

THE OFFICIAL JOURNAL OF THE

EAST SUSSEX CYCLING ASSOCIATION



6^d.

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EAST SUSSEX CYCLING ASSOCIATION

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1946

NEW SERIES - No. 7.

AUTUMN 1954

A WORD FROM THE EDITOR

Dear Readers,

Well, chums, you must have thought I was "bats" in the last edition, saying that the new cover was in green, and asking you how you liked it, when in fact it was RED.

Well my apologies for this, as I had had the inside of the mag ready for issue three weeks, and still no covers from the printers, as he had not received the paper. As a last desperate effort to publish, I sent him an S.O.S. for some covers in any colour, and they arrived red.

But now we are in order again, and herewith the new cover. I hope you like it. May I congratulate all of you who came to the Rally and made it a success by all mucking in and enjoying yourselves, although I don't quite see the object in entering a TRIKE for a grass meeting and then running with the blinking thing, daft I call it !

Don't forget to mark November 28th in your diary, it's the Annual Luncheon & Prize Presentation at the Regent Hotel, Hastings.

Cheers for now,

R.N.

"Gen" from the Secretary

By the time you read these notes the 1954 Time-Trial programme will have been concluded. Looking back over the season's events we can safely say that competition has been keener than in any previous year since the formation of the Association, both for individual and team awards. At the end of June the coveted hour was beaten for the first time on an East Sussex course by D. Marsh and Johnny Dutson. In recent events new Association Team Records have been established at 25 & 50 miles and 12 hours, and a new individual 12 hours ride by D. Stokes of Eastbourne Rovers of 244.64 miles; this I think ranks as one of the best performances of the season when one stops to consider the contours of the course. The first holders of the "Ted Jenner Shield" are Hastings & St. Leonards C. & A.C. team of G. King, M. Kenward and evergreen Jack Southerden.

In the Ladies' events the old faithfuls have been regular competitors, with Jill Hayward (perhaps better known as Jill Cruttenden) being the most successful and appearing likely to win the Ladies B. A. R. Trophy for 1954.

New record averages have been attained by the leading contenders for the Gents B. A. R. With one more qualifying event to be decided the minor placings may well see changes. D. Stokes the present leader with an average of nearly 22 $\frac{1}{4}$ m.p.h. looks likely to succeed G. King as the holder of the "Henry Gale Trophy".

Five Track Championships have been decided this year at Tunbridge Wells, Eastbourne and Rye, D. Patten of Tunbridge Wells Road Club winning the 880, 1,000 yards and the 5 miles and Colin Whittingham of Uckfield and District C.C. taking the 440 yards and 1 mile.

Whilst on the subject of racing I would like to take this opportunity of thanking all those persons who Sunday after Sunday throughout the season have never failed to turn out to marshal and do the feeding. The list would be too long to mention every one by name, but on behalf of the committee of the Association, the riders and myself as promoter, please accept our sincere thanks. I can assure you your co-operation is really appreciated. Also to the timekeepers and recorders, many thanks for your valued help throughout the season.

Turning briefly to the Social side of the Association, our Annual Rally was held recently at Ringmer, and from all reports it has been voted the best we have ever had. Competition was keener than ever before in the events for the Rally Shield, which

"Gen" from the Secretary (continued)

resulted in a tie of 12 points each between Eastbourne Rovers C. & A.C. and Tunbridge Wells Road Club, with the 1952 winners Royal Tunbridge Wells Albion C.C. third with 10 $\frac{1}{2}$ points. Our thanks are due to our Social Secretary and his Social Committee for the very able way in which they organised this event. It was indeed a nice gesture to have our President Ted Jenner present at this event, especially as Ted is getting on in years.

The Annual Luncheon & Prize Presentation has now been fixed up at the Regent Hotel, St. Leonards-on-Sea, for Sunday, November 28th. Tickets will be available shortly to all clubs at 7/- each, which is the same as last year. The Regent is now under new management and has been extensively re-decorated and of interest to those people who like their pint of "wallop" (this does not include me) will be glad to know that a new bar has been installed downstairs, with all draught beers on tap.

In all probability the Annual General Meeting will be held at Ringmer, but more details regarding this later, but if any clubs have any suggestions regarding the 1955 time-trial programme do not forget to let me have details within the next few weeks.

In conclusion, I have already informed the committee that next year I shall be unable to carry on as General Secretary as well as promoting secretary, which means that at the A.G.M. we shall have to find a person to take over one or other of these posts. I have been your secretary since the formation of the Association in 1946, and the time has now come when I find that I cannot give all the time that is required to these jobs. Amongst all our members I know that we shall be able to find someone able to take over one or other of these posts.

R.H.

ROAD EVENT RESULTS

25 Miles. June 27th, 1954.

		H. M. S.
1st: J.R. Dutson	Uckfield & District C.C.	59 9
	(Course & Event Record)	
2nd: D.J. Marsh	Lewes Wanderers C.C.	59 39
3rd: C.D. Whittingham	Uckfield & District C.C.	1 0 45
	<u>Handicap</u>	
1st: A. Kerr	Eastbourne Rovers C. & A.C. 12 $\frac{1}{4}$ m	55 2
	Uckfield & District C.C.	3 2 14
	(Association Team Record).	

100 Miles. July 18th.

1st: D.J. Marsh	Lewes Wanderers C.C.	4 31 27
2nd: D. Agg	Lewes Wanderers C.C.	4 39 10
3rd: G. King	Hastings & St. Leonards	4 39 29
	<u>Handicap</u>	
1st: R. Lunn	East Grinstead C.C. 40m.	4 11 26
	Hastings & St. Leonards	14 17 31

12 Hours. August 8th, 1954.

1st: D. Stokes	Eastbourne Rovers C. & A.C.	244.64 miles
2nd: G. Boxall	Uckfield & District C.C.	234.65 "
3rd: C.R. Byrnes	Central Sussex C.C.	231.83 "
	<u>Handicap</u>	
1st: W.D. Webb	Uckfield & District C.C. 17m.	248.49 "
	Eastbourne Rovers C. & A.C. 700.82	"
	(Association Team Record).	

50 Miles. August 29th.

		H. M. S.
1st: D. Stokes	Eastbourne Rovers C. & A.C.	2 8 0
2nd: J.R. Dutson	Uckfield & District C.C.	2 8 5
3rd: D. Patten	Tunbridge Wells R.C.	2 8 42
	<u>Handicap</u>	
1st: R. Bicknell	Hastings Warrior C.C. 20m.	1 57 2
	Uckfield & District C.C.	6 29 8
	(Association Team Record)	
<u>Fastest tricycle</u>	J Hall Medway Wheelers	2 28 52

Ladies 25 Miles. June 27th.

1st: J. Hayward	Uckfield & District	1 15 18
	<u>Handicap</u>	
1st: V. Peacock	Central Sussex C.C. 9m.	1 8 52

Road Event Results (continued)

Ladies 15 Miles. July 18th.

		H. M. S.
1st: P. Novis	Eastbourne Rovers C. & A.C.	44 8
2nd: J. Hayward	Uckfield & District C.C.	44 14
	<u>Handicap:</u>	
1st: P. Novis	Eastbourne Rovers	$\frac{1}{2}$ min. 43 38

Ladies 50 Miles. August 29th.

1st: J. Hayward	Uckfield & District C.C.	2 30 33
	<u>Handicap.</u>	
1st: P. Novis	Eastbourne Rovers	2 min. 2 30 32

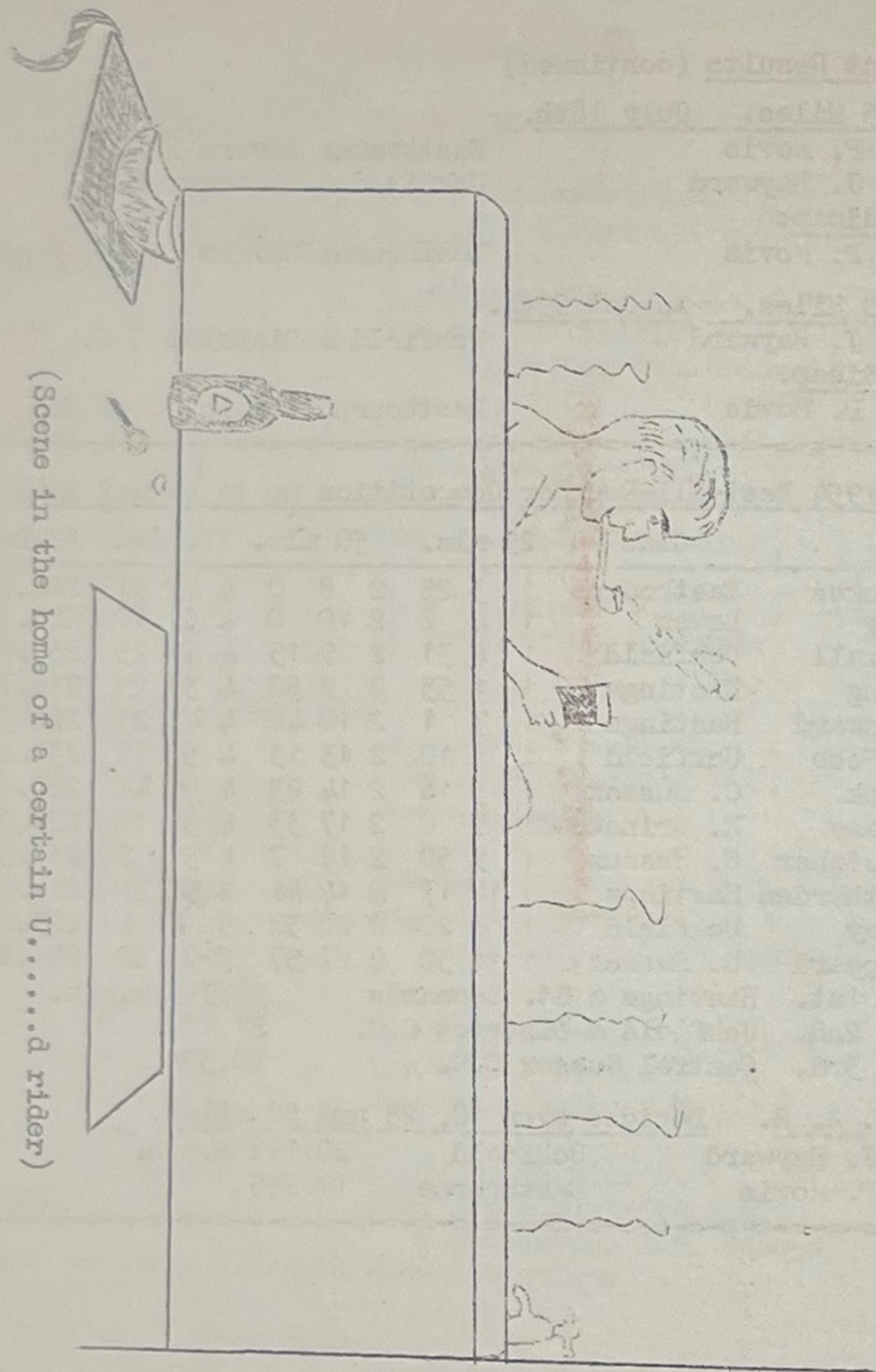
1954 Best-All-Rounder Competition up to August 29th

Name	Club	25 mls.	50 mls.	100 mls.	12 hrs.	m.p.h.
1. D. Stokes	Eastbourne	1 3 25	2 8 0	4 40 51	244.64	22.210
2. D. Agg	Lewes	1 4 2	2 10 0	4 39 10	228.85	21.766
3. G. Boxall	Uckfield	1 4 31	2 9 15	4 45 25	234.65	21.759
4. G. King	Hastings	1 1 53	2 9 52	4 39 29	216.75	21.717
5. M. Kenward	Hastings	1 3 1	2 10 48	4 43 23	226.35	21.694
6. W.D. Webb	Uckfield	1 5 10	2 13 13	4 59 19	231.49	21.218
7. D. Cook	C. Sussex	1 5 16	2 14 23	4 50 44	222.66	21.124
8. G. Leney	E. Grinstead	1 7 0	2 17 33	4 56 12	223.29	20.765
9. S.J. Stoner	C. Sussex	1 9 30	2 19 7	4 51 2	231.32	20.760
10. J. Southerden	Hastings	1 10 17	2 14 41	4 54 39	217.69	20.530
11. C. Gray	Uckfield	1 9 20	2 20 32	5 4 4	223.06	20.325
12. F. Leppard	C. Sussex	1 11 30	2 27 57	5 21 22	201.69	19.183
<u>Team:</u>	1st. Hastings & St. Leonards				21.313 m.p.h.	
	2nd. Uckfield & District C.C.				21.100 "	
	3rd. Central Sussex C.C.				20.355 "	

Ladies' B. A. R. Decided over 10, 25 and 50 miles.

1st: J. Hayward	Uckfield	20.198 m.p.h.
2nd: P. Novis	Eastbourne	19.955 "

(Scene in the home of a certain U.....d rider)



THE WAGES OF VIRTUE (Or, How to get the best out of your training).

CROSSWORD

ACROSS

- 1 & 6 ✓
- Notorious Sussex rider
- 9 Chester's river. ✓
- 10 Upheaval. ✓
- 12 What every tourist should be good at. ✓
- 15 Girl's name. ✓
- 16 Spanish for friend. ✓
- 17 Make of chainwheel. ✓
- 18 French mountain pass. ✓
- 20 Lone. ✓
- 22 Not many. ✓
- 23 Pilot. ✓
- 24 Often coupled with time. ✓
- 25 Wim Van - ✓
- 26 Low Level (abbr.). ✓
- 28 Royal Navy (abbr.). ✓
- 29 Plundered. ✓
- 31 Scales' Christian name. ✓
- 34 This Don is no professor! ✓
- 35 Blind. ✓
- 38 Lion-coloured. ✓
- 39 Sheltered ride. ✓
- 40 Nickname for fixed rider. ✓
- 41 Sign of Zodiac. ✓
- 42 Fish. ✓

1	T	O	U	R	I	S	T		6	A	G	G	
	I		N		9	D	E	E		10	R	I	O
12	13	M	A	P	R	E	A	D		14	N	G	R
15		E	L	A		16	A	M	I	G	O		17
				18	19	C	O	S		20	O	N	L
			22	F	E	W		23	G	U	I	D	E
24		T	I	D	E		25	E	S	T		26	27
28		R	N		29	30	S	T	O	L	E		31
		I		33		E		Y		34	C	O	O
35	36	A	W	N	I	N		37		38	M	A	W
39		L	E	E		40	S	P	R	O	G		E
		S			41	L	E	O		42	F	E	T

DOWN

- 1 & 24 Races of truth. ✓
- 2 What the above are. ✓
- 3 Perfect. ✓
- 4 Cloth join. ✓
- 5 Laboriously. ✓
- 6 Partner to Crimes. ✓
- 7 Small cart. ✓
- 8 What you've got to do to beat "the hour". ✓
- 11 No. 6's mount. ✓
- 13 One. ✓
- 14 Light. ✓
- 19 Is in debt. ✓
- 21 Colour of the maillot jaune. ✓
- 22 Part of a fish. ✓
- 23 Short for George. ✓
- 27 D'Alessandro tubular. ✓
- 30 Gripping. ✓
- 32 Where the clouds are. ✓
- 33 Single. ✓
- 34 Bottle carrier. ✓
- 36 You and me. ✓
- 37 General Post Office (abbr.). ✓
- 38 Digit. ✓

SOLUTION ON BACK PAGE

Seems no time at all since I was bashing out the quarterly dose of drivel for the heddification of you higgerant geezers, and here we are again scribbling away for dear life to get it in before the deadline fixed by our noble Ed. Actually (this is for Mr. Neeves' benefit, of course) what I had to do was pack up at 30 miles in the 50 and tear off home to get this done, duty before pleasure and all that sort of thing (What have you got to say to that, Neevo?) By the way, any offers for a second-hand cavalry trumpet last used at the Battle of Chainwheel Creek, or, on second thoughts, a 50-tooth chainring?)

Having been thoroughly choked off by Dut for giving him a pat on the back in the last issue suppose I should be careful what I say, but then his performances speak for themselves - a 60-minute ride in the Bellingham, that fabulous 59-9 in the July 25, another under-the-hour in the Herts and Essex, and runner-up by seconds in the Nomads and the Eltham Paragon. Windows has not only regained but surpassed his old form, and with Siggy improving by leaps and bounds the terrible three have kept the Uckfield name consistently at the top of the list, with club team record now bettering county figures. At 50 miles the results have been no less gratifying to your scribe, first intimation coming in the Mitre, where Dut smashed club record by over four minutes in running out second to redoubtable Johnny Smith of the "Scum" in 2-5-2. Next sensation was the 50 championship, with county individual and team records going to John, Roy and Geoff, while in the Rovers' Jubilee 50 Dut had a real runaway win, trampling up the mountains to finish with a nearly 7-minute lead on the runners-up, and was ably backed up by Roy and Griff for yet another team award. The last Association 50 provided some surprises, with John, leading at 30 miles, narrowly beaten by Rovers' Dennis Stokes, and Roy and Colin (not to mention your 'umble) also taking severe packets. However, parcels or no, three of the above finished (for the fate of the fourth see para. 1 - liar!), and Dut led the boys in to a four-and-a-half minute victory over Eastbourne, thanks to a fine 2-9-15 by Geoff and a mighty trample by our old warhorse Ken Griffiths, who simply stamped around, grinning all over his dial, to do his fastest 50 since 1952 - and another Association and club team record went for a Burton.

"Laughing Boy" Webby, when not plagued by the puncture-bug, has been steadily improving at all distances, and his latest, a 2-13-13 in the 50, was good enough to get in the team if it had been needed. He and Geoff have been having a tidy old ding-dong

for club B.A.R. - with the half-day ride included for the first time this year - and at the moment are neck-and-neck for the 100 shield. Cedric should find plenty of backing at his favourite distance next year. Geoff has really come into his own at 12 hours - as if his first effort, 234 miles in the ESCA event, wasn't good enough, a fortnight later on a much harder day he brought his mileage - and club record - up to 236, only 3 miles behind the winner. Webby improved from 214 to 231 in the E. Sussex, and with Cyril turning in a competent 223 team record was boosted by 36 miles to over 689.

The inclusion of the half-day ride in the club B.A.R. has justified itself - at the moment Geoff is third in the E.S.C.A. table, with the team second, while Laughing Boy is highest placed East Sussex rider in the County B.A.R. A great pity that Geoff's T.A. commitments prevented us completing a team there as well. The S.C.A. 12 furnished at least one unrehearsed incident, John and Windows, following out Geoff on the tandem, encountered a sudden heavy squall of rain and decided to cape up while circulating at a rate of knots. The last Geoff saw of them for some time they were extricating the long beast from the hedge and leaping up and down on the front wheel.

Our lone lady rider, Jill Hayward (Half-pint Cruttenden in case the name's unfamiliar!) has now broken club records at 10, 15 and 25 miles, capping them by setting up a 50 miles record when winning the E.S.C.A. event in 2-30-33. We gather this was not the classic occasion on which she "couldn't do a thing for laughing".

Windows has brought us two track championships, romping away with the 440 and mile ESCA at Rye, along with the mile open and devil, apart from crusts in other meetings, notably the "5" at Haywards Heath. The 'orrible ginger face fungus has also been prominent at the Park, one interesting session being a double-harness pursuit with Dave Marsh.

Several of the bods have been sampling the delights of touring in the English "summer", most turning westwards in the hope that it couldn't possibly be so bad there. Reg Shingleton vanished for a month, while George and Cyril sent stage reports on their tour, mainly details of (liquid) refreshments consumed. Reg and Mrs. P. took their tandem to Belgium for a fortnight, where they found plenty of sun and Reg was much impressed by the efficiency of the local authorities in tracing a war-time pal.

News from the Forces - Chief Scragly Erb Pearson should be on the blighty boat by the time this is in print, and after a session of monthly demob binges should excel his usual first-rate form at

the Xmas "do". Sir Don has now passed out as a driver and returned to his unit in Malaya, where he will probably only succeed in driving the rest of the battalion nuts. Arthur (Cor Dang Oi) - still at Innsworth (sometimes) - is still "working" it, and finds the best recipe for improving one's 25 time is to sleep under a hedge. Has also been working crafty lines at sundry grass meetings, not to mention time off to organise details of R.A.F. events. Rob McH., after returning to depot at Windsor, is now holidaying (without bike!) in the Haggis country, while Tony, at Duxford, is looking forward to making his home near Eastbourne instead of Horam when demob comes up. Brian - only five days left when we saw him - will have to pay for his next number of "Bonk" but has brought George ("THATS my name") Hoffbauer along to keep up our connection with the camp. Reg has been posted to a REME workshop near Crmskirk, met a fellow 1-3 man and is planning an onslaught on Lancs road times (Watch out, Shiel!) while Ivor is training as a police dog handler. Have just heard from Johnny Pearce in Deutschland, with only 60 days to go, and we hear that Sailor Tony has at last been successful in his quest for digs. Good show!

Having done my nut in an endeavour to get this in on time am now told by the Great White Chief that we scribes have been granted an extension of licence by the Ed. So shall just make it. Best of British Luck!

THE PROF.

Is it a fact that "Tourist Agg" has been called to Her Majesty's Forces to avoid complaints from the General Public at the start of road events at Shoreham and Magham Down?

-----oooo0oooo-----

What was the reason for Harry Griffiths returning by train within a few days of leaving by car for a camping holiday in Devon? We wonder if the same thing happened to the car as happened to his handlebars in the recent Association 50 miles, as a real vintage car was seen outside 62 Fairlight Road recently.

Ava noblines - (Latin - The Cycling Bird)

The quiet green lanes of the British Isles are the natural habitat of this peculiar bird, but many have migrated to the cities, returning periodically to their native haunts. Unwary members of the public are often startled by flocks rushing round the bends of our main highways.

The natural enemy of these birds is the OILUP, who either swoops on them from the rear or rushes head-on; after dark it first hypnotises them with its glaring eyes. The flock warn each other with plaintive cries.

The male bird of the species is easily recognisable by lean hairy legs, knotted muscles, cropped head with scrubbing brush effect in front, and a tense look. The female is plumper than her mate, especially when viewed from behind. Her hair is either wild or severely restrained, according to temperament and the reaction of the male during the mating season, some preferring charm and loose locks, others favouring severity and grim efficiency.

When the call of the wild results in mutual attraction, these quaint birds often change their usual mode of flight for a combined method. Alas! harmony is sometimes marred by doubts as to who is doing the pedalling.

Should the pair entertain another long-legged bird - the stork, they add further to their travelling nest by building on to the side to accommodate their brood.

Never be unkind to these birds as they are harmless and can be easily tamed by cups of tea or tankards of beer. Try it some time.

(Reprinted from "Awheel in Sussex", March 1947. Author unknown).

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November 28th, 1954.

Annual Luncheon & Prize Presentation at Regent Hotel, St. Leonards-on-Sea. Tickets priced 7/- each from Club Secretaries or direct from the Association Social Secretary, F. Sealy, 37 Jubilee Road, Bexhill-on Sea.

It's all Very Technical
(or is it?)

Knowing that the "bright boys" and "wise crackers" will be quite unable to miss this chance to exercise their wit at my expense, may I take the opportunity to answer here the question I am sure they will ask. The one which has already been asked a dozen times - "How do you manage to fall off a trike?"

The late A.J. Wilson wrote in 1886 on the subject of learning to ride a trike, under the sub-heading - "Cornering" :-

"This is the rock upon which most beginners come to grief. They ride at a corner at a good pace, and when they depart from the direct course the centrifugal force carries them outside the wheel base, and over they go, and the machine is blamed instead of the stupidity of the rider".

How right he was, and it applies not to beginners alone. I can hardly now be classed as a beginner, but failure to comply with the laws of centrifugal force, so far as they apply to cornering a trike, was certainly my downfall on a recent occasion, resulting in bruises to hip and shoulder that can still be felt.

To put it in a few simple and plain words, it was nothing but carelessness when taking a sharp corner at a fair rate which led to my undoing, so if you intend to show your skill on three wheels take my advice. First study the laws of centrifugal force, and having learned their lesson, keep your mind on the job, and apply them at all times. If you fail to do so you will surely share the same fate & humiliation as your humble - "and the best of British".

BROAD GAUGE.

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+++ F O R S A L E +++
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HASTINGS & ST. LEONARDS C. & A.C.

The Commencement of a Club Run (with apologies to Dickens, &c.)

Author's Note: The time is set in those far off days when the licensing laws permitted the club to meet inside, instead of outside the bar parlour.

-----ooooOoooo-----

The sun had scarcely burst from its slumbers, when Percy Bliss, elected President of the Hastings Bicycle, Tricycle Club, emerged like another sun and thrust his head out of his bedroom window. Mount Pleasant Road stretched to the right - Mount Pleasant Road stretched as far as the eye could see to the left; whilst the houses on the opposite side gave testimony of the limitations set upon Mr. Bliss's vision. Such, mused the redoubtable Mr. Bliss, is the fate of all philosophers who are content to remain upon their own doorstep and venture not into the world beyond, and to give action to the thought proceeded to put his head into his deerstalker hat, his body into his Norfolk Suit, and to place both head and body astride his tricycle and pedalled this long-suffering machine to the King's Head, in the small village of Ore.

"Twelve Hours - ridden many - not here - Africa", were the words which greeted Mr. Bliss as he entered the Tap Room of this famous old inn. "Dirt roads - tyres on fire - marshals roasting in the heat", and here the stranger paused and took a long pull at a quart pot by his elbow. Whilst he was so doing a clatter was heard outside and the door opened to admit four more members of the club, Mr. Longley, Mr. Coleman, Mr. Southerden and Mr. March. "Morning, gentlemen!", continued the stranger, emptying his mug and accepting Mr. Bliss's offer to refill it. "Cyclists - so am I - 2,000 mile tour - summer '48 - never dropped below evens", and here the stranger having accepted another refill from Mr. March, proceeded to toast the assembled company.

"Time-Triallist!" (This to Mr. Coleman, who was bestowing sundry anti-Hastings clances at the bar). "I'm afraid not", replied that worthy, "but my friend Mr. Kenward over there has had a most successful season on the road, and at the moment leads in the club Best-All-Rounder competition, whilst Mr. Southerden, Mr. King & Mr. Jones have all had successful rides". "Time-Trialling", continued the stranger, " - performed many times myself - all with credit -

almost won championship - Lincolnshire Pot Boys. Cycle stolen, however, during final club "25" of the season. Tried to finish on a scooter - timekeeper wouldn't allow it. Hard luck - very", and here the stranger wiped his eyes with a dirty handkerchief.

"Veteran sir", (this to Mr. Bliss who was unsuccessfully trying to work his way round to the shove-ha'penny board), "I'm afraid I cannot lay claim to that distinction", replied that worthy, "but Mr. Ted Coussens, whom you see over there in the corner, races quite regularly, although over 60 years of age." Here, for some reason, the stranger seemed at a loss for words, and to cover the awkward silence, Mr. Longley, as deputy captain, took the opportunity to offer the stranger a pinch of snuff from the ornate box he carried in the pocket of his knickerbockers, whereat the stranger fell into a fit of sneezing, and Mr. Longley was seen to replace a tin of french chalk in his puncture outfit.

Another clatter outside announced the arrival of two more club members, both of whom were toasted in turn by the stranger, who, noticing that there were only male cyclists present, remarked on this fact to Mr. Mills, to which that gentleman replied that there were several in the club and that when they arrived they would be leaving, and as the last arrival was Easter, the company, under the stalwart direction of their long-suffering captain, Mr. Sinden, bade goodbye to the stranger, and once again set out to enjoy yet another Sunday on the famous Romney Marshes.

N. B.

In the last two editions of BONK we have discovered the sad fact that our secretary, Roy Humphrey, who we had praised unstintingly at luncheons and Annual General Meetings, is an idol with feet of clay.

After his distribution of plagues among East Sussex racing men he was found to be in the pay of the Kremlin (all-red costume will probably be compulsory in the next Sussex Centre massed-start).

And now, turning to page two of the result sheet for the last ESCA "25" we find him engaged in yet another nefarious practice, that of transferring riders without their knowledge to other clubs. Imagine the pained surprise of Percy Bliss and the other members of the Hastings & St. Leonards C. & A.C. when finding that Roy Mills, an apparently keen and loyal member of their club, had ridden this "25" for Hastings Warriors. We of the Warriors might not have objected in this case, knowing Roy as a good fellow and a fast improving time-triallist; but supposing we let the villainous Humphrey succeed with this, the first instance - where will it end?

Even as I write these words he may be hatching a cunning scheme to transfer our crack tandem pairs Dougandmaureen and Horseboxandshaw to the Kingston Phoenix C.C. Learning of my past Soccer experience he might sell me for £30,000 to the East Grinstead F. & C.C. In times of depression, i.e., from breakfast time to 10-30 a.m., and 2-30 p.m. to 6 p.m., I have a terrible dread of suddenly finding myself riding for Rock-a-Nore Rockets or Heathfield Hammers cycle speedway teams (Oh my poor No. 3's).

However, a cheering thought has just lightened the gloom. The Warriors have not scored a team win for some years now, but if we grease the Humphrey palm sufficiently perhaps he will let us have Dutson and Marsh for the next "25" !

D. N.

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+++ REAR LIGHT REGULATIONS +++
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From October 1st, 1954, a rear red reflector of not less than $1\frac{1}{2}$ inches diameter or equivalent area must be fitted to all pedal cycles, tandems and tricycles, in addition to the red rear light at present required.

From October 1st, 1954, the lenses of rear lamps fitted to new cycles must be not less than $1\frac{1}{2}$ inches diameter or of equivalent area.

From October 1st, 1955, the lenses of all rear lamps on all cycles (including cycles existing before October 1st, 1954) must be not less than $1\frac{1}{2}$ inches in diameter or of equivalent area.

Both rear lamps and reflectors must be on the centre line or offside of the machine, not more than 20 inches from the tail end and not more than 3 ft. 6 ins. or less than 15 ins. above the ground.

NOTE - An anticipatory regulation requiring an additional rear light and reflector to be fitted to sidecars has been revoked.

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+++ BRAKE REGULATIONS +++
+++++

From September 1st, 1954, all pedal cycles, tandems and tricycles are required to have two efficient brakes if fitted with a free-wheel, and at least one brake if a fixed wheel is used.

In the case of single bicycles and tandems where a fixed wheel is used, the brake must operate on the other wheel. In the case of free-wheel tricycles, two brakes acting independently on the front wheel will be permitted.

A single brake will suffice in the case of children's cycles with a wheel diameter of 18 inches or less.

The police now have powers to inspect and test cycle brakes.

EAST GRINSTEAD C.C.

For reasons that (a) I've been on a 3 weeks holiday recently, (b) I haven't seen as much of the club as I ought to have done, and (c) that I'm late with this report already, this report will be somewhat (a) inaccurate (b) incomplete, & (c) concise. Still here goes for the gen since the last 'Bonk'.

The season so far has yielded few sensational results for us. The exceptions being Micky Robinson's 1-2-24, thus bringing nearly a minute off our 25 record, & Gordon Leney's 223 miles in the ESCA 12 hr., adding 12 miles to Johnny Coomers record.

Don Lock and Ray Lunn seem to have upheld the club's reputation (?) at most events. They recorded 1-4-51 & 1-4-53 at the Association 25 in June. This was followed by the club 25 of 4th July which was won as usual by Micky in 1-4-17, Crow showing one of his rare patches of form to come 2nd with 1-4-30, followed by Don, Ray, Pete & Giles in that order.

In the inter-club event on 11th July, Ray & Pete recorded 1-5-7's to tie for 5th place with Crow doing 1-5-22 for 6th. The event was won by Jack Daniells of the Southboro' Wheelers from Dave Patten in 1-1-25. (More about that in the T.W.R.C. report I expect). The E.S.C.A. 100, which was run in a trifle windy conditions as many recall, saw Don do a 4-48, Ray 4-55, Gordon & Pete 4-56 (ooh, such a packet!).

Our club 25 on the G.9 in July was won by, yes you've guessed it, M. Robinson, but this time in 1-2-24 as aforementioned. Don & Pete were runners up, nearly everying doing personal bests. (I was on holiday, thank goodness).

We only had one finisher in the Association 12hr, Gordon Leaney & a hard won 223 miles, it shook up quite a few people. The 10 mile record had close shave recently, when Giles recorded 25-37 despite having a spoke go in the closing miles.

The latest event before going to Press was the Association 50 in which Bill Francis became the fastest rider for East Grinstead in 2-15-28. Don was 3 secs. longer & Gordon did a 2-17, Ray & Pete D.N.F. And if anyone wants to know why I didn't ride, the entries closed when I returned from holiday - satisfied?

As usual, I've missed one good ride out that was Don's 1-3-34 in the Bellingham Wheelers event on Whit-Monday. Pete did 1-5-20. If you want my time ask the Prof, I'm not writing it!

The track game seems the centre around Micky & Ray who compete regularly down at the Park. Micky also managed to get involved in a major pile-up at his Herne Hill debut, nothing worse than cuts and bruises fortunately.

That just about covers the racing side except for a certain member who said that if he couldn't win anything in cycle racing he was going to win something. He promptly recorded fastest time of the day on the last day of the "Model Engineering Exhibition" with a model jet plane at 75 m.p.h. ! So should any competitor be passed by a blue and white jersey travelling at fantastic speed, disqualify him - he's jet assisted !

Despite the heavy racing season, touring has flourished more than ever before in the club and all seemed to have harkened to the song "Go west, young man". Gordon and Ray were the first to set forth and followed the Tour of Britain round that part of the country. Ray managed to snap his handlebar stem of all things whilst on tour. Pete & Don went early in July to approximately the same region. Don's mighty tough - only had a 69" free-wheel (blow that). However, they had a thoroughly good time. Yours truly ventured over that way and including Wiltshire, Gloucester and neighbouring districts. I stopped at Fowey in South Cornwall for half the time - enough time to see some first-class traffic jams, more of than anon.

The boys in H.M.F. continue to progress favourably, Lu is back at Tangmere and comes home occasionally. Keith settling down in RAF though they've made a bit of a mess of his hair. Nobody is quite sure where Reg Meeks is, but he should be out soon. Gordon has just gone in. Eric Gibbs who came out a short while ago has run into severe dragon trouble and nought's been seen of him. This is a great pity as the club is passing through a critical time. With the above mentioned "in", Pete & Don about to go, and Giles going in the Merchant Navy, we've lost most of our active members and has reduced our racing strength to Bill, Ray, Mick and what little I can do. Still, half a loaf is better than no bread, &c.

The great coming event is Johnny's wedding, scheduled for the 24th Sept. We shall all be there complete with wheels and good wishes; a full report will be in the next "Bonk".

For the benefit of astronomers, the eclipse of the sun on June 30th was caused by Micky's head.

Well, that's about the lot for now, remember what I said about the autumn in the last issue.

CROW.

Low-brow sun peeps tentatively over horizon as tweedy timekeeper summonses Number One to line. Number One, goose-pimpled, shivers in morning mist and ponders possibility of missing marshals. Shover-off flexes muscles and takes firmer grip of machine. Second-hand jerks round dial.

Tenuous procession of racers breathes way up Dicker. Whiff of baking mingles surprisingly with sickly scent of French beans. Mrs. Funnell exhorts inaudibly from sanctuary of pavement. Up road Number One mistily spies good faithful turn marshal patiently expectant in middle of carriage-way.

Back at Magham Great White Chief exchanges pre-race gibes with Number Thirty. Aura of embrocation and suppressed confidence as scratchman strolls to line. Nonchalant smoothing of hair and setting of timepiece. Rhythmic searing of rubber on tarmac as empty saddle trails machine past Tendring. Novice Thirty-two tum-sinkingly gravitates towards timekeeper.

Halfway back Number One parenthetically queries inflated price of honey. Scratchman, outward bound, pounds 86-inch treadmill by Park Corner, intent on lingersome longmarker Twenty-six, a hundred gasps ahead. Church bells chime restfully over depopulated tennis courts. Man at Turn continues mysteriously marking pasteboard with maddening coolness.

Miles of Dicker near whitely before fevered eyes. Dark figure in far distance materialises into tricycling octogenarian, moving with bovine ponderosity. Marshal at Boship stands solitary, like marooned mariner awaiting relief.

At Finish, timekeeper manoeuvres microscopic stool telegraphically. Recorder, all pencils and paper-clips, huddles closer in unholy debate. Number One, tension-breaking, arrives in climax of salty agony. Recorder deliberates mathematically.

Interrogative group craningly surrounds five-barred result board. Sociably, clubs foregather for spangle-chewing post-mortem. Scratchman streaks in, watch-scrutinising, while timekeeper remains uncommunicatively remote up road.

Stiffening limbs relaxingly caress big gears Rosemary-wards. Timekeeper, watch-stopping, folds stool and eases vigil. T.P. No. 13 reverts into customary anonymity. Roadway emptily awaits morning traffic.

-----ooooOoooo-----

EASTBOURNE ROVERS C. & A.C.

Once again Land Rover steers his way into print with the latest from Eastbourne. Reviews of road events long past tend to make stale reading, but our congratulations must surely go to Dennis Stokes, who has set up new Club records for 50 and 100 miles and 12 hours during the short time he has been with us. Also to the lads who backed him so well in beating the Club 50 and 12 Team records. While on the subject of records it may be of interest that 25 riders beat the old course record in our Diamond Jubilee 50, and successive course records were set up by five competitors. Incidentally, the certificates for all finishers will be distributed, we hope, in the "not-too-far-distant future".

Barrack-room boys recently liberated include "Blue" Medhurst, back from furrin parts, "Whippet" Manser, of Hobbs Barracks fame, and Maurice Homewood, who should be fit after 18 months in the Isle of Man. All have been seen on bicycles since their return, and should be back in the "first eleven" next season.

Touring types have been active again this Summer, despite the bad weather, and areas visited include East Anglia, Wye Valley and Cotswolds, North Wales and Northern Scotland. Other members (who shall remain nameless), went to the Channel Islands and Devon, but, (Oh fie for shame), bikes stayed at home! Clubruns have been limited by the racing programme, but some October and we shall be getting organised again.

Ladies Corner: Pat Elfick has unfortunately been hors de combat owing to an injured knee, but our other Pat has done some good rides, notably in the last Association 50. Last of our three P's, Pam, is still active in all spheres of Club life, including breaking the boys' hearts with alarming frequency.

Now I would like to deny a foul rumour going the rounds. The report that our President, Bill Collins, subsisted entirely on snuff on his "Jubilee" 50 ride is quite untrue. It is, I believe, a fact that he had one or two halts on the course to indulge this amiable weakness, and this probably accounts for his slowing 90 seconds on his previous ride 27 years ago. Bill's little box has since been much in evidence, and several members can now number snuff-taking among their other vices.

Well, the time approacheth for Sunday morning sleep, small gears, trouser-plusses, club dinners and cosy tea-places. The butterflies will hibernate, but we'll be seeing some of you on the ice.

Land Rover, having run out of gas, yanks on hand-brake and switches off ignition. See you next issue.

HASTINGS WARRIOR C. & A.C.

Greetings, fellow cyclists, from Warrior HQ, home of discredited weather forecasters. Yes, you're right, the heat wave we promised for the Carnival Sports got lost somewhere, and the wind blew strong and cold, causing the twelve hundred odd spectators to get in some useful foot stamping practice for the football season. Never mind, at least it didn't rain, and the racing was keen, with the Brighton boys as usual having the edge in speed and experience. The only prize that stayed in Hastings was Doug. Floyd's third in the Novices Sprint. At Rye Bank Holiday sports the club track team had more success, collecting two thirds and a second.

This season the lads have been able to have a few practice sessions at the South Saxons track; and here it was that new member Tony Jevons, after meeting Mother Earth with considerable force declared "I don't think it pays to honk on the last bend". Eureka. However, the most worried man over this incident was Mick Walker. It was his bike!

Tony is one of the many new members who have joined the club in recent months, pushing up the average tea attendance from five to ten, and entries for ESCA events up to six or seven. This is very pleasing to the small band who kept the club going through the bad days. Club runs, though curtailed a little by the racing programme, have been kept going; the longest recent trip being a 120 mile up hill and down dale run through Sevenoaks, Westerham and up, up, UP, UP (you have probably suffered there too) over Ashdown Forest to Chalvington. The leader of that run, Roy Bicknell, fulfilled the promise he showed last year by winning the club evening 10 series, doing fast times on an 82 inch gear, and not so fast times when he tried "93". Roy also won the President's 25 mile cup, clocking 1-7-16 after losing half a minute at the start. Dennis Neeves, joint winner last year, was runner-up, this time with 1-7-49, and Pete Shaw, who had to pump up a 'flat' near the finish, tied with Ken Miller for third in 1-8-18. Arthur Horsley, with a 1-13 and 9 minutes allowance bagged the handicap. These positions were confirmed in the following Sunday's ESCA '25'. Roy improved to 1-5-51, while Dennis got back among the 1-6s with three days and fifteen seconds to spare. This should have meant a keen fight in the Club '30' a fortnight later; but Roy was DNS, giving Dennis a comfortable win in 1-20-19. Doug. Floyd, who had got slower and slower since the '50', recovered somewhat to take second place with 1-22-26, and Arthur Horsley with 1-26 again took the handicap. Times in this event were quite good considering that the previous week was Carnival Week, which the boys had spent marking out the track,

Hastings Warrior C. & A.C.

dancing in the park, doing the fair, playing drums in the Revellers band, etc. &c.

There was a very rare occurrence on July 18th when no less than two Warriors started in the ESCA '100', but alas neither finished. As usual the club entered a strong team of marshals for the 12 hour. The two members who officiated on the outskirts of Eastbourne reported (with much adjectival embellishment) that the title "Rain-Gauge of the South" was a very apt description. In the Eastbourne Rovers '50' grimpeurs Bicknell, Miller and Reeves struggled round part G56 at a rather slower speed than J. Dutson. Dennis did best with a 2-28; Roy, after a rest at Earwig Corner, took the easy road to Polegate.

I had a joke ready about two members of a rival club who went home from Polegate by car; but conscience reminds me that one of my club whose name I am not at liberty to mention (stop pointing that gun at me, it might go off), rode home only because he missed the 10-7 train from Pevensey. So ---- no joke.

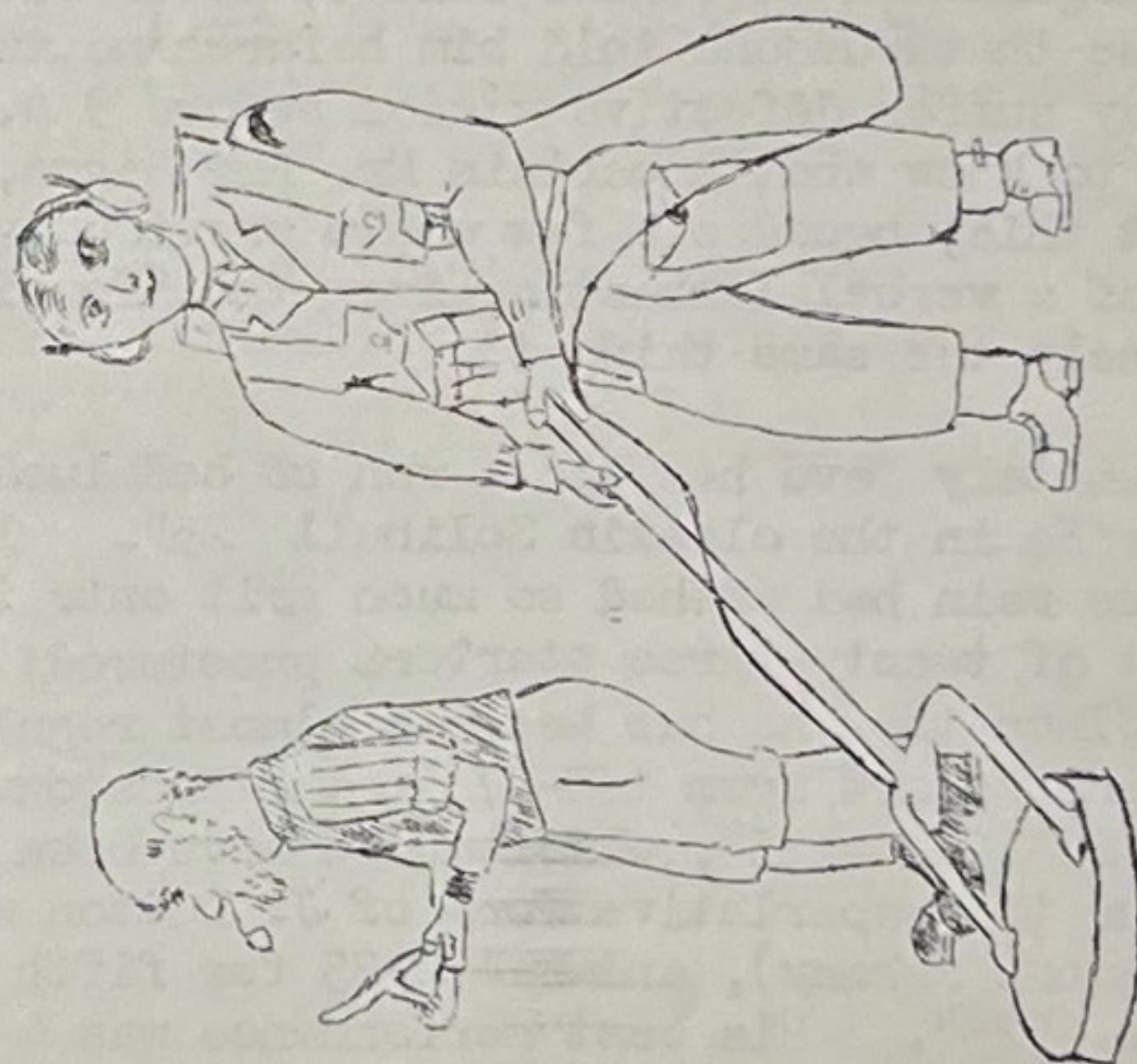
I feel that S.A.C. Brian Moore might have done well in the Rovers '50'. Home on leave from Deutschland, he is regaling us with hair-raising tales of touring in the Ardennes on 69 fixed. Here are his impressions of life on the continent. Belgian roads ---- woe and agony. Belgian girls ----- not much. Dutch roads ---- very good. Dutch girls ----- whacko ! Schnapps ----- very nice. More Schnapps ----- whoopee ! Meanwhile our other R.A.F. man, Nigel Snowden is burning it up on those fast roads round Newark.

Finally we are happy to say that our secretary has not suffered from indigestion since the last edition; and if the BONK medical adviser Dr. C.R. Misprint makes another wrong diagnosis like that he will be struck on the boko and off the register.

Adios.

WARRIOR.

LIFE WITH THE FARMERS (No. 2).



Windows loses his teeth.

Well, folks, lay out the red carpet, sound the trumpets and roll the drums, he's done it at last! We refer, of course, to the irrepressible "Tourist" Agg who, as nearly all of Southern England know by now, actually defeated Dave Marsh by 47 seconds in the Farnborough "25" when he recorded his personal best of 1-2-59. He must have been stirred by the remarks in the last issue of "BONK" as, since then, he has improved with every ride. Starting with 2-11-56, despite a crash at 15 miles in the S.C.A. Championship "50", he won the Club "25" with a 1-4-28, then followed this with a 4-39-10 for second place in the E.S.C.A. "100" in near-gale conditions. A fortnight later he lopped six seconds off his personal best with 1-3-7 in the Portsmouth Wheelers "25", and, the next Sunday, amassed 228½ miles (a club record) in the E.S.C.A. "12", unluckily dropping from second to sixth place in the event through two punctures on the finishing circuit. As I write he has clocked a personal best of 2-9-28 in the Vegetarian "50", so we await further events with bated breath! It was suggested that he should be given an illuminated address but someone was unkind enough to point out that the Lewes Fire Brigade would undoubtedly take a sim view of this. The "Tourist" received a notable setback when he suffered disqualification in the Chichester "50" under Regulation 44 ('nuff said!) after riding a 2-8-29. It isn't true that someone told him beforehand that the marshals down that way suffer defective vision before 9 a.m.!! We would dearly love to know what a certain Mr. Roy Siggs, of Uckfield, had to say about this, because a few weeks previously he had been the victim of a verbal lambasting from the "Tourist" for allegedly doing precisely the same thing!!

Unfortunately Dave has had a run of bad luck since being invited to ride in the classic Solihull "25". Thirty-six hours of continuous rain had washed so much grit onto the road that thirteen out of twenty-three starters punctured; Dave being one of them. Since then he has been an almost regular victim of the puncture fiend, apart from 1-0-37 in the Prestonville "25", and 59-39 in an E.S.C.A. "25", which would have been good enough for a win but for the superlative form of J. Dutson who clocked 59-9 (congratulations Johnny), and a 1-0-25 for fifth place in the Sydenham Whs. "25". His best performance was 4-31-27 to win the E.S.C.A. "100", a time only 48 seconds outside his own course

record on a vile morning. With the first two places in this event going to our riders we still did not win the team shield as Peter Sharp was prevented from riding by business commitments, thus failing to justify the "Tourist's" in the last issue.

Ron Russell, our hard-working racing secretary, has made a terrific improvement lately and was second in the Club "25" with 1-4-58, when he had never previously beaten 1-8-1. He confirmed this form with 1-4-23 in the Farnborough "25" so we're expecting some more good rides from him before the season closes. He's eating more and more so this may have something to do with it, and we hear that plans are afoot for an extension of the larder space in his house. We firmly believe that he is the only rider with enough nerve to inquire what food was handed up in a "25".

It appears that our remarks in the last "BONK" about "Iron Man" Grover were not strictly accurate. Since then he has joined other Wanderers for two years of the best, and has been reduced to a cipher-ridden nonentity within the confines of the notorious Catterick Camp. No doubt his loss of form emanated from prior knowledge of this fate, having regard to the fearsome tales circulated about that cauldron of discontent. It is on record that shortly after his induction the C.O. approached him and asked: "How long have you been in the army, my man?" Grover replied: "All the week. How long have you been in?" The C.O. good naturedly replied: "Fifteen years". Grover then looked at him dispiritedly and said: "It's hell, ain't it?"

Tony Cornford is still at Aldershot and gets home every week-end, having worked himself a job as batman. He managed to scrape off a draft to "Wogland" so is sitting pretty at the moment.

Johnny Adams has survived several months at Catterick and is now at Ipswich, an ideal training ground as hills are virtually unknown. Truly, some of these blokes must be followed by a guardian angel - or else they're all dead crafty!!

"Lover Boy" Geoff was not satisfied with escaping unhurt after wrecking his iron as described in the last issue. So he promptly had his machine repaired and then staged a spectacular

"aerial" effort which resulted in his landing up in Lewes hospital for attention, while the bike wasn't even scratched! It just shows that there's no cure for determination, and we trust that he's now satisfied that he's evened things up!

We hear that a certain member has been "training" between Lewes and Crawley, ostentatiously to learn gardening, to such an extent that the local authorities are seriously considering imposing a road tax to cover the cost of wear and tear! Small wonder that his times are coming down with a bang!

Well, that's it from the Wanderers till the Xmas issue, so all the best and keep 'em turning. See you all down the road.

A L S O R A N

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+ L A T E F I N A L +
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The S.C.A. 25 on September 5th resulted in another fine win for Uckfield flier John Dutson, who punctured at 22 miles, rode a quarter of a mile on a rapidly deflating rear tyre, and then finished on a borrowed machine to return 59 mins. 46 secs., break county competition record by 29 seconds, beat runner-up Dave Marsh by nearly a minute, and lead Uckfield to a 3-minute 24-second victory over Southern Wheelers.

Other Uckfield riders stricken by the puncture bug were Ken Griffiths, who rode the whole distance on a "slow", and Colin Whittingham, who turned in a "7" after changing a tub. Roy Siggs and Arthur Thorpe completed the team - Uckfield's seventeenth this season - with Geoff Boxall, Den Webb and Mick Bignell also in the running.

Roy's younger brother Terry was second to Lewes Wanderers' Chris Stone in the handicap section.

STOP PRESS!

Arthur Thorpe (pilot) and Colin Whittingham (stoker) attacked Dennis Sutch and Brian Leaney's Sussex tandem records (from 5 to 25 miles and 1 hour) at Preston Park on Friday, 3rd September. After beating previous figures at 5 miles, a puncture and two changes of machine cost the Uckfield pair the 10 and 15 miles records, but they were on top again at 20 and 25 miles, finally recording 27 miles 1,084 yards in the hour, to beat previous figures by 276 yards. Doyen of Sussex timekeepers, T.J. Boniface, held the watch.

	<u>Sutch and Leaney</u>	<u>Thorpe and Whittingham</u>
5 miles	10 m. 35 s.	10 m. 32.6 s.
10 "	21 m. 24.2 s.	21 m. 59 s.
15 "	32 m. 27.8 s.	32 m. 43 s.
20 "	43 m. 33.2 s.	43 m. 31.6 s.
25 "	54 m. 45.6 s.	54 m. 18.8 s.
1 Hour	27 miles 708 yards.	27 miles 1,084 ² / ₃ yards

The above new records were passed by the Sussex Centre N.C.U. at their meeting on Tuesday, 7th September 1954.

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EDITOR'S EXTRA !

Owing to commitments in my home waters, I regret I shall not be able to continue as your editor for 1955, and sincerely hope you will be able to find a successor to this post, someone who will even improve this very popular mag.

THE DEADLINE FOR THE NEXT EDITION, THE XMAS NUMBER, IS NOVEMBER 21st

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