spot a cycle dealer, and wondered whether he lived over the shop. To cut a long story short, Bill hadn't been able to ride, Dick knocked up the cycle dealer and purchased a 1/8th chain, and an-over-lunch-repair was effected. The pub food was good, and a jazz band played until 2.10pm.

Back on the bikes, after some 30 miles, we were making for Cadnam, but not along the direct A 31 route. We wended our way out of the town, on new roads and under flyovers. Initially along the busy Salisbury road, but we soon sought the refusage of the lanes to Rockford. Heading northwards we followed the New Forest boundry, through Moyles Court to Hungerford and Stuckton. A lane lined with picturesque cottages and pubs. Bypassing Fordingbridge, and passing the "Merrie Thought" (A house), towards Godshill, we were heading for Castle Hill and Woodgreen. These were interesting new lanes, giving some good views over the Avon valley.

Cadnam was reached via Nomansland, Penn Common and Furzley Common. A cafe behind a garage forecourt, 300 yards north of the 'old' Cadnam roundabout, provided a welcome tea (52 miles).

Lynhurst and the vehicles were only four miles away by main road, but I managed to find an aberrant route. By way of the "Warren's" estate to Bramshaw (all surfaced) and south to Brook, we made for the Rufus Stone and the A 31, just as dusk approached. Crossing the split dual-carriageway through a wooded footpath, we continued with lights switched on, south to Minstead and Emery Down. Sweeping downhill, we rolled into Lynhurst about 6 pm - having spent eight hours in the area, and with 62 miles to our credit.

Did I hear Dick say he was pleased he hadn't ridden over in the morning? When is Eddy taking the bike for a quiet perusal of those delightful lanes? and where does Duncan find all that food - or rather, where does it all go!! Perhaps you'd like to join us next time.

Derek.

RELIABILITY TRIAL 1979

Sunday 11th February

A new organiser with new ideas is, I feel, needed if this event is to be continued with in 1980. There was a disappointing entry, especially from our own Club members. There was a time when no self respecting Reliability Trial would be less demanding than 100 miles in 8 hours. Now we do 50's and 60's and provide shorter distances still for the juniors, only to find that 60 is too far for most, and senior riders potter round a slightly undulating 30 mile course, comfortably completed by 12 year-olds, and then complain about the weather! Conditions were in fact quite reasonable, there was no snow or ice, hardly any rain and only a moderate wind - what do we expect in February anyway. I'm told that some only rode the 30, or didn't ride at all, because they wanted to get more miles in!!!! Well I had done 76 and was back home by 1.30pm, leaving time for another 40 or 50 in the afternoon - had I been so inclined.

Using the Club's 15 mile circuit; Ashington, Wiston, Ashurst, Partridge Green, West Grinstead and back to Ashington via Dial Post on the A 24. Twenty-eight of the 37 starters gained certificates as follows:-

A60 - 60 miles in 3hrs 40 mins.

G. Kerr	Central Sussex.
D. Cotton/R. Holkham	Sussex Nomads
	(TanD.)

B60 - 60 miles in 4 hrs 20 mins

M. Wallis	Worthing Excelsior
D. Lock	" "
S. Taylor	Brighton Excelsior
R. Stringer	" "

A30 - 30 miles in 1 hr 50 mins

R. Wiseman	Worthing Excelsior
A. Orman	" "
E. Gough	" "
J. Mansell	" "
P. Reeves	" "
P. Johnson	" "
J. Sharp	" "
K. Norris	" "
R. Ewart	Central Sussex
J. Palmer/L. Shrubbs	" " (Tand.)
P. Bealch	Croydon C.R.C.
C. Hardy	V.C. Noviomagus
P. Taylor/D. Anness	Brighton Mitre (Tand.)

B30 - 30 miles in 2 hrs 10 mins

B. Bethall	Worthing Excelsior
A. Lock	" "
W. Webb	" "
D. Yorke	" "
R. Jones	Brighton Excelsior
Mrs V. Stringer	" "
K. Atkins	Central Sussex
M. Atkins	" "
B. Cox/Mrs B. Cox	Hampshire R.C. (Tand.)

Don.

WHAT!! NO BATTERIES?

The other night, trying to persuade my cycle dynamo to provide a much needed light, my mind went back (as it sometimes does) to the earlier days of lighting for cycles, and I wondered when this form of lighting first appeared on the market. Any ideas? No? Well, it could be more years ago than you think. Anyway, delving back through some old cycling material, I came upon the following: -

"For a guinea (105p) a cyclist can provide himself with the latest rendering of the old idea of adapting a magneto, operated by the front wheel, to the purpose of lighting his machine. The Voltalite, neatly cased in aluminium, is fitted to the left fork, and carries on its front a metal-filament bulb in a reflector. A rubber-clad pulley runs with light touch on the rim of the front wheel and generates enough current to give satisfactory results. It is surprising to see the glow appear when one trundles the machine along at walking speed, while immediately one mounts and gets going, full efficiency is reached".

The writer considered that the brilliance at 12-15 miles per hour was equal to that of the best oil lamps, but not up to that of an acetylene lamp. He also recorded that driving the magneto caused an obvious braking effect on the front wheel, but the most serious draw back was the fact that the light ceased when you came to a standstill. There was no rear light.

Well, things haven't changed much, but at a guinea a time, the lighting set was expensive, when you consider that in 1911

(yes, that was the year when the above article appeared) ten pounds would buy a complete cycle of good quality. An advert for Voltalite described it as "the most ingenious adjunct to the cycle that has yet been devised".

Roger Smallman.

MONKEY BUSINESS

From Readers Digest

Police had to be called to disperse a menacing mob of black lemur monkeys who held up traffic at a crossroads in Hooghly, West Bengal. The angry animals were trying to rescue a baby lemur that had run into a speeding bicycle and became entangled in one of its wheels. The cyclist tried to extricate the monkey, but fled in terror when he was attacked by its nervous mother. A dozen lemures then suddenly descended from the trees and surrounded the bicycle, screeching and jumping about in fury. Passers-by were threatened and traffic soon ground to a halt.

The police were finally summoned and, while constables kept the animals at bay with sticks, an onlooker freed the baby lemur, which then limped to its mothers side. Their mission accomplished, the monkeys called off the raid and vanished as quickly as they had come.

ROAD SAFETY QUIZ

27th March 1979

Waiting at the entrance to the Gordon Room, at the Town Hall Worthing, one Tuesday evening, were 12 members of the Worthing Excelsior. We signed-on as Three teams as follows:-

Team J Don Lock, Derek Smith
Sarah Webb, Norman Macmillan.

Team K Norman Wright, Dick Wiseman
Andrew Lock, Paul Toppin.

Team L Roger Smallman, Ian Reader,
Paul Macmillan, David Yorke.

Whilst waiting for our teams to be called we were entertained in the Gordon Room, with 'safety' films of a lighthearted nature. We soon were 'called', and proceeded upstairs to start the quiz.

Now we had been given sheets telling us about the Sections, ie, 1. Highway Code, 2. Road signs & Markings, 3. Observation of Road Layout, 4. Road sign Task. However, to confuse us I suppose, they were answered as 2, 4, 3 & 1, and for those who had entered the quiz in previous years, the format had been changed.

Starting then with Road signs and Markings we sat as individuals, answering such questions as, types of lines across the carriageway, sign 'shapes' and meanings, explanations of signs drawn, and were we might meet flashing red lights. We were given '5 minutes' and could have earned 30 points each. So out of 120, 'J' earned 58, 'K' earned 38, and 'L' earned 49

Section 2 was the Road sign 'Task', where we played 'domino's' with road signs, matching pictures to definition, until a complete loop of cards evolved. We were separated into pairs, only given three minutes, and had varying degree's of difficulty or ease at completing it. Worth a maximum of 60 points, 'J' scored 49, 'K' scored 60 and 'L' scored 49.

This years Observation of Road-User Behaviour and Road Layout, was slightly different. We all had two minutes to observe the model layout, in silence, and then 10 minutes team discission to write down the answers. We may have found faults in vehicles, pedestrians, signs or road markings. Identification should have been by number, colour, make, markings etc. and vehicles could have been further identified by moving, stopped, parked or indicators. Should you have a good memory, preferably photographic, we will be requiring your services next year. There were 10 faults, worth 4 points each. 'J' achieved 28, 'K' achieved 36, and 'L' achieved 28.

Last, but by no means least, the Highway Code inquisition. Ten minutes to earn 40 points. Questions like, ten safe places to cross the road, what to do when being overtaken, requirements regarding lights, what you should do when joining a motorway, and what is your course of action should anything fall from a vehicle onto the motorway. We were able to confer, and answered on the question sheet as a team. 'J' managed 32, 'K' managed 19 and 'L' managed 22½.

A study of the results will show that the teams were very evenly matched. No particular team shining, but then none failing. So, you are wondering, did we win! Well, no, but we held our ground, despite an increase in the number of competing teams. Out of twenty teams, 'J' team came 9th (167/260); 'K' came 12th (153/260) and 'L' team came 13th (148½/260). So we were not disgraced. Chichester Institute of Advanced Motorists were 1st with 206, with Worthing Driver Training (examiners) 2nd 188½ points, and Brighton IAM 186½.

Without sounding like 'sour-grapes', I wonder if the time has come to separate the 'Adult' competition into two groups, that of 'professionals' and of 'amateurs'. Again, no 'bikey' questions (apart from a couple of signs), but our representative Don, sought, and gained, an audience with the Mayor of Worthing, Councillor Mrs Constance Scott, after the presentation of the trophies, at the conclusion of the event. Cornered as she was leaving the room, and accompanied by Graham Feest, Road Safety Organiser, Don asked if he might make a comment in the form of a mild complaint. "The Worthing Excelsior C.C., have for several years put several teams forward, indeed used to win," said Don, "and every year we are expected to know about flashing lights on motorways, etc., but the motorists are not questioned directly about the extra cyclist rules". "A good point" concluded Mrs Scott, and Mr Feest resolved to look into the matter. So perhaps we will see another change next year!

That said, this years competition was a refreshing change, and seemed to have had more thought put into it. Alan Matthews, our Organiser/Team coordinator had to drop out at the last minute, but interested parties should give him their names about February next year. Its surprising and interesting to see just how much you know (or don't) about the Highway Code.

Derek.

THIS, AND FUTURE ISSUES OF THE WORTHING WHEEL, see's the return - not of the Saint - more of the devil (he said Ed.), with ex-editor Don Lock taking on the race results and reporting. He will deal with all Club and other local time trial events, and asks if all Club time-keepers would take an extra copy of their finish sheets. He would particularly appreciate a telephone call on Worthing 62724 or a note at the Clubroom on Tuesdays of all other events that riders may compete in. If there are going to be competitors in road races, could someone from their team number, undertake to supply Don with details of these, and likewise is there a volunteer - someone always present at Preston Park - who will keep a note of all W.E.C.C. efforts on that particular arena.

GABBLETALK

Oh! grit gunge and salt muck - Oh! much slipper on the frosty, row, sneet, and slain, gale force arctic north freezerlies, and general ugh! So goes my chronic diarological for the months of Fanuary, and Jebruleap. What a grot startto the 70th and 9 year of the Twentieth hundred even Peggy Rerrin would have a job to sell this desastrical.

Much determinilly to stack in early milers melted like the abominable snowcyclist, modelled on the great Eng Kingers, in the back garden. Work journeys of 200 yards in each directical caused 480 punctures with accompanying loss of air, and ruined a good chain passed down from Bill Webb and less than forty years old.

Three trainy runs of nearly ten miles caused one crash, one cold and a week in bed with Flo which she didn't seem to enjoy either. There were also two starts on the cunday rub slums, and on one, Broadwater was reached for elevenses.

With most pot holing now being consecrated in the middle of the hublic pieway these first seeks of the new weason also saw the foldee up, much pingee of spokes and general collops of three wairs of peeles.

At this diabolicant rate of trainy I could have 200 up by Soctober and suggest Burk-All-Roundups be over 5 & 10 miles and a half hour endurable test with spectacular allowables for ventriloquists and others over 40.

Have now to fight way to cut off hamlet
of much Rustingbits to deliver this to
Smirk Smith of the Worthy Wheeler. Shall
wrap chain round rear tyre to make goody
hold up of the roady and give good practice
at the twiddly of the ultrasonic low
geary. So on with the snow shoes,
balaclava, souwester and furlined under-
tubs....seeyou in the next age of the
icicle...it might be warmer.

MORE PLACE NAMES & THEIR DERIVATIONS

(C) Cissa's fortified camp (Old English
Cissan ceaster...Cisseceastre 895...
Cycester 988...Cicestre 1086...
Chichestr' 1417. Cissa, a saxon war-
leader, invaded Sussex with his father
Aella and brothers Cymen and Wlencing
and their followers in 477, destroying
the Roman-British fort of Noviomagus.
Cissa was appointed governor in 516 of
the new fort built on this site, and
which was named in his honour. He is
traditionally believed to have been in
charge of another stronghold at Cissbury.

(D) Diccel's people (Old English
Diccelingas... aet Diccelingum 880...
Dicelingas 1121... Dicheling 1230...
Dichlinge 1589) The Neolithic earthwork
here was used by the Romans as a fortified
camp, approached by The Nye, a sunken
trackway, by which Ditchling can still
be reached. The village was owned by
Alfred the Great, whose palace is believed
to have stood on rising ground opposite
the church of St. Margaret, and was
the administrative centre of a large
saxon royal estate.

OTHER EARLY TIME-TRIAL RESULTS

- 4th March - East Sussex C.A. 17 mile
Hardriders; Richard Shipton 42.47
(fifth)
- 10th March - Central Sussex Hilly 25;
Roy Holden 1.11.57
- 18th March - Sussex C.A. 22 mile Hilly
2-up.
- 24th March - Sussex C.A. 10; Richard
Shipton (2nd) 24.49, Roy Holden (5th)
25.02, Colin Meller 26.31, Don Lock
26.52, Robin Holden 27.08, Mike
Poland 30.28, Mike Walis 31.30,
Andrew Lock 32.21.
- 24th March - G.S.Europa 25 Pete Reeves
1.08.56
- 25th March - Sussex C.A. 25; Roy Holden
1.06.56; Robin Holden 1.09.52
- 1st April - Salisbury 25; Roy Holden
1.05.04, Keith Norris 1.06.25, Don
Lock 1.06.52, Colin Miller 1.08.12,
Robin Holden 1.09.33
- 1st April - Oxonian 25; P. Reeves 1.08.30
- 8th April - Brighton Mitre 4-up 29;
C. Miller/P. Reeves/Robin Holden/Don
Lock, 1.15.00 (5th)
- 8th April - Corsham R.C. 25; K Dodman
1.08.37
- 13th April - Crawley to Shoreham & back
44 miles; R. Shipton 1.52.00, John
Mansell 2.03.00
- 13th April - West Kent R.C. 25; Colin
Miller 1.07.36
- 14th April - Crawley 25; R Shipton
1.01.26, J. Mansell 1.07.21
- 14th April - Crawley 10; Richard Shipton
24.05, John Mansell 27.05
- 15th April - Festival R.C. 25; D. Lock
1.06.02
- 16th April - Actonia 25; C. Miller 1.06.03

THE ROUGH-STUFF FELLOWSHIP

Continuing with the series of Clubs and associations connected with cycling.

I have a badge on my 'Greenspot' that depicts a track leading through green pastures, to purple hills and blue sky. It is a circular cloth badge and has printed around its border, the words ROUGH-STUFF FELLOWSHIP.

I am always asked by new acquaintances what exactly the Rough-stuff Fellowship is!! Well now you will know.

It is a small fellowship, for cyclists who are interested in traversing 'Green' roads, ancient Drove Roads, mountain tracks and other by-ways, tough or easy. By small I mean that it has approximately 830 members, 22 of them from Sussex, and just one in the Worthing Excelsior.

The Rough-stuff Fellowship was formed in 1955 for the purpose of banding together those cyclists who in pursuit of their pastime, traverse the rougher and less beaten ways and to promote their common interests in that direction.

From a handful of enthusiastic pioneers, membership has grown steadily and includes many experienced tourists who can claim to be authorities on this side of the cycling pastime.

More and more cyclists who appreciate unspoiled natural beauty, who like to be far from the jostling crowds and do not mind lifting their machines over gates and stone walls occasionally, are taking a much greater interest in pass-storming and general rough-stuff travel, in order

to escape from the uncongenial atmosphere of the motor roads with their dense traffic.

They are finding a rich abundance of 'Green' roads, ancient drove roads, mountain tracks and other byways tough and easy, where the cycle is a supreme means of transport, away from the hustle and bustle, and smell of petrol and diesel fumes.

The Fellowship is a loosely knit fraternity covering the whole country and several local Area Groups hold occasional runs and social get-togethers in several parts of the country. At national level, an annual meet and AGM is held at Easter each year, always at a different venue, and in the heart of a good touring area.

Our local Area is Home Counties (south) the Secretary of which is Derek Constable at Effingham Junction, Surrey. Their meets are invariably our northern boundaries, for example, Newdigate, Midhurst, Petworth, Leatherhead, Godalming and Hickstead. Indeed they go further a field and sometimes have weekends away.

A bi-monthly magazine, THE ROUGH-STUFF JOURNAL, is issued to each member (excluding family members) for the exchange of news, views and information. Details are often given in this of routes which are not marked clearly on any maps and a reference library of rough-stuff routes is being compiled.

There is now a small sales department, which sells maps and accessories at a special privilege price. A computer printout of all members is also available but to members only.

Membership is open to all cyclists over the age of 14 (10 for family members), who are prepared to declare that they have a genuine interest in this aspect of cycle touring. A previous requirement for joining, of traversing 3 rough-stuff routes, has been delated.

Subscription is £3.00 per annum (£1.50 juniors under 18) and 50p per family member.

If you are interested, apply for further details, an application form, and a specimen journal to: Publicity Secretary, H. G. Robson, 23 Spring Terrace, North Shields, Northumberland. NE29 0HQ

The Secretary is Fred E Goatcher, 65 Stoneleigh Ave, Worcester Park, Surrey, KT4 8XY from whom information for this article was sought.

DE - DAH, DE - DAH

So keen was Colin Miller to get his entry to Dave Hudson, for the Isle of Wight Kermesse events, that he brought it to him at work....on his utility machine....A Fire Engine.

FUND RAISING WINNERS 1979

January	Wilf How
February	Ken Atkins
March	Alan Windeatt
April	Keith Norris

Dave would also like to thank all those who have sold milk race tickets. More details and winners next issue.

Just a reminder to those of you, who like ourselves, suffer from amnesia. Your annual subscription was due 1st of January and is now well and truly overdue! PLEASE PAY UP!

To save you the trouble of remembering next year, why not get your Bank to pay it by Standing Order. To do this complete the following (or similar) form, tear it out, and send it to your bank:-

To..... Bank Ltd.

On the 1st January annually until further notice please debit my account No. and send the sum of £ .*:.*(please insert amount in words and figures) to the account of Worthing Excelsior Cycling Club No. 0389513 at Llyods Bank Ltd., South Street, Worthing. Sorting Code No. 30.99.93 quoting my name.

*** Subscription: Full members £2.00
Full junior under
18 £1.00
Associate & 2nd
Claim - 50p.

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 or 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 four issues.

