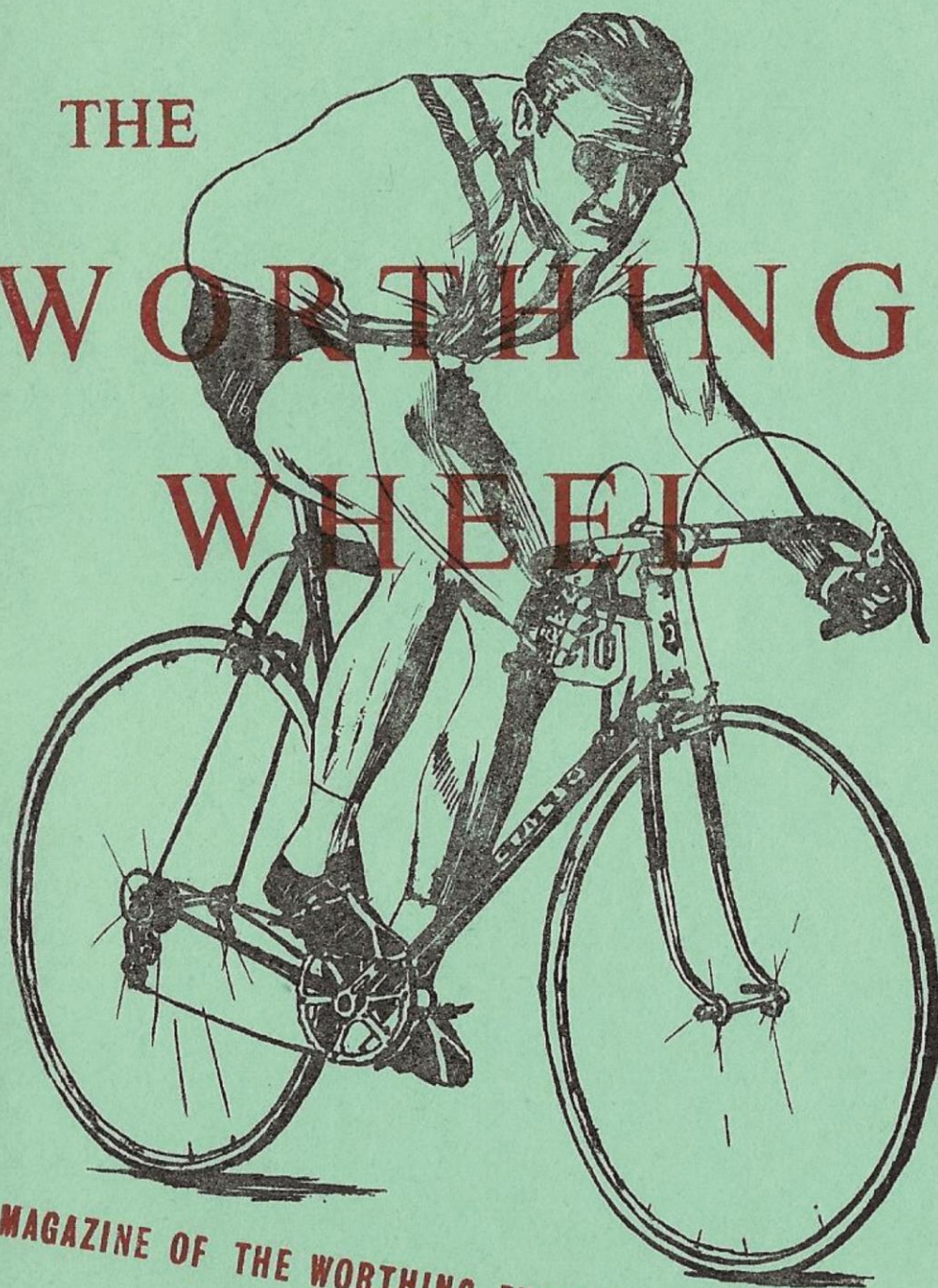


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THE WORTHING WHEEL



MAGAZINE OF THE WORTHING EXCELSIOR CYCLING CLUB

AUTUMN 1979

Vol 12 No 3

THE WORTHING WHEEL

The Journal of
THE WORTHING EXCELSIOR CYCLING CLUB

**** AUTUMN 1979 ISSUE ****

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(Meetings every Tuesday
8.00pm - 10.00pm approx)

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EDITORIAL

I might have stated in the last editorial that the Autumn Magazine would be out with the Club Dinner (well if it's not its the printers heavy workload) but I really did wonder if it would when I eventually set to!

Well in this issue we conclude the Evening 10 results for another year, and Dons racing pen has been busy again, for which I thank him. A new writer, Dick Wiseman, has penned his first article with adept style - lets hope these 'firsts' encourage others. I'm a little short of material at the moment.

Make sure that the dates of forthcoming events are entered in those diaries - 1980 has already started as far as cyclists are concerned! So as we plunge into the Social Season, have a good feed, a rest and don't forget the Club AGM at the Clubroom on Tuesday 19th FEBRUARY 1980. Proposed alterations to the club rules to be proposed and seconded in writing and in the hands of the secretary before the 21st January. So think - is there anything you would like changed??

Derek

'SKINNY ATHLETES WITH HEARTS OF GIANTS'
From T.V. Times

"The racing cyclist has the mechanical efficiency of a well tuned internal combustion engine. In terms of endurance, he is the fittest sportsman in the World" Dr Vaughan Thomas, Director of Physical Education, Liverpool Polytechnic.

The anatomy of the man and machine that helps to make up a road race champion goes as follows:-

ENERGY - Calorie consumption 6000. Aver. man 2200. A racer develops up to two horsepower in sprints.

HEART - Twice as efficient as average. The average heartbeat per minute at rest is 72, that of a road racer is about 132. However this can be pushed to 230 beats in a hard race and hold it for 20 minutes. His heart pumps $5\frac{1}{2}$ litres of blood per minute (9.7 pints), while the average is 6 pints.

MUSCLE POWER - Abnormally well developed buttock, thigh and calf muscles (calf can measure 20") result in piston-like efficiency and power.

MACHINE - Combination of ultra-light aircraft alloys and titanium. Domestic bikes weigh about 30 lb, while a road racing machine weighs about 20 lbs or less. Top mens machines are hand made and can cost upwards of £650.

WORK AND PLAY

Occasionally I am sent on a course to broaden my knowledge for work. Most have so far been in the winter months, with their accompanying dark evenings. However on this occasion it was in June. The venue, Cardington near Bedford. Cardington is mostly known for its 1000 ft long airship hangers, that house wartime barrage balloons, now used for the training of parachutists. Bedford has the R. Ouse flowing through the town, its banks flanked by gardens. At nearby Elstow is the Moot Hall (old Market Hall) which now houses a good John Bunyan (of Pilgrims Progress) exhibition.

With the prospect of light evenings and a day course that started at 8.15 a.m. and finished about 5 p.m., thoughts turned to exploring lanes and villages after the evening meal. With permission to house the bike in my 'bedsitter' gained, all that remained to be done was to get me, bike, and a week's gear 115 miles north. The bulk of my needs were taken by a colleague in his vehicle, leaving me with the basic essentials in saddlebag and bar bag.

Leaving Rustington about 10.00 a.m., I was in Guildford in 3 hours, including a stop at the Leathern Bottle. I crossed the M3 in 4 hours and arrived at the Little Chef, Old Windsor at 14.30. 54 miles had been covered - almost halfway. Amersham, Berkhamstead, Leighton Buzzard and Ampthill were on my route. 117 miles, six counties and a time of 20.10 - just a shade over 10 hours. It was seeing me arrive that got so many talking. Asking about where I

had come from; wasn't I shattered; did I belong to a Club; or just relating tales of their cycling days. You wouldn't believe just how many have cycled seriously at sometime in their lives.

Monday evening found me covering the SE corner of O.S. map 153, finding Old Warden (most photogenic), Shuttleworth (airplane collection), Ickfield (large village green and maypole), and Biggleswade (where I found two bike shops without really looking). A mill just south of the town on the map turned out to be a large mechanised flour mill and not the quaint waterwheel that I had been expecting. Village deviations proved mostly worthwhile. Shefford was passed through, but not before sighting yet another cycle dealer.

A dropping sun, a beautiful sunset and a twilight ride through Clophill and Haynes to Houghton Conquest almost completed the evening. A stop was made in the latter village to study the map. I wasn't lost, but was asked by a girl out dog walking where I wanted to go. I said, "Thanks, but I'm just pottering around", and began to move off, when she must have seen my Club badges. For her casual questioning changed to, "What Club do you come from?". "Worthing Excelsior", I replied, "If it means anything." It transpired that both she and her husband were members of the Bedford R.C. and that he was out training for an event the following day. I learnt of many local events, indeed, I could have watched a timetrial somewhere locally every evening - had I chosen. After much cycling talk I

departed into the night and towards Bedford - just 37 miles and most relaxed.

On Tuesday the weather was not so good, as I headed to the SW corner of the map. Stewartby - one of the London Brick Company works - was visited, and what a place! A relatively modern village of spacious layout - and everything built in brick. Lanes led me to Newport Pagnell, a place usually associated with its Services on the M1. A largish town this, with many 'take-aways' to tempt me. I avoided the temptation and turned the wheels northwards towards Olney, a 'ribbon development' village. A large place with a very wide main street, and it came as quite a surprise to see so many shops. By the time I had reached Turvey, on the main Bedford/Northampton road, it was dark. But it seemed to be a village worth revisiting, when the sun was up and photo's possible. A return to the digs brought the mileage to 40.

Wednesday was the day that I should have stayed in! For only eight miles out, northwards, I was sheltering from heavy rain at Milton Ernest. After waiting 20 minutes and just about to retrace, the rain eased and I resolved to carry on. The rain stopped and a westerly wind blew me out to St. Neots on a fairly level road through Thurleigh and Bolnhurst. St. Neots is a large sprawling town with inviting pubs and coaching inns which I passed to turn south. Blunham was a pleasing village possessing a popular (by the numbers outside) fish shop. I thought then, that you could never starve out in Bedfordshire (even at night) and come to that, you wouldn't 'dry-up', for there are dozens of pubs and 3 or 4 in

every village. Then darkness and rain fell and encouraged me back early, with a mileage of 27 - but nevertheless a worthwhile ride.

Thursday was the last evening and after a huge dinner, I left later than normal, luckily just avoiding a downpour (which as it turned out, was a clearing up shower). The evening turned out to be clear and bright affording good views and a nice sunset.

Concentrating my efforts to the NE of Bedford, I meandered through the villages of Bromham, Oakley, Pavenham and Felmersham, where I came across a huge pedestrian causeway built high above the road. This low lying area was obviously liable to flood. Harrold and its arched brick causeway were interesting. Light night skies accompanied me for many miles as I returned, and I reflected that evening, that I had encountered very little traffic during my week of pottering around Bedford. However what there was travelled fast, perhaps assuming clear roads. The villages were usually full of children on bikes and a few villagers were toing and froing on two wheels. Most evenings I had seen 'bikies' out training, but strangely no other 'tourists'. So as I wheeled in the machine for the last evening, another 33 delightful miles brought the week's total to 137.

After lunch on Friday, the course ended and having despatched the bulk of my gear with my helpful colleague, I cycled off southwards - this time heading for Victoria Station. Nine miles down the A6, a heavy shower fell for 10 minutes accompanied by thunder and lightning, so I stood under a bus shelter while it

passed. Following only when it had stopped, I was cycling on continuously wet roads all the way into London, but the sun shone on me.

A delightful week - and the course wasn't bad either.

Derek.

THE COST OF CYCLING

"The cost of cycling is infinitesimal. Machines can be bought new from a few pounds upwards, and remarkably easy terms are available. Maintenance expenses are extremely low. Tyres and chains, which are cheap, need renewal every few thousand miles, there is a small outlay for oil, a tyre repair outfit involves a few pence every year or so. Beyond these items and the provision of suitable lighting, there is practically nothing to spend."

(From an Australian Cycling Year Book
1938)

EVENING TEN MILE SERIES CONT.....

Event No. 12 - 16th August 1979

	Name	Act. Time	H'C	H'C Time	H'C Post.
1	W. Holden	24.50	1.00	23.50	2
2	D. Hudson	25.37	1.30	24.07	3
3	P. Macmillan	28.39	4.25	24.14	4
4	S. Crack	29.09	4.50	24.19	5
5	A. Lock	29.44	5.55	23.49	1
6	P Mansfield	29.45	3.00	26.45	7
7	S. Jukes	30.39	5.10	25.29	6

Event No. 13 - 23rd August 1979

1	W. Holden	23.52	1.15	22.37	5
2	R. Holden	24.30	1.55	22.35	4
3	P Macmillan	27.06	4.35	22.31	3
4	S. Crack	27.22	5.30	21.52	1
5	S. Jukes	27.34	5.25	22.09	2

Event No. 14 - 30th August 1979

1	P. Toppin	22.35	0.30	22.05	8
2	W. Holden	23.13	1.15	21.58	5
3	D. Hudson	23.39	1.45	21.54	4
4	E. Holden	23.57	1.55	22.02	6
5	R. Wiseman	24.33	2.10	22.23	9
6	E. Gough	24.48	3.15	21.33	1
7	K. Atkins	25.32	3.30	22.02	6
8	P Macmillan	26.14	4.35	21.39	3
9	S. Crack	26.54	4.00	22.54	11
10	S. Jukes	27.02	5.25	21.37	2
11	J. Grant	29.23	6.45	22.38	10
12	M. Poland	30.28	5.00	25.28	12

1979 EVENING TEN (scratch) RESULTS
for the 'Hill' Trophy

This is open to senior, junior and juvenile riders and the result is calculated as an aggregate of the best SIX placings for a senior or junior, and the best FOUR placings for a juvenile. Lowest points total wins.

1st	Paul Toppin (Junior)	6
2nd	Roy Holden (Senior)	10
3rd	Robin Holden (Junior)	16
4th	Dave Hudson (Senior)	19
5th	Paul Macmillan (Juvenile)	20
	Don Lock (Senior)	20
7th	Stephen Jukes (Juvenile)	27
8th	Dick Wiseman (Senior)	28
9th	Andrew Lock (Juvenile)	32
	Pete Reeves (Senior)	32
11th	Eddy Gough (Senior)	33
12th	Ken Atkins (Senior)	44
13th	Ray Douglass (Senior)	52

Points of interest: Paul Toppin was a senior for the last two events, but had already won SIX as a junior, indeed he won 8 of his 9 rides, and in the other went down only to Nick Lelliott and Keith Dodman; Nick Lelliott's only ride on the course was the fastest of the season, 22.05; Thirty different club members competed, and there were 146 individual performances, an average entry in the thirteen events of 11.23; Event planned as number six was cancelled on the evening in view of roadworks traffic lights on the course; Stephen Jukes rode 12 of the 13 events. Eddy Gough and Paul Macmillan 11, and Roy and Robin Holden 10.

Handicap Result for the Series

Points awarded 6, 5, 4, 3, 2 and 1 for the first six handicap placings in each event:

1st	Paul Macmillan	56 points
2nd	Stephen Jukes	$35\frac{1}{2}$
3rd	Eddy Gough	$29\frac{1}{2}$
4th	Roy Holden	25
5th	Andrew Lock	$23\frac{1}{2}$
6th	Paul Toppin	15
7th	Dave Hudson	14
8th	Dick Wiseman	13
9th	Ray Douglass	$12\frac{1}{2}$
	Robin Holden	$12\frac{1}{2}$
11th	Ken Atkins	10
12th	Steven Crack	8
13th	Paul West	5
14th	Nick Lelliott	$3\frac{1}{2}$
15th	Keith Dodman	2
	Nick Hodgson	2
	Allan Orman	2
18th	Don Lock	$1\frac{1}{2}$
19th	Ken Stanford	1
20th	John Grant	$\frac{1}{2}$

If anyone is clever enough to notice that there should be 21 points awarded for each event, and calculate 13×21 as 273 and then total the points shown as 272, I would point out that in event number 12 there were only 5 riders and therefore only 5 handicap placings.

Don.

Junior 15 Thursday 12th July
Ashington Circuit

Result:	1st	Paul Toppin	36.57
	2nd	Paul Macmillan	43.33
	3rd	Stephen Jukes	44.37
	4th	Andrew Lock	46.08

Senior 15 Thursday 19th July
Ashington Circuit

Result:	1st	Paul Toppin	35.54
	2nd	Dave Hudson	37.54
	3rd	Dick Wiseman	38.44
	4th	Pete Reeves	39.08
	5th	Robin Holden	39.13
	6th	Ken Atkins	40.58
	7th	Eddy Gough	40.59
	8th	Adrian Cooper	41.32
	9th	Paul West	43.15
	10th	Stephen Jukes	44.50
	11th	Paul Macmillan	44.57
	12th	Andrew Lock	46.00
	13th	John Grant	47.05

Handicap placings:

1st	Andrew Lock
2nd	Adrian Cooper
3rd	Paul Toppin

Don.

The Club 2 up 25

Tuesday 3rd July 1979

There was not the usual chaos prior to this event, indeed teams seemed to be well organised a good week beforehand. However, one rider wasn't well, and Don Lock had second thoughts about riding with Roy Holden, put his leg in plaster and pretended to have broken his ankle - the trouble some people will go to! This meant a certain amount of juggling of the teams and eventually six went to the line on one of the few fine evenings of the 1979 season. The usual course, from Hammerpot Hill, Angmering out along the A 27 to West-hampnett, and back, was used and provided a good test for the teams who need to show not only a good fast rhythmic changing on the straight fast stretches, but also the strength and ability to match each others efforts on the hills and in the Arundel area.

Favourites were, undoubtedly, Keith Dodman and Richard Shipton and they did not let anyone get near them, roaring home in a new club record (do we have club records for 2-ups?) of 56 minutes 30 seconds. This repeated their win of the previous season but a great deal more comfortably. Roy Holden, in Don's absence, frogmarched son Robin into riding with him and obviously got the whip going to very good effect - the 'Batman and Robin mobile' hurtling across the finish in a time of 59.34. Third spot was filled by another veteran/junior combination of Dick Wiseman and Keith Norris, a pairing which, according to

Dick, worked very smoothly. It could not have been too bad to have got them home in 1 hour and 35 seconds. The sad thing about this (writing in October) is that Keith has hardly been seen or heard of since. What a shame such talent is not being used. Last years "favourite frighteners" - well they almost beat the Dodman/Shipton express - Messr's Dave Hudson and Duncan Waghorne had this year, to be content with fourth place, with a time of 1 hour 1 minute and 1 sec, the time I gather being affected by some mechanical trouble.

Colin Miller and Allan Orman, making his annual pilgrimage to the time trial scene, paid their respects to the course with a time of 1 hour 1 minute 52 secs. Last but by no means last, came the all veteran team - age aggregated over 100 years - of Ray Douglass and Ken Atkins with a quite superb effort of 1 hour 4 minutes and 21 secs.

One or two other teams from other clubs rode private trials, notably Gerry Southern and Pete Woolhouse of Bognor who recorded 59.47; our second claim members Brian and Betty Cox of Hants Road Club, who where very pleased with 1.09.36; and the father and son outfit from Brighton Mitre Fred and Steve Hardness who finished in 1.02.40. One other club member who rode was Eddy Gough who, finding himself without a partner at the last minute, rode with Rick Stringer of Brighton Excelsior, completing the course in 1.02.44 including Eddy's usual 5 minute stop for mechanical trouble! Eddy is becoming a sort of latter-day Paul West with all his punctures and mechanical

breakdowns, but watch out for him next year. He's changed his job and if he keeps this 36 miles a day up through the winter, phew!!!

Don.

* * * * *

A WEDDING & A BIRTH

Congratulations to Nick Lelliott on his marriage to Theresa Foese at Arundel on the 15th September. The Club's best wishes go to them both.

Congratulations also, to Alan Matthews and wife Madeline on another addition to the family, a son Benjamin Jacques born on the 17th September and tipping the scales at 7 $\frac{1}{4}$ lbs.

* * * * *

There were plenty of lady cyclists in the early 1900's, but not all found the pastime to their liking. Here is a small ad from "Cycling" of 1910:-

FOR SALE

Lady's Rudge Whitworth 23 frame, quite new, not been uned, lady too nervous to ride. All accessories, £5 no offers.

FIESTA KERMESSE 1979

Sunday, 26th August.

Knowing just how much work is involved in organising the Fiesta Kermesse, I chose not to do it again this year, but as no one else from our membership came forward it was left to our hardworking - indeed overworked - Chairman, Charlie Lednor.

I looked after the poster design and their display, and Theo took care of the advertisers and sponsors as in previous years. Road closures were arranged with the council, although they omitted to inform the police.

Charlie had to send out entry forms to the various clubs and wait for their slow return. St. Johns Ambulance were contacted and the Mayor and Miss Fiesta invited. The same public address system as used in 1978, was collared again and was well received.

The programme format took a long time to sort out and our printer at Bognor was getting a little hot under the collar, trying to take his holidays AND meet our deadline. Charlie took his holiday early this year so as to be available for compilation of the entries. Even Charlie was getting worried about the numbers entering, when just a few days before closing, there were just enough entrants in each event to take a prize each - if they finished.

But as always entries came rolling in during the last few days and Charlie made special arrangements with the printer, and was able to accept entries

nearly a week late. Although not an ideal situation, it did mean that we had a good field.

Then Saturday came, and Charlie found out that the police knew nothing of the event and there was difficulty with the cones. However it all got sorted out. You may also remember that on Saturday the skies opened and rain fell all day. However thoughts of waterproofs and wellies were dismissed when the day dawned clear, bright and chilly. The same old nucleus of willing helpers were again busy on Sunday morning at 7.00 am. They were scurrying to and fro, fixing ropes, positioning cones etc. A council road sweeping vehicle removed grit and dust from the circuit. Several cars parked on the circuit were removed by their owners, with the exception of one, which was shifted onto the pavement by the police and remained there for the duration of the event.

The public address system was playing music. By 8.30 entrants were signing on and having their machines checked. Commissaires, Judges, Timekeepers and Tony Yorke the Commentator were assembling themselves onto the articulated trailer supplied by Fargro Ltd., that was to be the Judges stand. Riders began to fill up the circuit; pedestrians were warned about the dangers of crossing.

Event No 1, the Bentall's Starter for schoolpersons under 14, had 11 entrants. Two club lads Gregory Hill and David Yorke were riding, and Gregory took 4th place in this $5\frac{1}{2}$ km race. It took just 9 minutes and 2 secs to complete and was won by Richard Stettner of Royal Sutton CC - TDC.

Event No. 2, the Gateway Gallop for juniors and 3rds had 40 entrants, but only one from our club - Robin Holden. This event was held over 27 km, took 45 mins 27 secs and was won by Derek Playford of Gemini CC.

Event No. 3, the Rediffusion All Cats, held over 40 km sported 30 riders, including 5 from Worthing, namely Roy Holden, Paul Toppin, Duncan Waghorne, Dick Wiseman and Norman Wright. As the 900m laps passed, so more Worthingriders dropped out until just Paul was left, and he took 6th place on the finishing line, 1 hr 8 mins 27 secs after starting. Winner was Philip Watts of North Hants RC.

Event No. 4, the Plaza Cycles Young Riders, for schoolpersons over 14, had 15 entries but again just one from our club, Paul Macmillan. Held over 14 km the event was finished in a time of 24 mins 5 secs and was won by David Mayes of Gemini CC.

In the final event, the Marine and General Mutual Devil, there were 27 entrants, 5 from the Club, event winner was Dave Marsh of Harlow CC.

Worthing riders featured prominently in being last over the line, and therefore counted out. The crowd was shouting for the riders and heckling the judges' decisions. It was all very friendly, and it was nice to see the specitators getting involved.

The sun shone, the 'canteen' did well, and programme sales were high. Thanks go, in no small way, to Bill Webb who was selling them to any one and everyone - even club officials! and to the other Club members who helped by seæling. Everything went very well this year.

There were few non-starters and much praise. The morning went smoothly, the police and the council workmen were very helpful. Miss Fiesta arrived shortly after 12.30 to present the prizes to successful riders, and concluded what had been a worthwhile morning.

Looking through the programme, I noticed that 96 riders were involved, riding for 33 different clubs, many new to the Kermesse. Lets hope they return next year.

Paul Toppin has volunteered to organise 1980's Kermesse. However Worthing Borough Council, in their infinite wisdom, are thinking of changing the date of the Fiesta next year because of the Olympics (... yes, you too wonder what difference it makes). We have returned a questionnaire to the council, stating that we would prefer the original date, (i.e. the last two weeks of August) but should the Fiesta date be changed, that we would still wish to hold the Cycle Racing on the Sunday before BH Monday. Any other time would be impossible for many reasons.

To finish then, Charlie wishes to thank all the riders for supporting the events and sends congratulations to the prize winners. Thanks to Fargro Ltd., for the excellent judges stand; and to the officials and ALL others who in any way assisted in the smooth running of the event.

Support the 1980 Kermesse in the same way!

Derek.

WELL DONE CYCLISTS!

A copy of a letter sent by a member of the
the public, to the Worthing Gazette

"I should like to express how much my
family enjoyed the Worthing Excelsior
Cycling Club Kermesse cycle races, part
of the Fiesta programme.

It was wonderfully run and organised -
the public address system was clear, the
commentator interesting and informative.

The races were splendid showing a great
deal of good sporting manners, with no
malice or bad feeling that one sees on
the football field.

The competitors were a credit to their
clubs, and thanks to the people and
firms who sponsored the races with cash
prizes. If only we could have more of
this on Worthing Sea Front or local
parks.

Keith Downer,
48 Sheridan Road,
Worthing.

CYCLE SPEEDWAY

After 25 years of steady progress, Cycle Speedway appears to be booming. The transition from a 'brash bomb-site craze' into a 'highly organised and highly disciplined sport', has not been easy.

Cycle speedway was born on the bombsites of the East End of London in the grey post war years. Similarities with the motorised form exist, in so much that races, or 'heats', take place in an anti-clockwise direction, from a standing start on invariably shale surfaced tracks. Four riders race four laps - but starting, scoring and racing rules are different.

Today's tracks vary in length from 80 - 100 metres, are situated in public parks, sports complex's and recreational centres. Investment in track construction is low in relation to benefits derived from both participant and spectator alike. Spectators are important to the sport, and seating, programmes, refreshments and public address show how the general public are catered for, crowds of 1000 have been recorded.

Five major leagues cater for the team racing, which is the life-blood of the sport. As in forms of cycle racing, clubs and individuals are constantly involved with fund-raising to meet essential expenditure. Weekly draws, jumble sales, disco's and club sponsorships are the source of finance.

Bike handling, technical ability and physical fitness, play an important part in the make up of a top rider. Top class competitors are between late 20's and early 30's. However most clubs promote

schoolboy events for under 16's and junior under 18's. 13 years of age is the lower age limit.

Any 'thrill-hungry kid' can become a Cycle Speedway rider. All he needs is a bike, which can be built from bits and peices. But he won't make the top unless he has first class equipment.

A frame capable of taking 26" wheels & about 18" - 21" in size and stripped of all fittings like pump pegs and lamp brackets (for safety) is required, preferably with straight forks for a short wheelbase.

No gears and no fixed wheels are permitted, just a single chainwheel & single free sprocket. The most popular combination being 32:18 (46" gear), suitable for fast sprints. Cranks should be $6\frac{3}{4}$ " or 7". Pedals must be of the rubber type (Ladies or child roadster pedals are ideal for size). Metal ones are sharp and dangerous.

Wheels are 26" x $1\frac{3}{8}$ " (preferably heavy duty) with gripster tyres (from Sweden or Taiwan). Saddles - unsprung leather or vinyl racing type - positioned so that your feet touch the ground both sides when you sit on the bike.

Handlebars are to be taped and plugged, and set as low as possible.

No brakes, no brake attachments, no mudguards, no toe clips or straps, no lamp brackets or wingnuts, are permitted. Wheel spindles shall not protrude more than $\frac{1}{4}$ " beyond the wheelnut.

As in any other mechanized sport, meticulous attention to detail always pays. Keeping the bike and rider in top

shape all the time is the only way to glory.

There is a Cycle Speedway Council, so address any queries to the Development Officer at:-

The Cycle Speedway Council,
391 Wimborne Road,
OAKDALE,
Poole, Dorset.

Telephone:- 02013 1811

NATIONAL ASSOCIATION OF
VETERAN CYCLE CLUBS

The Association is formed from a group of Veteran and Vintage Cycle Clubs throughout the country.

The Clubs ride their antique cycles in various rallies, gala's and carnivals. The Association stage a National Rally each year covering a course of 20 miles on the cycles.

You can belong to any of the Clubs but their siting is not very convenient for us down here in Sussex. They are in Spalding, Lincs; Peterborough, Cambs; Benson, Oxfordshire; Boston, Lincs; and one in Yorkshire.

Their main aims are to restore and preserve our very first form of self-propelled transport. In late 1979 early 1980 a National Cycle museum will be opened at 'Belton House' Grantham, where visitors will be able to see a wonderful collection of cycles from the very early ones to the more modern ones - at least 50 years old.

I am indebted to Mrs. B. Ellis at the following address for the above information.

80 Garnsgate Road,
Long Sutton,
SPALDING,
Lincs.

HISTORIC CYCLES LLANDRINDOD WELLS

Find time to visit the 'Automobile Palace' at Llandrindod Wells, if ever your in the area. For in this garage - dealing in Leyland cars - is a unique Welsh collection of Velocipedes.

Tom Norton (1870 - 1955) maintained a keen interest in cycles and cycling. He was born in the velocipede era and started a business of his own in Llandrindod Wells, as a dealer in cycles and sports equipment towards the end of 1898. At the age of seventy - eight he was honoured by being elected national president of the Association of Old Time Cyclists. Although not his original premises, it is perhaps fitting that the collection should be housed in 'The Automobile Palace' which he built just before the first World War, in order to accommodate the expanding motor side of the business.

Hanging from the ceiling in the 'spares dept.' are numbered exhibits, and a very reasonably priced (20p) and extremely well produced booklet with photographs, is available to describe them. Bikes such as the Boneshaker, the Ariel, the 'Safety' cycle, the 'Ordinary', the Dursley Pedersen, the Kendrick Tricycle and a Quadrant Tandem Tricycle are on display. Bikes from 1867 to 1938.

The members of staff at the 'Automobile Palace' have helped restore the older machines and they are helpful and polite. Visitors are always welcome, Tom Norton (son) welcomes comments and suggestions of visitors at Fronheulog, Llandrindod Wells. - More about the bikes later.

BUILD YOUR OWN LOW GEARS

Want a derailleur system which will give you all the gears you'll ever need? You can make one yourself simply by adding a smaller front chainwheel to your existing chainset. Sakae, Simplex and Stronglight produce chainwheels down to 28 teeth, while T.A. and Milremo make them down to 26 teeth. But these are sometimes more difficult to obtain. An alternative is to use a rear sprocket as a front chainwheel. Any size sprocket, down to 18 teeth, can be bolted onto the inside of your present chainwheels. These conversions cost very little money.

Conversion 1:

26 teeth chainwheel to a chainset up to 52 teeth, gives a good range if a suitable rear cluster can be found and a mechanism that can deal with all the extra chain. Eg. Sun Tour VGT or Campag Rally.

Conversion 2:

Holes drilled in a sprocket and standard chainwheel give a wide range 'double'.

Conversion 3:

A more difficult conversion. It involves welding small metal lugs, with holes, on to the small sprocket. The lugs fit between the chainwheels to give a triple combination.

Conversion 4:

This conversion is based on a 5-pin crank fitting. Holes are drilled into the sprocket to match holes in the crank and original chainwheel. The sprocket is bolted onto the inside of the crank flange - which acts as a spacer between the two chainwheels.

The critical dimension for any of these conversions, is the spacing of the teeth on adjacent chainwheels. This spacing should be $5/32"$. This is wide enough to allow the chain to run on one chainwheel without scraping on the next one, but prevents the chain from jamming between the chainwheels. Spacing can be adjusted by adding thin washers between the chainwheels.

Clearance

Often an additional chainwheel can be fitted inside your existing chainwheels without the need to adjust any other part of your bike. If there is not enough clearance between the inside chainwheel and the chainstay, you may need to fit a longer bottom bracket axle, choosing the longest type available. This is made for triple chainwheels; a double chainwheel will always operate will on it.

Sometimes the necessary extra clearance can be obtained by a little judicious 'denting' of the right hand chainstay, at the point where the inside chainwheel touches it.

MILK RACE DRAW

Worthing Excelsior again featured in the '1979 Best Sellers' for the Milk Race Draw. This year we were placed fourth, with 2530 ticket sales (last year 2515). Guisborough School CC sold 7440, Lancaster CC 2890, and Newport Phoenix 2734. Other local Clubs sold as follows:

VC Etoile	980
Bognor Regis	545
Brighton Excel	500
Eastbourne Rovers	420
Brighton Mitre	393
Lewes Wanderers	320

Just in case you hadn't realised what you stood to win, here's some encouragement for next year! Each ticket drawn represents a particular rider. Should that rider be placed 1st - 6th on Final General Classification, then the ticket holder receives:-

£500 £200 £50 £25 £10 £5

respectively. Ticket holders of each competitor winning an individual stage, receive £5 for each stage won. Holders of all other competitors receive £2.

Colin Miller sold a winning ticket to a friend at Shoreham Fire Station, and Freddie Clayton's daughter was another lucky recipient.

Support Dave next year; help the Club to the tune of one half of your sales; and you may just put a smile on the face of your Bank Manager.

Derek

RULES OF THE ROAD

From Tower Hamlets Bicycle Club

'RULES 1877'

1. That no member ride ahead of the captain without first obtaining his permission.
4. That any member passing another, shall warn him which side his is coming.
5. That an account be kept of each members attendance at the Club runs.
9. That the following signals be used (on club runs):-

To fall in - Four prolonged whistles
To mount and start - two " "
To dismount - three short whistles
To slacken pace - Two " "
To quicken pace - One " "
To extend - One prolonged whistle
To close up - Three " "

10. That when riding in single file, a distance of at least five yards be observed between each rider, and when in double file, ten yards. In hilly country these distances shall be doubled and in descending a hill which is unknown, or the bottom of which cannot be seen, the Captain shall proceed fifty yards in front of the others and signal them to continue riding or dismount, as he may consider advisable.

11. That no member have a dog with him when riding with the club.

THE CLUB TEA

The 'on-off' Club Tea has at last been resolved. Its not going to be a do at the Clubroom. For when we tried to book, someone had already beaten us to the Parish Rooms on the only Saturday in December that Theo could manage. The persons were contacted but could not alter their arrangements, and other accommodation was found not available.

So where does that leave us? Thanks mainly to Kon and Maureen Lock, we have managed to retain something of the traditional Christmas Club get-together. For on Saturday 15th December 1979, a 'run' will start from outside the clubroom at 7.00pm and after some 15-20 miles will end up at Dons house. Here a cold buffet will be provided by Theo, warm punch by Charlie and coffee and mince pies by Maureen. Somehow we will all fit in somewhere and it promises to be a very cosy occasion. There are a few conditions; namely that the occasion is limited to MEMBERS ONLY, and that numbers themselves are strictly limited. The price will be 50p a head (you haven't witnessed better value for money!)

'But I have not ridden a bike for years!', I hear you exclaim, and before you say that your doctor has banned you from riding at night, let me say that we have catered for you too! For those who are usually unable to attend ordinary Club Runs, then you may go direct to Dons house at 8.45pm by whatever means you wish (just leave it a few streets away though!) But in all cases, you must let Don know that you wish to attend, and furnish your 50p to confirm.

Derek

A Weekend in Gloucestershire.

6th - 7th October, 1979

Three members of the WECC, Paul, Norman, and myself, joined three members of the BECC, Chris, Rick and Val, and piled into a car and Norman's van and headed for Guildford where yet another member of the BECC, Adrian was collected and all made for the M4 and the West. After a refuelling stop at Membury motorway services (Egg and Chips!) for those who had been unable to have their tea, we all arrived at Neville Chanins' residence perched on the side of a hill overlooking Stroud about 10.30 pm. Some had even bought their own beds and there was much snoring before being awakened by the sound of Nevilles mail hitting the floor in the hall with a solid thump.

Now those who had been on this sort of trip before, and knew the ropes so to speak, made sure they had a good breakfast because Neville doesn't believe in stopping for elevenses. So Rick was kept very busy cutting and toasting many slices of bread. True to form we were conducted through many a Cotswold lane and up and down many a hill before breaking for lunch at Northleach. En-route Norman had decided that the blue smoke to be seen when decending, could be because he had not reset his brakes for 'pressures', and Paul had lost a tracknut which I spotted from my usual position skulking at the back of the bunch.

The afternoon run took us through Burford and along the valley of the River Windrush. After a couple of complete circles we actually had a stop for tea at Arlington on the River Coln.

When we left, it was a mile or so before we realised Adrian was missing, but he did a pursuit to get back on the back of the peloton. The countryside is really beautiful around here, but the hills did seem to get larger towards the end of the day as we skirted to the north of Cirencester and eventually up the last climb to the 'hostel', and the 'warden' had recorded 84 miles on his Huret cyclometer.

When we had all settled down after dinner, the coloured slides were produced and we covered many more miles around the French Alps following the 'Tour' as photographed by Chris, Rick and Adrian and then some more by Neville.

Sundays run required an early start as we were to see the Severn Bore near Gloucester - quite an impressive sight, a wave 4 ft or so high moving upstream at about 10 mph carrying all sorts of flotsam with it including canoeists and surf boarders. When the excitement had passed we rode through the outskirts of Gloucester and crossed over the Severn and headed for Malvern.

Norman was setting a cracking pace and when we paused to replace Val's chain for the third time (its the way she changes gear you know) some took advantage of the stop to stoke up on the infamous bread pudding or sample the local blackberries. Lunch was taken at a very nice pub in Ledbury - after completely encircling the Malvern Hills. Much refreshed we returned through more lanes towards Gloucester where a cup of tea was mentioned but unfortunately not taken due to a tear-up with some local cyclists.

During the last few miles back to Stroud, Neville produced the killer stroke, by finding some of the longest and steepest hills of the weekend and even seemed quite disappointed that we preferred to get home rather than climb yet another range. Paul had been saving himself all weekend for the Mitre 25 the following week, but found himself up at the front for the last half mile and 89 miles were recorded for the day. We were very lucky that the weather behaved itself on both days and we "kept the wheels dry", as Neville says.

After tea we thanked Neville for putting up with us and the return journey was uneventful, except for a few sparks coming from the back of my car.

Dick Wiseman

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FORTHCOMING EVENTS

BECC Film and Slide show: 29th November.

Club Tea: 5th December, 1979

Brighton Excel. Dinner: 5th January, 1980

Reliability Trial: 10th February

AGM at Clubroom: 19th February

Next Magazine: Sometime in February.

THE BRIGHTON MITRE 25

I feel this event, on Sunday 14th October, 1979, deserves mention in our Worthin Wheel, if only to record five superb performances. Firstly that of the Mitre's promoter extraordinary, Robin Johnson, who has made this event one of the highlights of the time trial season anywhere south of London. A very efficient promotion and it deservedly attracted a very heigh class field.

Secondly the rides of our Richard Shipton, Keith Dodman, Paul Toppin and Roy Holden. For so long now Richard and Keith have sustained our efforts particularly in team events with, unfortunately, only occasional help from our other members, and this has been only very inconsistent and not always fast enough anyway. But at long last there's not only Paul Toppin just up from the junior ranks, but also Roy Holden. Paul is disappointed these days if he is outside sixty minutes and as for Roy, well, it seems he has waited for the over 40 mark before producing his best. His last three normal 25's have been progressively faster starting with his first ever sub-hour ride in the Bognor 25 in early September. What is so heartening also is the confident way in which both Paul and Roy tackle their presently faster club mates, something which is understandable in the up and coming, but in Roy, well he is clearly no respecter of reputations as he gets closer and closer to those previously minutes ahead of him.

If early signs are correct then we can perhaps hope for son Robin to follow.

with these same characteristics and soon join the sub-hour regulars. But I was talking about the particular rides produced by these four in the Mitre 25. So first the simple facts: Richard Shipton 11th out of 120, time 57.57 - his fastest on the G.938 Chichester Road course. Keith Dodman 12th, time 58.07 his fastest on the course. Roy Holden his third personal best and third time under the hour in a little over a month 58.28. Paul Toppin yet another fastest for the course and yet another personal best, and yet, on this occasion, relegated to 4th spot in the club.

OK so we had to be content with second place, beaten by 8 seconds by the Kingston Wheelers but we still beat Orpington/SABA VC. St Raphael and Central Sussex. Congratulations to all four of you.

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.

HILL CLIMB CHAMPTIONSHIP

BURY HILL - Sunday 14th Oct. '79

Charlie Lednor fresh from his mornings timekeeping in the Brighton Mitre 25 was quickle on duty again for this annual attack against the forces of gravity. Charlie didn't want to be engaged too long so cut the course, bringing the finish to the top of the hill. Where was it before you may well ask? - well it was apparently some way down the other side - who ever heard of a hillclimb finishing downhill!! If seems that the event did start at the bottom for there is apparently some tradition about this - never have been one for tradition myself. Roger Smallman was observing the timepiece at the foot of the north face.

Keith (the only person I know to play Travel Scrabble while climbing the Devil's Staircase) Dodman, was the winner with a time of 3 minutes 42.4 seconds. Second was Paul Toppin (good name for a hill climber) in 3 - 54.6; third was Holden R (thats Robin) in 4 - 17.8; 4th Mr Time Trials Secretary Duncan Waghorne in 4 - 37.6; 5th Greg Hill (another good name) 4 - 58.6 and 6th David Yorke in 5 - 35.6. Both Greg and David did very well - for they are still only Juvenile riders.

Don.

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The Autume issue of BONK was not published due to the Editor having had an accident. The XMAS edition will be on sale in December.

