

THE OFFICIAL JOURNAL OF THE

EAST SUSSEX CYCLING ASSOCIATION



6d.

PUBLISHED QUARTERLY

We have Privilage of Supplying

MEDALS, PLAQUES & CUPS Etc.

To many of the leading Cycling Clubs

May We Quote For Yours?

Special Designs using your Club Badge

submitted

L. REICH & SONS

CLOCKMAKERS & JEWELLERS

**48, Monson Road,
Tunbridge Wells**

Phone 1352

Hill Special ●

Carlton ●

Holdsworth

★ Accessories

★ Clothing

★ Shoes

GEORGE HILL

**18, SPRING STREET,
BRIGHTON, I.**

★ Wheel Building

★ Frame Repairs

★ Gears

EST. 1920

Phone 25430

N.C.U.

C.T.C.

Ephgrave ●

Viking ●

Grubb

EAST SUSSEX CYCLING ASSOCIATION

Founded

1946

NEW SERIES - No. 18.

SUMMER 1957

EDITORIAL

It is a pleasing thing that such is the happy spirit which exists in the Association that criticism is rarely found on this page; however, we think that a word is due to the East Grinstead C.C. for their refusal to help sell the Association's draw tickets. Their Committee's policy is to sell no draw tickets at all, but while few people will disagree that there are far too many draws, we feel that they should make an exception in this case. The two draws are virtually the only way in which the Association can make money; and as East Grinstead riders are using the racing facilities which it offers, they should in fairness either help with the sale of tickets, or at least suggest alternative means of raising funds.

We now pass from criticism to regret (widely shared) that Percy Bliss, President of the Hastings & St. Leonards C. & A.C., has completely withdrawn from E.S.C.A. affairs because of the decision to run a mass-start race for Association club members in August. His action must surely be an embarrassment to members of his club, many of whom of course support the Association's activities; and is surely extreme in view of the fact that the race is an early morning affair on quiet roads - a far cry from the midday start on the Brighton road type of race which many people (rightly in our opinion) deplore. All officials have their likes and dislikes. The Editorial views (no less sincere) on long-distance time-trials are well known; but though they are received with a certain amount of derision at each A.G.M. we still "soldier on". So may we hope that Percy will adopt a broader outlook, and that in due time he will again be seen at Magham Down.

D.N.

Gen from the Secretary.

We all extend a hearty welcome back to the Association of Rye & District Wheelers, who were one of the founder clubs of the Association in 1946. Unfortunately, they were hit a few years ago in not having enough members to carry the club on, but we are all very pleased indeed to see them once again on the up grade, and trust that their revival may see the club once again a force in East Sussex Cycling circles.

The racing season is now well under way and times in the last two events have been slower than in previous years due to the weather. Entries have been in excess of the past year or two. In all the events held, Uckfield & District C.C. have taken the team awards, with Eastbourne, East Gristead and Tunbridge Wells Road Club fighting it out for second place.

The Road Race on August 18th will start at 6.30 a.m. in New Road, Hellingly, and will be run over the Hellingly, Horsebridge, Horam, Grove Hill circuit. Details and Entry Forms will be circulated to all clubs during the next few weeks.

The "Clubmans Touring Competition" will be held on Sunday, June 23rd, following the 25 miles time trial, and will start from Magham Down at 11 a.m. sharp. As Norman Edwards has consented to act as organiser for this event, a new name will appear on the Trophy this year, as since the inception of this event Norman has won it each year. All members are eligible to compete so let's have a bumper entry this year. Entry Forms will be circulated shortly and should anyone require more details they will be found in a letter from our chairman elsewhere in this issue.

For the information of Club Secretaries, the Annual Luncheon and Prize Presentation will be held on Sunday, November 24th, 1957, with the Annual General Meeting taking place a week later.

The Grand National Draw showed a profit of between £7 and £8 which was quite satisfactory, our thanks are due to our Social Secretary for his work in organising this. As in past years, we shall be running a draw on the Manchester November Handicap, and let's all make an effort to sell as many tickets as possible, and try and take the Prize for selling the most tickets, which in the past two Draws has been won by Miss S. Adams.

In conclusion, the date for the 12 hours is not far off, so once again, I shall be grateful to know of any persons who will be available to assist with marshalling and feeding on that day.

R.H.

LEWES WANDERERS C.C.

Hello, colleagues, once again we find ourselves well into another racing season with such pleasantries as 5 a.m. waking and furious evenings spent "getting the miles in"; all of which makes a change from the humdrum existence of the Social Season. (Who said I should be certified?). Alas, we haven't made a very auspicious start yet, due to such peculiar excuses as "oversleeping" and "not feeling like a ride to-day", &c. These things have become known in the club by the collective title of "Groveritis". This stems from the present attitude of the former "Iron Man" Grover (now known variously as "Tin Legs" and "Leadbelly") who seems to have cast a spell of mass hypnosis of late. He has been enticed into taking part in one or two club runs, but can usually be seen sitting on someone else's back wheel while urging his companions to remember that he's only riding 70 fixed! Perhaps the most comical episode of recent weeks concerned the attempt by a couple of clubmates to get him interested in the well-known Margaret of Boreham Street. Despite suitable encouragement, and a pre-visit build-up, Grover once again demonstrated his ability for emulating the Nelson touch by trotting out almost every excuse in the book. It was, as one member remarked, pathetic!

Two club events have been run, both resulting in wins for Ron Russell. The '10' took place on a very hard morning (aren't they all? - Ed.), and his time of 27-59 was just 13 secs. too good for second man G. Hodgkin. Mick Burgess was third with 28-17; but the surprise packet was Willcocks's time of 28-50, which gave him 1st handicap. In the Lewes-Newhaven and back Russell managed 37-37, and Willcocks, having obviously got some energy from somewhere, clocked 38-35 for second place. This effort again clinched the handicap award, and caused the Chancellor to mutter something about not doing it a third time!

Readers will wonder where our old pal "Tourist" Agg comes into all this. Well, the sad news is that at the moment he seems to be a victim of the biological urge, although he did have the 'dragon' out to the S.C.A. Team Championship, but even so, only managed a '12'. Russell and Johnny Cox both did '11's' - it was that sort of morning, while our other four riders were, to their shame, D.N.S. We had a team in the Appollo Middlemarkers '25' some six weeks ago. Gordon did a creditable 1-8-39 and Russell 1-9-38. The wintry conditions were too much for Willcocks, who got cold feet (in both senses of the phrase) and was D.N.S.

Lewes Wanderers C.C. (continued).

Ah well, the warmer weather is now approaching - we hope !
So it may induce various creaking joints to get moving. (No, I'm
not referring to tea places which have been closed all winter).
Bon voyage, mainsewers, we hope to see you all in some event or
other as the season progresses. Yours till we promote a J. Grover
Memorial Grand Prix !

ALSORAN.

TIME TRIAL RESULTS

		H.	M.	S.	
<u>12 Miles Hardriders</u>					
D.A. Patten	Tunbridge Wells Road Club		32	22	(Record)
Team:	Uckfield & District C.C.	1	44	8	
<u>25 Miles 72".</u>					
D.A. Patten	Tunbridge Wells Road Club	1	3	48	(Record)
Team:	Uckfield & District C.C.	3	23	40	
<u>25 Miles.</u>					
J.R. Dutson	Uckfield & District C.C.	1	0	20	
Team:	Uckfield & District C.C.	3	8	44	
<u>50 Miles.</u>					
D.A. Patten	Tunbridge Wells Road Club	2	10	20	
Team:	Uckfield & District C.C.	6	45	55	

LADIES.

<u>10 Miles.</u>					
P.A. Novis	Eastbourne Rovers C. & A.C.	28	9		
<u>10 Miles.</u>					
B. Atkins	Central Sussex C.C.	28	17		

UCKFIELD AND DISTRICT CYCLING CLUB.

"Deadline Joe" calling again, folks, with more chronicles of
the Farmers. The annual punishment season started with Agricul-
tural Reg pounding his 88 to knock half-a-minute off the club '10'
time, on a filthy morning with a third of the entry marked D.N.S.
The next week the Prof had his annual outing (under protest) in
the Hardriders, and collected the wooden spoon. (Not the Vicar's,
who was busy recording the scene for posterity). Some of the other
Farmers also rode, doing somewhat better than your 'umble, filling
five of the first seven places and taking the team award; as they
did a fortnight later when Windows broke Arthur's five year old
record by a minute. Colin came up again next week, winning the
S.C.A. '25', with Griff and Reg taking the team. John, Cedric
and Webby all punctured; but John had his turn next week, winning
the Solent Open '25', and this time Cedric stripped a sprocket and
Colin punctured. The first week-end in April found Reg winning
the '25' Championship, while John, on 79 fixed, shook the masher-
merchants in the Hainault Hilly '40', and Griff put the wind up
the Beak in his first Vet's event. The next E.S.C.A. '25' resulted
in a triple crust, John screwing all the heads down well and truly,
and with Colin and Reg taking the team, while Spin took first hand-
icap. It was after this event that Pete found that he'd been
riding for some weeks (including a couple of '25's', with a bone out
of place in his ankle, and wondering (a) why it hurt, and (b) why
his times were going back. Easter found Colin and Reg going the
opposite way from 'the Island' to the Rosebank '30', where Colin
took three and a half minutes off club record to run Vic Gibbons
within twenty-five seconds, while the Islanders performed in the
Vectis '25', John being one of six riders to beat event record.

Selecting the team for the Team Championship posed some diffi-
culty. Finally, it was decided to rely on current form, and then
A.W.D. proceeded to upset the applecart good and' proper. Anyway,
the net result was the fourth win in five years, despite Cedric's
puncture, and by the biggest margin since 1946; plus an equally
convincing win in the 'B' section. No-one's seen the result of
Rod's efforts with the cine-camera yet, but we hear that John's
been trying to bribe Steve not to flog his photo to the R.T.T.C.
The first E.S.C.A. '50' of the season saw the boys, this time led
by Cedric, notch up their seventh team win this year, Cedric
putting his name on the Memorial Bowl for the second time running.
Colin had rotten luck, puncturing while leading the field at half
distance; but Spindle and the Vicar both beat the handicapper,
while the Prof got black marks for his maths. Next week John had

Uckfield & District Cycling Club (continued).

the enviable (?) distinction of having his untimely demise in the Brentwood '50' recorded in 'CYCLING'; while the rest of the gang performed in the Sussex '25', taking five out of the nine awards. Arthur, Reg and Spindle all did P.B's., the first two gaining somewhat exotic press notices in the 'ARGUS', while A.W.D. and Webby took the handicaps. Results for the week-end prior to going to press are that a decent veil had better be drawn over the doings in the Wessex '50', but that Spin took his third handicap award of the season in the De Laune '25'. John took over two minutes off his own '50' record in the Glade, while Cedric put first claim on Maurice's Uckfield-Winchester and back trophy with 7-11-6 for the 147 mile trip along A.272.

So much for the racing, and now for other topics. After two or three false starts, we gather that Roy is actually on his way to Cyprus, with his 'iron' well crated, ready to follow him out. He came home on embarkation leave at short notice and just too late to be entered in the Team Championship and a crack at retaining the Stevenson Memorial Cup; but got down to the event, and then fiddled two more flying visits on following week-ends before finally skipping. Good luck, Roy, and keep us posted. A warm welcome to our new members, all of whom seem to be fitting into the scenery very well; and congratulations to Rob on his approaching '21st'. Meanwhile, the Vicar, in addition to his racing, has been carrying the burden of arranging runs, booking teas, and then conducting most of the runs single-handed, a Herculean task indeed. and now, on top of that, I'm going to ask him to add his sermon for his parishioners - thank you, Reg.

Best of British,

THE PROF.

Dear Parishioners, (or perishers) -----

I too am rather guilty of being late in sending my bits and pieces to Dennis for printing. Time seems to fly by these days. However, should I be lucky enough to get into this issue of 'BQNK', (Wot, the Autumn edition? - Ed.) I will endeavour to have my usual few words. With all this racing going on around it doesn't give one much thought for the social season; but as a staunch supporter of that branch of cycling I'm inclined to repeat my famous war-cry (often heard during time-trialling): "Roll on the

Uckfield & District Cycling Club (continued).

social season". I think that Norman mentioned in the last issue that we were running a coach trip to London to visit a theatre. Well we laid that one on and are now in the process of organising another for October, so that we can get a good send off to that -- you know what season.

There's lots I'd like to say, but these days one has to be careful what one says about the boys courting. However, by the looks of things there are going to be a few banns called. We have already witnessed the marriage of Tony and Brenda (by the way, we wish them the 'Best of British' from the Uckfield club). 'Spindle' Barnes used to be a good supporter of club runs, but he is now "at it" and courting strong. At least he is going pretty well in the racing field for it, so it has it's good points. I've nothing to say at this stage about J.D. (But I've heard some interesting stories! - Ed.). I'm told the reason Cedric is growing a beard is that three dragons (Oops - sorry - apologies to Brenda and Barbara who will call me over the coals for that) have designs on our 'Cedge' at Brentwood. It's no good growing a beard though, Ced, we'd recognise that laugh anywhere (especially the dirty one). On one occasion when Colin Whittingham attended the 'digs' at Brentwood he had an amusing time (same wenches involved). Each time he looked out of the window by pulling back the blind, the three wenches were doing the same and gazes fell on each other. Pete Brook seems to be doing quite well; on one or two occasions he has come into the clubroom on club-night with his face smeared with red. His excuse is that he has either been hurrying, or if more conspicuous than ever, he says that he has just eaten an ice lolly (Raspberry flavour).

Our Arthur (A.W.D. Thorpe) seems to be quite a boy. He recently achieved a fine ride in the S.C.A. Championship '25', but his recent venture is of rowing to work in a BOAT! Arthur - please EXPLAIN! Once again I haven't got anything on our Editor; my spies in that direction are not doing their job, I shall have to stir them up a bit. (Waste of time - I'm a paragon of official respectability - Ed.).

Well, folks, I must get this packed off. See you all around the various events, and best of luck in your efforts.

Amen,

THE VICAR.

Short Stay in Sussex.

To race in Sussex would entail
Accommodation booked.
On friendly folk we must prevail
To get our breakfasts cooked.

An aged rider pottered by
As we discussed our plight -
He stopped and told us we might try
"The Funnells" for the night.

Good Mrs. Funnell and the ranks
Of friends in Muddles Green,
Helped "Southborough" out, and we gave thanks
To that old man we'd seen.

"Ken Griffiths", Lou said, "is his name,
They say he does a three".
I stopped aghast, in youth and shame,
For one-six-o, that's me.

I never got to Muddles Green,
I stayed at home in bed.
The last of racing I have seen;
I'll take up bowls instead.

MAN OF KENT.

HASTINGS & St. LEONARDS C. & A.C.

Well, to my great surprise, as I was passing the abode of Dermis Neeves on Saturday, he informs me that he wants notes for "BNK" by Wednesday next, the trouble being that if I had written continuously from Saturday till Wednesday I still wouldn't have got down all I was thinking at that moment. By the time this edition is in circulation we shall probably have had our third all-night run since the war. These runs were popular before the war. Of course, there have always been members who were frightened

Hastings & St. Leonards C. & A.C. (continued).

of the dark ! The run this year is expected to visit Flimwell, Riverhead, Redhill, Reigate, Dorking and Esher, arriving at Staines for breakfast. After a quiet breakfast, it is expected to return via Farnham, Hindnead (Devil's Punch Bowl), Billingshurst, Cuckfield, by Sunday evening, with at least a couple of hundred miles behind us. At present it is indicated that the run will be about eight in number.

Another event early in June is the annual run of the Southern Veteran Cycle Club. The run is over a twenty-three miles course from Ripley to the Battersea pleasure gardens. To qualify, this distance must be done in the hours between 11 a.m. and 4 p.m. on June 2nd. We have a number of members who will be there to support the meeting, and with a bit of luck (if old Perce can borrow the step-ladder), two members riding. Percy is endeavouring to ride his 1882 Ordinary by Rudge, while Jack Southerden will ride Percy's circa 1896 Dursley Pedersen. It was reported by some little boys in the Priory Road area that an old man was riding a Penny Farthing up and down the road and making them run beside him for a ha'penny an hour. (I saw him too - his back wheel was going round - Ed.). Of course, there's a lot in these old machines, you know; in fact, if it hadn't been for their existence in those early days you would never have had the bicycle as we know it to-day. I hope readers will find something of interest in the article about them which accompanies these notes.

A member of the club fell asleep soon after having his tea. When he awoke he was informed that it was just as well he didn't come out last week as it was raining, he jumped up and asked if his machine had got wet ! It seems to me that if you bet certain members a gallon of beer you can get them to do almost anything, almost. Well, it seems to work with beards, but when it comes to letting one's hair grow till the club dinner half hogs heads were mentioned.

Well, now until you hear from me next time here's something to think about. First, if one's wheel is tireless does it mean that they possess perpetual motion ? Secondly, if a member hasn't got-a-pin would he soon be losing a crank ? Now mind how you go on your tour and have a good time, then you can look forward to another one.

All the best,

Yours sincerely,

C.R.S.

Short Stay in Sussex.

To race in Sussex would entail
Accommodation booked.
On friendly folk we must prevail
To get our breakfasts cooked.

An aged rider pottered by
As we discussed our plight -
He stopped and told us we might try
"The Funnells" for the night.

Good Mrs. Funnell and the ranks
Of friends in Muddles Green,
Helped "Southborough" out, and we gave thanks
To that old man we'd seen.

"Ken Griffiths", Lou said, "is his name,
They say he does a three".
I stopped aghast, in youth and shame,
For one-six-o, that's me.

I never got to Muddles Green,
I stayed at home in bed.
The last of racing I have seen;
I'll take up bowls instead.

MAN OF KENT.

HASTINGS & St. LEONARDS C. & A.C.

Well, to my great surprise, as I was passing the abode of Dermis Neeves on Saturday, he informs me that he wants notes for "BQNK" by Wednesday next, the trouble being that if I had written continuously from Saturday till Wednesday I still wouldn't have got down all I was thinking at that moment. By the time this edition is in circulation we shall probably have had our third all-night run since the war. These runs were popular before the war. Of course, there have always been members who were frightened

Hastings & St. Leonards C. & A.C. (continued).

of the dark ! The run this year is expected to visit Flimwell, Riverhead, Redhill, Reigate, Dorking and Esher, arriving at Staines for breakfast. After a quiet breakfast, it is expected to return via Farnham, Hindnead (Devil's Punch Bowl), Billingshurst, Cuckfield, by Sunday evening, with at least a couple of hundred miles behind us. At present it is indicated that the run will be about eight in number.

Another event early in June is the annual run of the Southern Veteran Cycle Club. The run is over a twenty-three miles course from Ripley to the Battersea pleasure gardens. To qualify, this distance must be done in the hours between 11 a.m. and 4 p.m. on June 2nd. We have a number of members who will be there to support the meeting, and with a bit of luck (if old Perce can borrow the step-ladder), two members riding. Percy is endeavouring to ride his 1882 Ordinary by Rudge, while Jack Southerden will ride Percy's circa 1896 Dursley Pedersen. It was reported by some little boys in the Priory Road area that an old man was riding a Penny Farthing up and down the road and making them run beside him for a ha'penny an hour. (I saw him too - his back wheel was going round - Ed.). Of course, there's a lot in these old machines, you know; in fact, if it hadn't been for their existence in those early days you would never have had the bicycle as we know it to-day. I hope readers will find something of interest in the article about them which accompanies these notes.

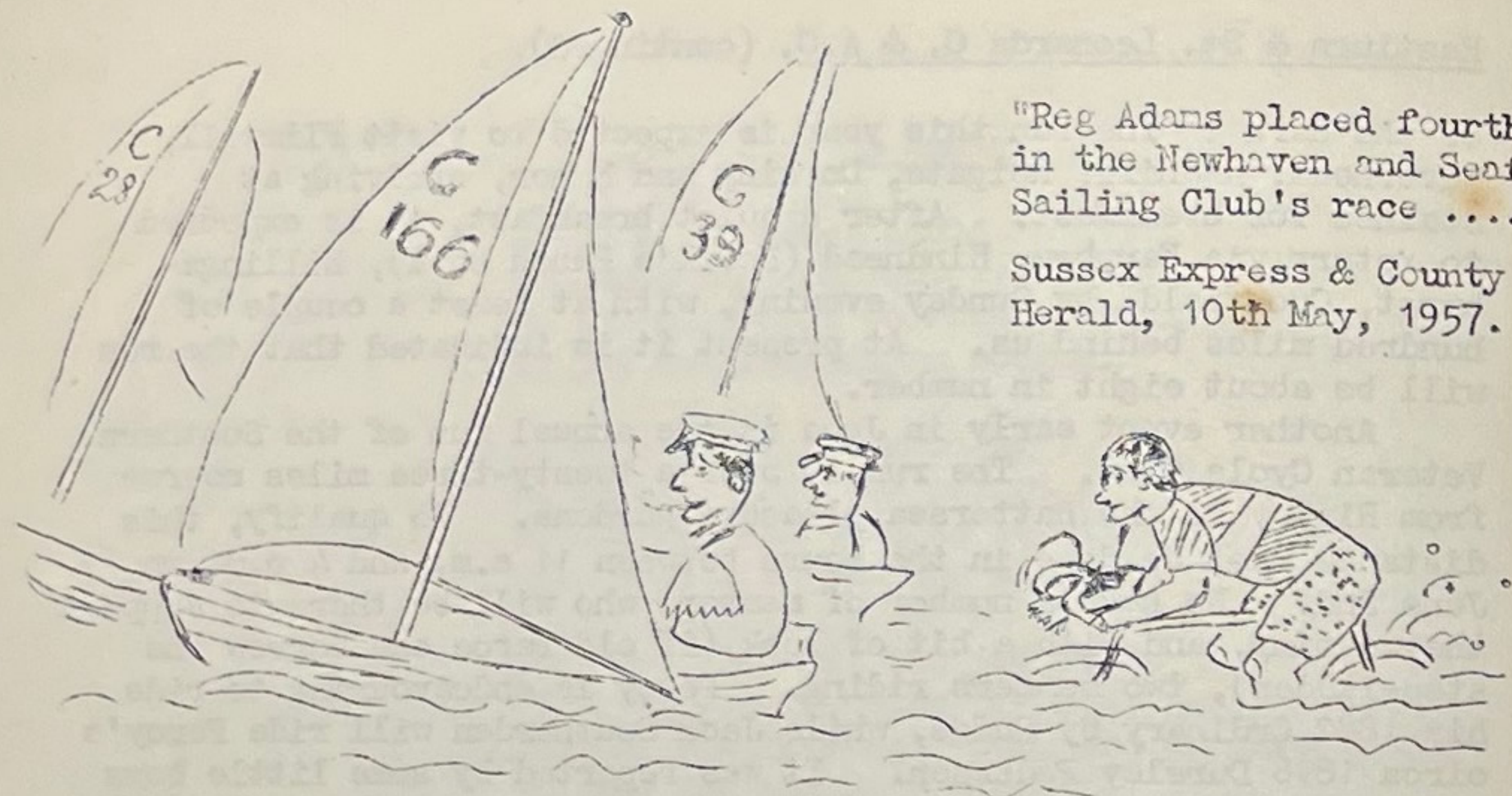
A member of the club fell asleep soon after having his tea. When he awoke he was informed that it was just as well he didn't come out last week as it was raining, he jumped up and asked if his machine had got wet ! It seems to me that if you bet certain members a gallon of beer you can get them to do almost anything, almost. Well, it seems to work with beards, but when it comes to letting one's hair grow till the club dinner half hogs heads were mentioned.

Well, now until you hear from me next time here's something to think about. First, if one's wheel is tireless does it mean that they possess perpetual motion ? Secondly, if a member hasn't got-a-pin would he soon be losing a crank ? Now mind how you go on your tour and have a good time, then you can look forward to another one.

All the best,

Yours sincerely,

C.R.S.



"Reg Adams placed fourth in the Newhaven and Seaford Sailing Club's race"

Sussex Express & County Herald, 10th May, 1957.

"Arthur Thorpe wins the handicap in the Sussex Cyclists' Association 25, riding his working bike".

Evening Argus, 13th May, 1957.



LIFE WITH THE FARMERS, No. 13.

The Farmers are in the news.



← Press Secretary getting the boot.

THE TOURISTS' COMPETITION

I have been asked to say a few words about the Association's Tourists' Competition, and of course the difficulty is to be sufficiently informative without giving too many secrets away! Not that there's anything really mysterious about it, in fact the whole contest is perfectly straightforward and the tests within the capabilities of all.

The Competition was devised as an annual contest for the handsome cup presented to the Association by George Jenkins, who, an old racing man himself, but first and foremost a clubman, wanted to encourage the broader outlook on cycling of the all-rounder. The first point is that it is essentially a clubman's competition, and if you treat the whole thing as a day out with the club from which you intend to derive the maximum of enjoyment and interest, you won't go far wrong.

For instance, you aren't expected to carry equipment for a fortnight's tour of the Scottish Highlands, only what you would normally carry on a club run (and the judges are fully aware that many riders carry out their day's run after riding in an event and are kitted out accordingly). The machine itself - well, the criterion is, is it roadworthy, and as for equipment, can you cope with the normal minor troubles which may be encountered on a day's run?

Map reading is of course an essential part of the game, but only to an elementary standard, and the test is of a perfectly straightforward nature. Just follow the route on your "start sheet" and you can't go wrong. Speed judging - again you are handed a route to follow, with a note of the average speed you are required to maintain - and I can assure you that the speeds specified are within the capabilities of the most leisurely.

During the day observers will note competitors' road behaviour and general riding ability, while you will be halted occasionally to answer simple questions about the countryside through which you have been riding.


The total mileage is reasonable, and well within the capabilities of all. Those who have competed in the past voted it a thoroughly enjoyable occasion, and I sincerely hope that these brief notes will encourage some more of you to have a go, and that you will enjoy the day.

NORMAN.

Once again this is the Central Sussex sending greetings to all from one of the outposts of East Sussex. The present finds the club and members all bustling with activity now that the racing and touring season is getting into full swing. In the realms of racing we still have all the "old faithfuls", although they have on occasion been joined by a little fresh blood. At present we have not had any outstanding successes in this field. The 'boys' are just about up to form, but just do not seem to be able to raise that little extra. People keep saying that the season is still young; but before you can look round the distance events are on you and that is the end of another season. Barbara, our only lady who races, is doing well and still improving. We know she will keep our colours flying.

It is during this season that touring really comes into it's own. The club's annual Easter tour was very much enjoyed by all who were able to take part. The riders left on the Saturday and stayed the night at Salisbury. Next day a trip was made to Wells, Somerset, returning to Salisbury in the evening. The original plan was to reach Cheddar Gorge, but this was not possible owing to an accident happening to one of the party. It resulted in two smashed wheels; but by the greatest stroke of luck replacements were obtained from Frome, and on a Sunday - that was luck indeed.

The weekly club runs are very well supported and are covering more miles, in response to requests from members. It is good to see that despite the racing, the 'boys' still manage to get on the club runs, even if it is only to 'sit in' and have a rest - although they usually deserve one. You will be pleased to know that this is all the chatter I have for this edition. I will close and hope the Editor has plenty of material to fill the gap I have left.

His mark 

FOR SALE

One pair of sprints. Scherens on L.F. D.F. Airlites (anodised).
 £2. 0. 0.
 Claud Butler 24-in. Road/track frame. £5. 0. 0. or near offer.
 Apply R. Russell, 52 Saltwood Road, Seaford.

You would think that after two years of almost complete rest in the R.A.F., when the word "cycling" meant only a youth-hostelling week-end in the Peaks, or somewhere, that I would have grown out of the silly idea of rising at unearthly hours on Sunday mornings to exert violent physical effort on a cycle and pay for the "pleasure" of doing it. Nevertheless, I haven't, and so I'm in the process of rediscovering punctures, bonk, rain, dogs, and all the other manifold joys of cycle racing.

The club seems to be firmly on it's feet (or rather pedals) again, now that all but one of it's members has been demobbed and returned to cycling; in addition to quite a few new members who have swelled our ranks to good effect. Don Lock is now club secretary and a horribly fit one at that, so the administration side is now at Forest Row alongside Mr. "Stirling" Lock, our club president. One of our braver members who accepted a life from him said afterwards that Mr. Lock was the only driver he knew who put his foot down whenever he came to an "Accident Black Spot" sign! As well as cyclists, Mr. Lock and Don are also purveyors of burnt toast to Mrs. Lock, a story that will doubtless be revealed at the club dinner. Regarding the racing side, my knowledge is incomplete, but the general trend is the dominance by Don of the events so far held. Our first club event on 31st March was run in conjunction with Southern Wheelers and Redhill, and was won by Don with 1-5-44. Mick did 1-6 and Bill 1-7. The Crowsley v. Brooker duels started again after two years' respite in the R.A.F.; this time Mac Brooker won by 20 secs., with 1-8-35. The great ride of the race was I think by Giles Job; after having been on H.M.S. Worcester for three months he came home, did about twenty miles training, and then turned in a 1-12-22 on a 73" gear. How's that for keenness? Don leads our club again in the Association '25' with a 1-4-30; Crow and Bill tied with 1-5-53, to make up third team. Phil Corby did his first timed '25' in 1-10 (the timekeeper "lost" him in his first event), and Bill Payne, now at Brighton Technical College, recorded a 1-13. We stopped at home over Easter and raced in the Fountain "25", but our efforts were not crowned with success as divers maladies became apparent. Don repeated his E.S.C.A. form with 1-4-30, Crow recorded 1-6-5, Pete, still with the effects of the cold that made him D.N.S. in the Association '25', did 1-7-21. Bill punctured and Mick 'blew up'; such is time-trialling.

The 50-mile distance has been attempted, the Southern Counties event seeing Don do a 2-15 and Bill a 2-16. And then came the

Association event which still makes me shudder to think of it. As usual we stopped at Mrs. Funnell's for the night before the race, and were joined by Bill Payne, who had evidently taken up a nautical career. At least, it seemed like it as he woke me at about 11-30 p.m. and asked me if I wanted to buy a battleship! On seeing the rather damp roads on which the race was to be run, Don and Crow lectured Bill about the danger of pranging on turns, a thing which Bill is rather prone to do; so Bill took their advice and didn't - Don and Crow came off instead; that'll teach 'em! The overall result was a third place for Don with 2-14-48, Bill Francis 2-17-28, Crow 2-23-19 and Bill Payne 2-24-59 and third handicap (84" gear was a bit high, don't you think, Bill?). We also managed third team, which was quite pleasing. As we go to press (sounds good, that) the latest event was the De Laune '25', in which Don did the season's fastest with 1-4-2; Bill clocked 1-7-28, Pete 1-8, and Crow and Mick punctured.

So much for the racing side thank goodness; now for the club-runs side. These have been most entertaining if not quite so ambitious. Pete gave us a classic example of the shortcomings of the do-it-yourself system by changing a 'tub' with the aid of two tyre-levers and a screwdriver. In this venture he wasn't helped by "clubmate" Robinson, who threw his punctured tyre over the hedge and hid his rear light.

Another piece of comedy occurred when Pete was so engrossed in conversation while leading the run that he didn't notice a rather sharp bend in the road. Fortunately, there was a track provided for his escape road that he took to at high velocity before rejoining the run some time later. We had our annual pilgrimage to London Airport recently, and as usual the weather wasn't very kind. Anyway the tour of the airport by coach was very interesting, and we saw the naming ceremony of the three Super Sabre jets during our visit.

The day before the airport run Pete, Bill and Mick went up to some North London cycle shops, whereupon the Brooker excelled himself by getting picked up by the cops for riding 'no-hands' in the City. (Should have disguised himself as Barbara Atkins - Ed.). That strange piece of head wear worn by Crow at the Association '25' did not come from outer space; it was a ski-ing and skating hat that he picked up in Oslo during his holiday there. (And it wasn't the only thing he picked up, either, if some stories are to be believed). Well, that seems to be all for now, and should

ensure that I have several libel suits on my hands by the time 'BONK' gets into my clubmates' hands. While we are always glad to see other Association members about during mid-week, I would advise them not to try and join in on Wednesday evenings unless they are feeling pretty fit. I tried it but lost interest near Povey Cross.

So until next we do battle may you all be flying fit, although when battle is joined I hope you're second.

CROW.

S P Y !!

THE MAGAZINE YOU HAVE BEEN WAITING FOR

F R A N K --- D A R I N G --- S E N S A T I O N A L

Great feature articles illustrated with candid photographs!

THE LID OFF CLUB DINNERS -----
OFFICIALS AT PLAY -----
EDITOR OF BONK EXPOSED! -----

Get your copy now, before stocks are confiscated by the Police. Price 10s. from any disreputable bookstall, or 10s. 6d. (post free) direct from PRICE PUBLICATIONS, INC., Greek Street, Seaford, W.1.

BOOK REVIEW

"THE MOUNTAINS OF PEVENSEY", by Dorothy Collins (Rover Press 5s.). This slim volume (three pages plus frontispiece and index) is rather expensive at the price, but this is not the fault of the authoress. Indeed, when considering how few mountains there are in the Pevensey area, one can only be amazed that she has filled three pages so interestingly. Mrs. Collins has a scintillating literary style. For example, her description (p.2) of the view from the castle down the precipitous High Street to the bridge will surely take the reader's breath away. Then again, she has obviously made a close study of the wild life of the area; and her description of the weird creature, the Racingcyclist, is worth quoting: "It is of almost human intelligence", she writes. "It is red in the face and utters pitiful moans and groans while it utilises a two-wheeled mechanical contrivance to attain a speed of as much as twenty miles per hour". All in all, the book is a 'must' for all lovers of Pevensey, and this critic awaits further writings by Mrs. Collins with keen anticipation.

D.N.

-----eoooOoooo-----

BRITISH RAILWAYS (Southern Region) TIMETABLE.

A bargain at one shilling, this paper-backed volume is packed with information of use to cyclists. The section dealing with the Sunday evening service from Eastbourne to Hastings will be of particular interest to certain members of Eastbourne Rovers. If they wish to avoid the risk of being seen wheeling their machines into Eastbourne Central Station, they should note the 8-28 and 8-57 trains which call at Hampden Park. The Sunday service from Tun. Wells to Brighton will obviously interest northern riders wishing to attend N.C.U. (Sussex Centre) A.G.Ms., while certain trains to and from Heathfield will be useful to some members. With its wealth of information, this book bids fair to becoming the standard work on the subject of train services, and would seem to justify British Railways' claim that: "This is a book that no cyclist can afford to be without".

J.N.

Book Review (continued).

In producing the new illustrated magazine 'SPY', it's Editor and Publisher Len Price has plumbed the depths of near-lewd, sensation-seeking journalism. After reading the twenty-eight pages of innuendo and scandalmongering it is clear that when Mr. Price attends a club-run or an annual dinner, his one object is to pick up information and obtain "candid" photographs with which to "smear" well-known officials such as Dennis Neeves, the shy, home-loving young Magazine Editor. To sum up, 'SPY' is cruel, and salacious, panders to the lowest human instincts, and should not even be seen by any clean-minded, self-respecting cyclist. All members of E.S.C.A. clubs will love it.

D.J.

EASTBOURNE ROVERS C. & A.C.

Salutations to all and sundry from the Suntrap, or perhaps it should be "Windtrap", bearing in mind the struggling and suffering that went on in the club '50' last week. This was a morning that sorted out the fit from those with legs of clay, and Ken Stevens proved he was in the former class by bashing 84' fixed round in 2-15-17. Ken "Opera" Jones did perhaps his best ride so far to take second place with 2-16-44, and mass-start secretary Brian Cornwall showed more promise at the unpaced game with his 2-20 for third place. Handicap specialist John Mayes scored again, but judging by the mutterings amongst the officials, his career in that direction is drawing to a close. John and Opera (who has got down to a 1-5) have both bagged handicap awards in S.C.A. events; which compensated a little for the lack of scratch and team 'wins'. With Dave Marsh sometimes a non-starter and sometimes a puncture victim; Denzil de Grey and Dave Dunbar away in the Forces, and Brian Moore temporarily retired with back trouble, the club cannot hope to repeat last year's string of successes. However, several keen newcomers have had their 'baptism of fire', the spirit is still there, so the Rovers are still competing and doing their best. Among these newcomers is a certain Mr. Q. Rance, whose name has caused several people to stare in disbelief at their start sheets. No, chaps, it wasn't another Humphrey misprint; that really is his name, and the 'Q' stands for Quintin. So now you know. The aforementioned

ancient and honourable Stevens is our most consistent rider at the moment, and already looks a certain winner of the evening '10' series. Len Novis, whose retirements and comebacks rival Whittingham's in number, came back at the start of the season to win the March '10' and the April club '25', besides doing some useful rides on G.41. Since then he has again vanished from our ken, along with his sister Pat, who I'm told now rides a motor-bike and plays tennis. Another recent retirement was that of veteran Harry Griffiths, who made last week's '10' his last event. The Dicker and Pevensey courses won't look quite the same without Harry's solid figure. Pat Novis's retirement has reduced the club's lady's section to one (but a very keen one it must be said) in the person of Iris Heather. Iris, a regular on club runs, is also a keen time-triallist, and recently scared the slower males with her 27-45 ride in a '10'. (This sort of thing ought to be stopped - Ed.). The runs are still going strong, led as always by the frame repairers' best friend, Stan Nash - King of Roughstuff. Stan is back 'up the road' apparently none the worse for an attack of mumps which kept him out of action for three weeks. Ken Stevens ably deputised during his absence, but wasn't sorry to see Stan back on the job. Does anyone really like being runs leader?

News comes through from Germany that Dave Turner has reached the giddy height of lance-corporal in the Pay Corps. Denzil is still at Devizes and recently led the winning R.E. team in the Army C.U. '25' Championship, while Dave Dunbar is either going or gone to Cyprus. Another N.S. man, Ken Miller, was demobbed in April; and promptly started work, got engaged and re-started racing all at once! Busy chap, our Ken. Talking of Cupid, a certain ultra fast member wasn't fast enough to escape from the little fellow's arrow last winter. Brian Moore won't be seen so often now that his bank has transferred him to it's Wallington branch. He is now once again saving up for a Triumph Tiger '110'.

And now, with both fountain-pen and inspiration drying up, I'll bid you adieu till Autumn.

Good riding,

SUNTRAPPER.

The hobby-horse, a pedal-less bicycle, was first seen in Paris in 1816, and the rider was curiously enough M. Niepce, who became famous as "The father of photography". The Hobby-Horse was propelled by the rider, who sat astride and pushed alternate feet on the ground. It became the race in France and in this country for a short period, and although fifty years were to elapse before the world was ready to take up cycling, it was undoubtedly the forerunner of the bicycle as we know it to-day. An improved model with arm rests, the "Draisienne", invented by Baron von Drais in 1818 was imported into England by Denis Johnson of Long Acre, London. Johnson was a coach maker by trade, and a year later a modified version of this contrivance for the use of ladies was introduced, probably by Johnson, who exhibited it at his riding school. The machine, which weighed about 66 lbs., had a wooden dropped frame somewhat resembling that of the lady's bicycle of to-day. The saddle was supported on an iron pillar fixed to the lower part of the frame. There is very little evidence that the ladies of the early 19th century indulged in the pastime, although Johnson's advertisements assured them that it could be enjoyed without loss of decorum. It has never been firmly established whether Pierre Michoux, his son Ernest or a workman in their employ named Lallement was the first to think of fitting cranks and wheels to the front wheel of the Hobby-Horse. We do know, however, that the cycling era dates from the Michoux-made Velocipede of 1865. At the Paris Exhibition of 1867, Michoux Velocipedes were shown and examples were purchased by Rowley B. Turner, who persuaded his firm the Coventry Sewing Machine Co. to make these 'boneshakers' for the French market. Owing to the Franco-German war, however, a market in England had to be developed for the machines.

Continuous cycling history dates from 1865. The first maker of a bicycle with drive mechanism was a Scotsman, Kirkpatrick Macmillan. The centenary of his invention was celebrated in 1939. Macmillan's bicycle of 1839 was more advanced than Michoux's, for the drive was on the rear wheel, thus anticipating the developments of over forty years later. The Macmillan bicycle was, however, lever driven. Macmillan was the first cycling to be convicted for a road offence when, in 1842, he knocked down a child. Then of course in comes the tricycle, for the grand old Ordinary was, by it's very design, an instrument for the use of long-legged men only. For diminutive and older folk, and ladies who wished to cycle, the tricycle came into vogue. So popular became the three

Early Cycles and Riders (continued).

wheeler that clubs exclusively for tricyclists were formed in the late 70s and 80s, and the endless variety of tricycle designs included both the weird and the wonderful. The Singer tricycle of 1879 had a big lever-driven rear wheel and two small steering wheels in front. It was possible to collapse the two front wheels close together to permit the machine to be wheeled through narrow gates and passages.

In the early 80s a tricycle was developed which was called the "Sociable", on which the riders sat side by side; but they were slow, heavy and awkward, and had only a short period of popularity. There was the "Salvo" Sociable of 1882, and two well known riders of this machine were Mr. and Mrs. Welford, who were famous in the history of photography as well as cycling. W.D. Welford was the first paid secretary of the C.T.C. (1879-1881) and Mrs. Welford, still hale and hearty in 1939 at the age of 85, was it's first woman member. Perhaps the greatest tricyclist of all time was F.T. Bidlake, who died in 1933 at the age of 65. "Biddy", as he was familiarly called, broke more than a hundred records in his youth, and for many years his tricycle track record of 410 miles, 1,110 yards, established in 1893 had been unbeaten. At one time he held the 50 mile, 100 mile, 12 hours and 24 hours tricycle records on both road and track. "Biddy" founded the Road Racing Council, now the Road Time-Trials Council. He also served on the Road Records Association almost from it's inception in 1888, and was it's President from 1924 until his death. His memorial is on the Great North Road at Girtford Bridge.

C.R.S.

SOUTHBOROUGH WHEELERS.

I'm afraid you have not seen much of us yet on the East Sussex courses, though most of us enjoyed the one event we've ridden in. Only Arthur Parks was recorded as 'D.N.F.' and we all heaped coals of fire on his head because his time was about a '1-10'. For Arthur it was somewhat ironic for he had imagined G.52 as a sort of Shangri-la - flat, smooth and windless, where it was easy to do good times. Unfortunately, the '50' clashed with that promoted by our good friends the San Fairy Ann of Maidstone. We had seven entries, but results were somewhat disappointing. The following week we had our annual inter-club '25' with them; and despite three of their leading lights puncturing on the wet roads and another failing to start, they defeated us for about the eighth year running. Their six-man team recorded 6-24-24 to our 6-42-12. Our boys can't seem to get into their stride this year, but we've had one or two good rides from our juniors.

After a bleak winter, we are beginning to attract a few new members. We organised an invitation run to this end in April. We had 'elevenses' at Buxted, lunch at Heathfield, then toured the Brightling area before having tea at Hawkurst. Despite good advance publicity, we only attracted four new faces, none of which we have seen since ! It must have been the Sussex hills that frightened them. One redeeming feature of the run was the flock of club members it brought out - over thirty which made our biggest run for some time. On July 28th we promote our annual '50' and we go all out to make it the best event of the year. There are very few events which clash with it this year and we should be pleased to receive your entries. Your 2s. 9d. includes a free cuppa at the finish (If it's whisky I'll enter - Ed.), and there are three handicap awards.

As I write these notes, news comes through that Dave Patten was only eleven seconds over the hour down in East Kent: so we're looking forward to his being the first from our area to beat the magic sixty minutes, and hope his example will inspire we Southborough types to pull our socks up.

ALGOL.

EXCHANGE OFFER.

Well-known lady motor-cyclist (ex-cyclist) wishes to exchange Rotrax frame, sprints, &c., and copy of Old Moore's Almanack, for pair of tennis racquets and motor-cycling crash-helmet.

Apply: 147 Northbourne Road, Eastbourne.

KEEP FIT

Readers' queries answered by Dr. R.C. Woodhead,
'BONK's' Athletic Specialist.

Clubman, aged 22, does 90-100 miles with his club on Sundays; at the end of the runs he suffers from aches in his legs and a feeling of extreme tiredness. He has same trouble on Wednesday evening 'burn-up', plus sensation of hot iron filings in his chest.

It is obvious that your trouble is simply too much cycling. Surely you can see that riding a bicycle for 100 miles will start a flow of toxins to the leg muscles, which will cause them to ache; and that the expenditure of energy involved brings on that terrible feeling of weariness that you describe. The only remedy of course is progressively to reduce your cycling mileage and increase your training miles. Set yourself a schedule and stick to it. A useful one used by Brian Moore in his heyday is to take the 7-4 p.m. from Hastings to Eastbourne and the 12-21 a.m. back to Hastings every Tuesday, Thursday and Saturday. Cut out fruit juice, yoghurt, &c., and drink plenty of beer. If you persevere with this plan you should eventually be capable of really long journeys, and will arrive at your destination feeling fit and fresh, with ample strength in reserve to sprint from the station to the nearest public house.

HERE & THERE

It is rumoured that a couple of best-sellers will soon be on sale to all bookshops. They are: "Dieting for All", by R. Russell, and "Cycling - How to Race and Win", by Prof. J. Grover and Prof. D. Antony Agg (Bi-Cyc.). Do not miss your copy of these outstanding works.

+++++

Crow said that the reason for his rather bad time in the '50' was that his hair kept blowing in his eyes.

+++++

Anyone who wants to know how to go up (and over) the wall should apply to 'Ganger' of Central Sussex. He will also tell you the easy way to run up back wheels.

+++++

Phil Corby of the 'Grinstead discovered a new way of completing club-runs - by 'bus. He had his bike stolen at the finish of the Purley-Brighton road race and had it returned next morning.

+++++

The Ministry of Manure announces that an outbreak of Writer's Cramp has been confirmed at Mayfield Road, Frant. All usual precautions are being taken, including a ban on the movement of writers within a Ten Mile Radius. A Ministry spokesman told 'BONK's' reporter: "There is no certain cure for Writer's Cramp; sometimes a few pints of beer poured down the throat of the infected person will pull him round, but if this remedy fails then the only course is to have him painlessly destroyed".

+++++

Don Lock is reported to be unable to take part in afternoon club-runs these days. His interests have apparently turned to the study of flora, insofar as he goes picking bluebells every Sunday afternoon.

+++++

Here & There (continued).

Correspondence courses for cycling fitness are to be started by Prof. J. Grover, who informs us that as a special opening offer the first ten enrolled will receive their muscles by return of post.

Confucius Carpenter he say: "Verily it is unwise for rider to get hand mixed up with front wheel of tricycle".

And then there was the well-known Uckfield racing man who thought the finish of the Association '50' was at Magham Down. Never mind, Arthur, you've got to get the miles in to get fit.

The War Office are reported to have received a letter from Hurstmonceux City Council, thanking them for posting Dave Turner to Germany. The letter states that with Turner gone, Hurstmonceux is now free of scandal and once again is known as a quiet cathedral city of unimpeachable moral tone.

It is rumoured that the Vicar will shortly have to be put in a straight jacket. The worthy Rev. gentleman is apparently suffering from acute frustration caused by his failure to get anything on the Editor for the second successive edition.

For all your

Racing and Touring Equipment

WRITE OR CALL

Strudwick's

Oxford - Street, Brighton

Tel Brighton 21461

Carlton

Rotrax

Claud Butler

F. R. LEPPARD

British and
Continental
Lightweight
Accessories

Clock Cycle Stores
Cuckfield
Sussex.

Wheel Building
A
Speciality

Hill Special

Holdsworth

Ellis-Briggs

THE HOUSE OF RIX

Members of the National Association of Goldsmiths

Established in Hastings in 1865



- * Sports Trophies
- * Shields
- * Watches & Clocks
- * Silverware
- * Jewellery
- * Glass & China etc.

**5 & 6 Albert Road
Hastings
Telephone 3455**

*Specialists
in
Waterproof
Watches*

*Old Gold etc.
bought for
Cash - highest
prices paid*

G. BENNETT

Sports Printer

19, Cliftonville Road,
St. Leonards-on-Sea

printer of this Cover