

THE OFFICIAL JOURNAL OF THE  
EAST SUSSEX CYCLING ASSOCIATION



**BONK!**

6<sup>d</sup>.

PUBLISHED QUARTERLY



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### EDITORIAL

An Editor's job is never done, as once again reports and scandal of ESCA happenings come to hand for my very able Secretary to put through the machine.

Having to write an editorial becomes more of a problem every edition, but I am sure though it can't be any more of a headache than the English selectors have in choosing teams for International events, and in particular for the World Championships.

Our Ladies always put up a good show against foreign competition, in particular Beryl Burton's latest triumph against the world's best in the pursuit championship, but out men for a few years now seem to have become "also rans". What is wrong?

I would sum it up in one word selfishness - they want to be in the limelight all the time, and nowadays a World Championship is just another event. Our continental rivals approach the problem in a different light, they decide early in the year who they think will be the most likely riders to win, and then train and prepare them specifically for the one event - a World Championship title. How often do you find a World Champion is not even his own National Champion. The Cyril Peacock, Norman Sheil, Alan Jackson approach to success has disappeared, and until it returns I can't see World titles coming our way - what do you think?

THE NEXT EDITION OF BONK CLOSES ON THE 22nd NOVEMBER. I would like to ask all Bonk reporters to make a note of this as despite several appeals for Bonk reports on time there is still a lapse of two to three weeks before they are all received. I am sure you will agree that this is being very unfair to the reporters who get their "gen" in on time, only to be out-dated by the few. So please let's have some co-operation.



"GEN" from the Secretary.

It was with regret that early this month we heard of the passing of one of our very popular Vice-Presidents, Frank Lappard. For a number of years Frank was a regular competitor in our events and was our President in 1956. During the past few years since giving up regular racing Frank and Win were always at our Social functions and always willing to lend a hand marshalling or feeding. To Win and her family we extend our sincere sympathy in their great loss.

Entries for Time Trials still remain high with near record entries for the 100 miles and 12 hours. For a change we were favoured with fine weather for the 100 after five years with rain for the event. The 12 hours commenced with rain falling, but by 7 a.m. it had cleared and remained fine for the rest of the day. Competition in both events was very keen, Ray Lunn of the East Grinstead C.C. proving the winner of both events.

After a lapse of about 12 years it was nice to see the ladies taking an interest in the longer distance event. Dawn Hayward returned a time of 5 hrs. 14 mins. for the 100, but unfortunately retired in the 12 hrs. in the early afternoon. Pam Wells of the Southborough Wheelers finished the 12 hours with a distance of 218 $\frac{1}{2}$  miles, beating at least thirteen of the male competitors.

Once again the majority of the member clubs rallied round and provided marshals for the 12 hours. To the members of the Southborough Wheelers, Bill Collins and his band of helpers, Mr. & Mrs. Cheshire, and Mr. & Mrs. C.G. Robson, we all say thanks for a very good job you all made of the feeding. To all the Marshals very many thanks indeed for all your help, especially to those who stepped into the breach at the last moment.

In conclusion to those clubs who fail to give full support to the 12 hours, surely it is up to your members who only ride the shorter distance events to forego a ride on the day of the 12 hours, and support their own riders for one Sunday in the year. If all the member clubs were to do the same as a small minority of our clubs, we should be in the same position as a well known West Country Association and have to cancel the event, as they did this year.

CENTRAL SUSSEX C.C.

In view of the fact that to-day is closing date, and all this guff will have to be in Tunbridge Wells to-night, here is the latest in garbled news from the Central.

As you will have read elsewhere in this magazine, the Club has lost a 100% member with the death of Frank Leppard, and we are all very sad at this happening. However, since Frank was not one for a fuss, and would have wanted things to go on as normal, here we go again.

First on the news front then is the bearded terror of the wastes - John Gallsworthy. John has got the itch, wants to roam and all that sort of thing, and has signed up for 3 years for the Falkland Islands. He was warned not to take his bike as there are only 1 $\frac{1}{2}$  miles of roads where he is going. Still, I am sure that he will enjoy himself and we wish him all the very best of luck. I have heard tell that he has had to go to get out of the clutches of certain women, but who knows. Talking of overseas visitors, the Club rolling stone arrived at the club room a few weeks ago. Don Cook having foresaken the Channel Islands has been working in Greece, picked up a bug or something, and was removed to the U.K. once again.

I arrived at Preston Park one evening to glean the start of a wonder-ful soandal. A certain Southborough member was talking Opera's Barbara into allowing Opera a pass to see the Bath Road 100. All very innocent, except that this Southboro'ite was then going to take Barbara to see his UNCLE for the week-end. Caw Crow !!! (With regard to this incident I was told that Barbara allowed Opera to go as long as he only looked and didn't touch !! - Ed.)

With regard to the racing side of things, I am pleased to say that the Club is slowly beginning to shine. In our 3rd club 25, Bill Lovell proved to be a dark horse, and sprinted round our local course to the tune of 1.4.27, a 2 min. improvement on his previous best, and 2 mins too good for 2nd man Ken Atkins.

The Junior events have all been won by Mick Wren with times only just outside our Junior Records. He has made up for it in opens though, and our Club 25 records have been reduced no less than 5 times with a 1.1.46 (Junior record), 1.1.23 (Junior & Senior record), and 1.0.53 (Junior & Senior record).



Central Sussex C.C. (continued).

Our first open promotion proved to be a success, although the number of entries was somewhat disheartening. Quality rather than quantity appeared to be the watchword, and with Ken Craven steaming round G.43 with a 1-59 type ride shows just what can be done on the "hard" Sussex courses. I hope it will be possible to continue this event, but I am afraid that it rather depends on whether our Committee think that we can stand the financial strain. By next issue I hope to have some definite news. By the way, for those who left the finish of the fore-mentioned event early, we have now found No. 39.

A group of Members went to view the event of the year on Bank Holiday Monday, riding up, and sleeping in the usual place, that is the first barn on the left past Theale. When seen around the tea waggon in the morning most of them looked just a little worse for wear and all were suffering from last night's 5 o'clock shadow.

Our youngest juniors have been bitten hard by the Road-race bug, and are entering most of the Schoolboy events currently being held at Crawley. I hope that they continue to show the quite good form as heretofore, because rides for this class seem few and far between. Who knows, we may have a budding T-o-B winner in our midst.

As most of you will be aware, the Vicar, alias Reg Tew, had one of those infrequent accidents that happen in Time Trials, in the Association 12 hour. Having fallen on the hairless dome, and making quite a nasty mess of himself, he was carted off to St. Mary's Hospital, Eastbourne, where he is at present residing with a cracked skull. I am sure that we all wish him a speedy recovery. By the way, I understand that the club run has been to Eastbourne to view the victim.

I hope that by the next issue we won't all be woes and blues, &c., anyway by then the Social Season will have started.

See you,

HONEST GINGE.

EAST GRINSTEAD CYCLING CLUB.

With most people's holidays coming between the last edition of Bonk and the next, this contribution is likely to be rather short. (Who said "hooray"?)

Sorting round on top of a cupboard in the club room one night we came across two old Bonks, Spring 1953 and 1954. Reading through these it became noticeable that there were very few people mentioned in these particular editions still actively interested in cycling. Of our Club there would only appear to be someone called in one "Garth with the new super dazzling Claud", (who was this year referred to over loud speakers "the Peter Pan of Danson Park", much to everyone's amusement), and Ray, who is still here with a vengeance. Peter Brooker took off his mudguards last September, rode a Club 10, and put them on again, Crow of course, in now a "furringer" to our club, but is still very much alive. (Apologies to anyone missed out, but I did say those mentioned in these particular Bonks). Many have come and gone in 9½ years, how many of to-day's younger members will be going strong in another 9½ years? Still, when you become a veteran you do tend to become forgetful, like one who shall be nameless, who posted an entry off without filling in name and address (and he a postman, too). Clever event sec. to guess by the times who it was!

Being a veteran however doesn't seem to slow the times at all, but quite the opposite. About three weeks ago Fred was actually leading in the fastest 25 race with a 1-1-22, now down to 1-1-3, beating Mick by around 20 secs. The lead was short-lived (gave Mick a fright, though) but how many vets. can say they are only about 30 secs. outside their "younger" personal bests?

"Fred's Feats" (please note spelling) seem to have inspired all the boys - personal bests are appearing almost every week. Dick is now down to a 1-1-15, and last week he rode his first 50, in which he was 6th with a 2-9-19 (which Fred and Ray backed up to win the team award). Ray, of course, has been flying around in 100's and 12's doing some very good rides. Terry, Ben, Graham and Tony have all been improving fast, and a newcomer, Martin McIlvenny did a 1-9-59 in his first ever event. Graham has also been riding well in schoolboys' events.

At the beginning of June, the club staged a roller racing display at the local Trade Show, which caused a good deal of interest, resulting in a photo in the paper and a few prospective new members (including one young lady who after looking at Dick and the boys was



East Grinstead C.C. (continued).

never seen again). At this same show Ben was seen at a toy stall saying to a toy stork "remember me ?" Dick was seen in the back of a car with a blonde. Some bright spark (not Dick, he's dim one), was once heard to remark: "I like blonde's best, because they get dirty quicker" ! Phil was returning from doing overtime one night and was hit in the face by a bird. Thinks !.....

On holiday this year Phil went to Belgium where he competed in one event, finishing quite well up, but because of bad weather came home after about a week. Dick and Terry cycled in France, finishing up at the Parc des Princes to see the end of the Tour de France.

Most of us have at last got our new racing jerseys. It was decided in January last to change the Club colours round a bit to give a new "Spring Look", but as they were more than six months being delivered, this is a new "Autumn Look". (We hardly had any spring anyway).

Funniest sight so far this summer (?) was Fred making Dick brown sugar sandwiches in a cafe at Fareham. These Dick ate until he couldn't eat any more, and then he walked out of the cafe with the rest in his hands !

And now, feeling very unfit after a fortnight's holiday, I will go back to sleep again.

"Snoozy Wong".

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TUNBRIDGE WELLS R.C.

With the improved weather the times have started coming down and the sacrifice of several hours on Sunday morning seems less arduous, but as the times of the club's riders show, speed is still lacking.

In the Prestonville 25 in June, Graham was the highest placed rider with a time of 1.4.23, next was Dave Nightingale in 1-6-25 and then Gordon 1-7-31. A week later we had no better luck in the ESCA 25 the best being Dave who was 4th with a 1-2-35, followed by Graham 1-4-1, Gordon who did a personal best 1-4-20, Dave Nightingale a 1-5-31 also a personal best, and then Roy with 1-6-39. On the same course a week later the times were slightly slower, with Dave doing a 1-3-24 (puncture) and Graham 1-4-49. Gordon,

Tunbridge Wells R.C. (continued).

Dave Nightingale and Barry Parkes rode in mass-start events the same day, but Dave Nightingale was the only one to finish.

While Dave and Sheila were touring the "flat" (!!?? -Ed. Sec.) land of Belgium, Ardennes and Luxembourg, Gordon and Graham both did personal bests in the South Ruislip 100, their times being 4-57-7 and 4-50-44 respectively. The following week Roy was fastest of the club's riders in the Hastings 50, his 2-13-1 beating Gordon by 1 second, Dave having returned from Belgium the previous day returned a time of 2-13-31 and Graham 2-16-20. Gerald did a 2-19-1 which was a personal best, being just in front of Barry, who did a 2-19-58.

Surprise ! Surprise ! It was fine morning for the Association 100, this could have caused an upset among those equipped with boy waders and gen racing sou'westers. Gerald said he enjoyed himself doing a 4-58-48, it being his first ride at this distance. Barry, who prefers the longer distances beat Dave by 1 min., his time being 4-46-5. Graham again improved his 100 time to a 4-50-31. The following week saw the Road Club riding on the undulating 0 52 course in near gale force conditions, highest placed was Dave who was sixth in 1-4-48, followed by Graham in 1-5-59. Dave Nightingale won the award for being the fastest in his group, his time was 1-9-23. Barry's time was 1-12-47 this speed being slower than that of his 100 the previous week.

In a club 25 on our "flat" 0.47 course, the next week Dave Nightingale equalled his personal best of 1-5-31 and was 3rd. The event was won by Dave's time of 1-3-40 with Graham 2nd in 1-4-23. The handicap section was won by Roger Linden who did a personal best of 1-18-51, second was Gerald the third Roy. The next week-end was spent under canvas by Dave, Sheila and Graham, and with Barry rode the Nene Valley Wheelers 100. In this event Dave beat his personal best and set up a new club record of 4-35-53. Graham took a packet and after being outside evens at 50 miles ended up with a 4-52-56. Barry did a 5-13 after being caught 26 mins. by Dave in the first 50 miles. Sheila nearly died of a heart attack, being on her own waiting for the boys to finish, when she discovered the farmer had let a herd of cows in the field to graze. On his return Dave found Sheila at a safe distance outside the field and a herd of cows milling round the van and tent. Of for the joys of camping !

What we missed in the 100 we certainly got in the Association 12 hour, for the club somewhat of a record with 5 starters and 5



finishers, and it was the first time we have finished a full team. With exact distances not known, Barry and Roy travelled around 223-224 miles, for Roy a personal best, next came Graham and Dave with 217.6 and 217.3 respectively and Gerald with 213. These were all personal bests. Thanks must be given to all marshals and feeders whose presence makes the event possible and bearable.

On the track the club has had a fair amount of success in finishing top of the Sussex Cycle Racing League, and by winning the Strudwick Trophy. Other successes have been Gordon's 1st in the 10 Mile Traders Cup with Graham 2nd and Graham's 3rd place in the 10 Mile Sussex Championship.

The scandle and social side has lapsed during the last few months, but looks like brightening up, holidays being the main cause of lack of information. Barry and Graham were rather put out when after looking up a couple of fans at Preston Park found them accompanied by mother, well two's company three's a nuisance. Barry is the only person we know who has been dis-qualified from a 12 hr. with only 1/2 hr. to go. He was feeling lonely after 11 1/2 hrs. and was seen chatting up some bird on a scooter only to be disqualified for riding in company. He doesn't seem very worried, so perhaps it was worth while !?

With any luck this year we hope to enter a team in the National Hill Climb Championship, this being Dave, Graham and Gerald. It seems as if Dave has suffered from Ron Hayward's complaint, hitting the Ribena bottle too hard, but we give our congratulations to Dave and Sheila on their expected addition. Rumour has it that Ian Jenner and Dave Neal have agreed that if one starts racing again so will the other, if this happens remains to be seen, but Dave Neal had to buy his girl friend a pair of slacks before being allowed to come out to the ESCA 12 hrs. Wonder what happened to the old pair ? It is a pity that the fine old-fashioned sport of "wife beating" has died out as I am sure that this would settle many a racing man's problem. Don Rout at present on holiday in Switzerland is said to be attempting to be the first Briton to climb the Eiger in his carpet slippers, but the latest reports state that after three days march and two pairs of slippers they have now reached the base. They have also encountered other difficulties such as getting enough helpers to carry the large quantities of beer, food and more beer required to set up a base camp, so it looks as though the epic climb will be off.

Before I sign off I would like to remind you of the real start to the social season - The Road Club Dinner - on November 10th at Tenbridge. Tickets will soon be available.

Yours  
Angel.

EASTBOURNE ROVERS C. & A.C.

It is with a very shaky hand and a muzzy head I attempt this report, having just been "roared off" on a training bash.

To start with I will give you the gen on what our fast men have been doing. The keen competition between Chris Snelling and Tony Bartlett has really produced some fast times. Chris started it all with a 1-1-44 in the ESCA 25 to Tony's short 2 and with Ken backing them up with a 3 we had the team as you know. The following week we promoted our Open 25 and saw Russ Mantle reduce the course record to 59-16. We had two 2's and a 3 so took the team in our own event. The boys were really chuffed. The event proved quite a success with most of the away riders liking the course. We were naturally disappointed with the low entry but this seems to be a bad year all round. Still we thought more ESCA members would have ridden or do you see enough of G.52 during the season ?

The following week Tony Bartlett surprised us all by doing a 2.8.5 in the SCA 50, he was 2nd, just 10 secs. slower than the winner. Chris and Ken also rode but only managed 12's. Iris rode in the SCA 25 on the same morning and won it in 1-12-50.

After his fine ride there was no stopping Tony, the next week in the Thanet 25 he did a 1-1-3 after unshipping his chain. Chris did another 2 a 1 2-2. Ken rode in the Central Sussex 50 on the same morning but prefers not to mention his time as the other Ken (Craven) did a 1-59-4 !

While all this activity was going on Yakky Cornwell kept disappearing week-ends and coming back muttering things like De Laune 100 4-50-34, Kentish Wheelers 100 4-44-19. He must like getting the miles in. Come the ESCA 100 though and he had to retire with a bad stomach. Ken riding his one and only 100 of the season stormed round up to 85 miles but faded on the last 15. He managed



Eastbourne Rovers C. & A.C. (continued).

to struggle in and take 4th place and a personal best by 14 mins. with a 4-43-15. This year must surely go down on record as the driest 100 day for years.

On the same morning Tony showed how fit he is by bombing around the Fareham Wheelers 25 to take 4th place and to do a personal best of 1-0-25. A really cracking ride, so watch out for the September 25. There is a gold medal going in the club for the first rider "under the hour" and G.52 and Tony looks like making it his property. Chris is still chasing him hard, he also recorded a personal best in the same event in 1-1-40.

While the shortmarkers snatched their holidays, the longmarkers all juniors, rode in the Lancing Longmarkers event. Geoff Cobb was our best doing a personal best of 1-8-6.

In between these week-end events we ran 5 evening 10's at fortnightly intervals. The series this year, based on the riders' two fastest times, was won by Chris Snelling with 47-27, Ken was 2nd with 48-12. Chris sliced a chunk off of Ken Stevens 1958 record of 23-31, bringing it down to 23-14.

To prove we are not just a racing club I will now give you a brief outline on where everyone went for their holidays. Stan Nash was the first to go he decided to explore England this year and off he went to "do Devon and Cornwall", but alas the sun did not appear and he found it was not as warm as his usual holiday place the South of France. Chris and Tony fitted the first two weeks in August in and went over to France. They cycled from Paris down to Orleans then followed the picturesque Loire River down to the sea, camping at the many French camp sites. Ken and Iris were in France at the same time but not camping. They toured the part of Normandy known as Little Switzerland, the Orne and down into part of Brittany, Lake Guerledan being the farthest point. Then back home via St. Brieuc and the coast. They, like Chris and Tony had good weather, much better than everyone was getting back home.

Ken was hoping to come back roaring fit for the 12, but caught a "continental stomach" on the last day in France and so was laid low on the day of the 12. Yakky kept the club on the map though, with his fine 2nd place ride. Roy soon found Ken a job marshalling and the time the day was finished he wondered if he should have ridden after all, it mightn't have been so tiring.

Eastbourne Rovers C. & A.C. (continued).

By the time you read this Bruce Allcorn will have departed on a walking holiday in Scotland and Harry will be in North Wales in a car. (Traitors - Ed.).

We shall be losing our esteemed treasurer soon. Quentin is moving up near the smoke and is to become a "man of Kent". He is going to live at Sidcup. We shall certainly miss him. He has been a prominent official of the club for several years. He can get blood from a stone as the saying goes for that's what it's like trying to part some of the members from their money. Still, best of luck, Quentin, in the new job.

Well I will leave you with the thought that soon, instead of sweat and aching legs, it will be late nights and thick heads.

Scrubber.

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MY TRIP TO THE WEST INDIES

by Terry Chambers

When I was a keen young stamp collector I remember that when I looked at the page in my album labelled "Trinidad and Tobago" I immediately thought of pirates and buried treasure and, not unreasonably I think, assumed that Tobago was so called because they grew tobacco there !! They do not, in fact, but the other idea was correct for Trinidad has quite a swashbuckling history and was the place where Christopher Columbus landed after his many days at sea.

Later on my geography lessons told me that Trinidad was famed for its pitch lake, which incidentally is near a village called Brighton. This altered my idea of Trinidad and I imagined a vast bubbling black sea of pitch surrounded by a little land, with no trees, and a few wooden huts. When I read in "Cycling" that Pete Brotherton had ridden at a sports meeting there my idea changed very little except that the image contained a track and a changing tent !!

On February 4th this year I arrived at Port of Spain, the capital of the Island, and my imaginings were all immediately shattered. Nothing was at all like I had expected !! That after-



## My Trip to the West Indies (continued).

noon I went out of town to a former U.S. airfield where some 4,000 m. time trials were being run off on a circuit of about 3 miles. On the way out I had thought that apart from the palm trees the scenery could quite easily have been in England, and it was not so hot as I had expected. The riders taking part, too, were not all dark skinned and I felt almost that I was watching a time trial back home.

There were two timekeepers for the event and I was most mystified as to why both were officiating at the start and then, when 4 riders had gone, getting in a car and tearing back  $\frac{1}{2}$  a mile to the finish to time the same 4 riders as they arrived after their 4,000 m. effort. I explained the English method of timekeeping at a time trial and was told that they could not do it that way because their watches were not synchronised, so the same watch had to be used to time one rider at the start and finish !!! The rider could then mentally adjust his time to what he would have done if timed by the other watch. Most did not bother and anyway nobody knew which watch told the correct time !! My bike was still in its packing case so I did not perform that afternoon.

A week later after I had been out a few times and was getting into the swing of things I was persuaded to ride in a 60 miles event on the same circuit. "I've only got a fixed", I said. I was told it did not matter, nobody used gears anyway and if I had a brake that was all right. The race was timed for 3 o'clock. At 4-30 the chief judge arrived and looked at my bike and said I would have to have a "coaster" (a freewheel). I was lent a "coaster" but this meant that I had to ride a gear of about 72 whereas I had intended to use 84. Most of the local riders were using 88 !! I started and down the  $1\frac{1}{2}$  mile long wind-assisted straight I nearly twiddled my legs off just keeping in the bunch. However, against the wind I tried a break and made 200 yards, only to lose it and almost get shot off the back as we came round again with the wind. I stuck this for 10 laps and then packed ! The race was eventually reduced to 50 miles owing to its late start and the failing light (it gets dark in Trinidad about 6-30) and we all left, but not before I'd arranged to go training one morning with some of the local boys.

Unfortunately their idea of morning differed from mine. Being on holiday and not obliged to rise for work at an early hour my idea of morning was about 10 o'clock, their's proved to be 6 o'clock, before breakfast and before the highway became flooded with traffic.

## My Trip to the West Indies (continued).

I was shattered and was obliged to make some excuse about calling in somewhere at a particular time, in order to curtail the ride and get back for a much needed breakfast !! After that I trained alone at my time and soon decided that around 4 o'clock in the afternoon was best. It is pretty hot then and this horrified the local boys, but I noticed that more and more of them started to train at this time, when my results proved that it was not doing me any harm. Most people stop work at 4 o'clock or before so it was a convenient time for most of the riders.

I had nearly 2 months in Trinidad before my first track meeting, but I got an opportunity to study form at the Queens Royal College Sports, at which cycle racing is a most important feature. The "old boys" race over 5,000 metres included many of the best local riders and I saw enough to make me fairly confident of doing well at the Southern Games. That is not to say the riders aren't good, but I felt they were a little lazy about their riding, preferring to wait until the last lap and expending everything in a last mad sprint, at which the Trinidadian is amazingly good. Riders who could "hand out de iron" appeared very few and far between.

This was confirmed at the heats for the Southern Games (2 weeks before the big day) in which I did not have to ride, but I must confess that from the spectators' angle the sprinting appeared quite worryingly (to me) good !! Nearly every finish seemed to be contested by a bunch of about 20 riders all on gears of between 84" and 90" (and this on a grass track !) with smooth tyres, very close packed and really moving hard, sometimes five or six abreast. The negro rider seems very prone to fall off and several did, merely from the vigour of their efforts, and I resolved that when I rode at the Southern Games I would, if possible, make my effort from well in front of the bunch !!

To be continued .....

## LEWES WANDERERS C.C.

Having waited in vain for some improvement in this so-called summer, your scribe cautiously peeps from behind his curtain of inactivity to present yet another dose of Lewes goings-on.

Some fine riding by Tony Palmer is the highlight of recent weeks, rain and gales notwithstanding. His 1-20-37 in these



Lewes Wanderers C.C. (continued).

conditions in the club 30 was 1-20 too good for "Tourist" Agg, with Burbery creeping for third place with a 23. As if anticipating the remarks in this column last time, Runs Captain Redwood turned up in his car. As a clubrun had been arranged for that day we are now wondering how much Copper Burgess has since lost at Bingo!

The evening 10's were very well supported, particularly by the Brighton clubs, and the course record, previously 24-9, fell twice. G. Atterbury, of Worthing, is the new holder with 24-4, while Eastbourne's Chris Snelling was also inside the old figure with 24-5. Best of the club riders was Tony who won from scratch with an aggregate of 25-40. Brother Adrian triumphed in the handicap section with a very good 25-37 average. The seventh event was noteworthy in that the Copper blew out a "pressure" in the wilds of deepest South-east and nearly wore out his shoes trudging back. We understand that the wild life of that area was so affected by the flow of invective that things haven't been the same since. That'll teach him to ride sub-standards !!

The Prestonville saw a 6 from Tony, beating Burbery by  $1\frac{1}{2}$  mins. and then a personal best in the Marlboro' 50 with a 12. Two weeks later he followed this with a terrific 5th place in the Carlyle 100, held on the Bath Road, with 4-38-23, and this in his first 100! Riding in the Association 25 the same day Agg got down to a 6, his best so far this year. Our Club 50 was incorporated in the SCA event and once again Tony crawled round in 2-13-1, a  $1\frac{1}{2}$  min. gain on Agg. In this event Copper weighed in with a 2-19-10, collected the handicap award and hammered Burbery of all people, by  $3\frac{1}{2}$  mins. ! Pete had no excuses either !!

The Central Sussex 50 again saw a 14 from Tony who had 1-24 on the Tourist this time, with Burbery doing a 16 and the Copper DNS. Next the Association 100 gave Agg the chance to head our lads with a 4-55 on one of those usual 100 mornings, Burbery being some  $8\frac{1}{2}$  mins. slower. Tony had "had enough" at 89 miles, more of which anon. The following week the "Tourist" chopped 1-8 off in the SCA 100, in which Tony and Burbery were DNF and the Copper DNS. The Lancing L/A produced a great 1-3-38 from Tony which was good enough to win the event. Colburn oozed out of temporary retirement, due to studies, to record a creditable 8, and Adrian a personal best of a 10.

The Horwood Paragon 50 was something of a needle match between Tony and Agg, the latter triumphing by nearly 3 mins. in 2-13. Tony

Lewes Wanderers C.C. (continued).

said he was forced to "answer nature's call" halfway round, a piece of mismanagement that tells its own story! And so we come up to date with the 12 hrs. event (ESCA) in which the Tourist managed 224 miles and Tony 223, according to the provisional result. However, a furore has arisen as due to a marshal's error the latter was called out 6 mins. before his time was up, and thus we have a very ticklish problem to solve, and with it the destination of the 12 hr. club cup for 1962.

Our worthies seem to have been so engrossed with bike-riding that scandalwise things aren't quite as juicy as usual. However, Tony's failure to finish in the 100 is attributed to his being caught by Dawn Hayward! He said: "It's the first time I've ever been chased by a female and I found it quite exhilarating!" What he said when she actually caught him isn't known!

Tough, inflexible, uncompromising Chancellor Eldridge was beautifully cornered at Blackboys on the day of the 12 - sucking a 3d. iced-lolly with all the lip-smacking pleasure of a four year old. Alas, Grover's camera was not in evidence at the crucial moment! However, this latter was put to good use recently when he convulsed clubmates with a shot of Willcocks after a 10 showing off his "Charles Atlas" - type physique to Barbara Atkins. This gem, entitled "It's a man's world", will be on exhibition at the club dinner to be held in December.

After seeing the pic Bath Road 100 the Palmer brothers, plus several Brighton clubmen, embarked on a tour to Cheddar. Once there they evidently decided they'd done enough biking, so lost no time in getting latched on to the local dragonry. Adrian disappeared with his choice, ostensibly to explore the scenery, and during this prolonged absence heavy rain fell. Questioned as to where they'd been sheltering from the elements Adrian replied: "Oh, we just moved along under a drier bush!"

Judging by his four recent DNS's Copper Burgess bids fair to take over the mantle of champion non-starter, for so long regarded as the personal property of Willcocks. The latter has really taken the coward's way out this season by neglecting to enter anything other than 10's, a fact that doesn't go down too well with the Chancellor, who has been bemoaning the resultant loss of "bunce" to club funds!



Burbery duly got his fox after some two hours of hard digging. An attempt to verify the sex of same resulted in a nasty bite (hence presumed female). The wound turned septic and resulted in several hospital sessions at which an anti-hunting nurse made good use of a hypodermic ! Pete has now decided that foxes don't make good pets anyway.

In a rash moment Willcocks challenged John Dutson in the last evening 10, hoping to take advantage of the latter's lack of training and (he thought) general unfitness, even going so far as to mention an additional "interest" of 2s. 6d. Well, Dutson walloped him by over two minutes, then sportingly refused his winnings. One laugh was when John naively suggested that the Chancellor should hold the stakes, only for someone to retort: "Don't do that - neither of you will see them again !!"

Well, folks, with the rain coming over the doorsteps and the wind bending the trees backwards this glorious summer comes to a close, and this edition likewise. Best of British to all ESCA bods during the rest of the season, there should be hordes really fit by the time the hill-climbs come round ! (Is this another Willcocks challenge ? - Ed.).

Alsoran.

-----  
UCKFIELD & DISTRICT C.C.

In a fit of unsurpassing frenzy your scribe has actually got his notes in by the deadline date - a feat rarely achieved by an Uckfield pen-pusher. (is this a promise for next edition, Bonk closes on the 22nd - Ed.).

To date Spanker is leading the Club BAR again with Cedge yet to do a 12. Norman's 4th place ride in the ESCA 12 is certainly the most promising result this year. A 7 mile improvement, this gave him 1st handicap. Could the presence of a certain young lady around the course have spurred his ego ?

Cedge became club 50 champion by taking 4th place in the ESCA 50 with 2-13-42. After coming second last year Dennis took the 25 championship, held a bit later this year, with Griff making a welcome return to racing in 2nd place.

In the Catford 50, Horace, the esteemed ESCA president, had

the honour of screwing Dennis by half a minute but Dennis was back on form to win the first evening 10 in 25-18.

The President's flying  $\frac{1}{4}$  mile was as usual a most enjoyable event in which Crow and Giles joined us for "privates". Cedge and Dennis tied in 34.4 secs., a rerun giving Cedric the verdict. Horace and Gerald also tied and Horace took 3rd place after another rerun.

Arthur won the second evening event, a 15, in 37-45 and Gerald took the Novices Cup with 40-56. The third evening event was to have been an experimental 25 but the RTTC took a dim view and it had to be another 15. Arthur was pushed into third place this time with Dennis on top again with 38-1 and he remained on top for the final evening 10 which he won in 25-12.

After taking up the Editor's challenge for the final ESCA 25, Johnny has started racing again and is already down to the short 5 region. This was put up in the Portsmouth Whs. event in which Norman also produced a 6.

Scandal.

Spanker, Woppit, Chris and Pete set off from the Portsmouth 25 on August Bank Holiday week-end with Dave & Ganger of Central to see the Bath Road 100.

The main mishap of the day caused a great deal of mirth when Dave lost his false teeth "en route". On arrival at Theale a place to kip for the night was sought. At first a disused bungalow seemed ideal but Ganger spotted a luxurious looking barn nestled in the middle of nowhere about  $\frac{1}{4}$  mile across a field adjoining the Bath Road. Investigation proved the place excellent and spart from Spanker going to sleep with his radio on, the night passed without snags.

Next day the club's "August Tour" set out, after watching Colden's breathtaking 3-54 win in the 100 (and Woppit getting his face on the front of "Cycling"), for the West Country. The rain didn't let up all day and the quartet ended up in digs in the notorious birthplace of one Mr. Acker Bilk. For the rest of the week, however, they can proudly boast sleeping somewhere different every night.

The following day was spent visiting Cheddar after an exhilarating (and shattering) ride up the Mendips, and Wockey Hole Caves,



Uckfield Scandal (continued).

where there were vain attempts to lose a certain member of the party. The cave men then continued to Wells, where they watched the little man hitting the bell and then on to Evercreech where they spent the night reposed beneath a railway bridge !!

Wednesday saw the lads making for dinner and opening time at Cerne Abbas in an attempt to pick up some scandal on the Easter Tour. The occupants of the pub by the church vaguely remembered "that rowdy lot of cyclists". In Poole a woman decided to stop dead in front of the cavalcade and everybody stopped except Norman who shed a brake lever into the bargain. Finding a brake lever of any description in Poole on Wednesday afternoon was found to be almost an impossibility. Woppit is reported to be able to recommend the waitresses in a certain Christchurch sea-food restaurant - no comment, I'm writing the story!

After rising from the pebbly bed enjoyed that night and after a moonlight swim, the party resumed its riding on Thursday with weary hearts. Noting Beaulieu to be on the way home the boys visited Lord Montagu's motor museum which proved most interesting. Leaving after lunch they pressed on to Southsea where it started raining again. After a dive for shelter and a conference it was decided that the only solution for a night's kip was underneath the pier. After quick reconnaissance the fun fair was visited for the evening until it was felt safe to go back to the pier. A warm night was had by all and a surprise by the bods who clear the beaches every morning on seeing four bedraggled cyclists kipping behind the refuge of a few deck chairs !

The lads returned home the next day duly broke and twice as duly shattered, but having thoroughly enjoyed themselves. At any rate, it was good training for Norman's 12.

And talking of ESCA 12, who were the two young ladies marshalling at Uckfield who decided to put a ring round the name of G. Job on the start sheet because they thought he looked "rather a dish" as he went through ? !!

Matrimonially Peter and Edie have become engaged on Edie's 21st, and a sweep-stake is now being run on who will be the next member(s)!!

Mrs. Webb, current spoon champion, now has some delightful toilet decorations all the way from Cheddar and guaranteed to further enhance the old bath and back-scrubbing sessions !

..... Good as Gold,

Woppit.

OBITUARY - IN MEMORIAM

It is with very great regret that I have to record the untimely death of Association Vice-President Frank Leppard.

Frank, who died at the age of 51 after an illness lasting some 3 months, was without doubt the heart and soul of the Central Sussex Cycling Club. The last remaining founder member, he had been a keen cyclist from his early youth, and gave the club invaluable and unstinted service in every capacity.

Besides his cycling, Frank was a keen British Legion and Royal Artillery Association supporter, as well as being a popular member of the Radio and Cycle trades.

As a trader, his shop was the Saturday "home" of many of the Mid-Sussex cyclists, and just how many club members were won through his encouragement and persuasion will never be known.

As a racing man he was as good an example as could ever be found. He won many cups and trophies, and was club champion on four occasions. On making his comeback as a 'Vet', Frank persevered all the time, even in the worst of conditions. He liked nothing better than riding in ESCA events, or if not riding, helping other club members who were.

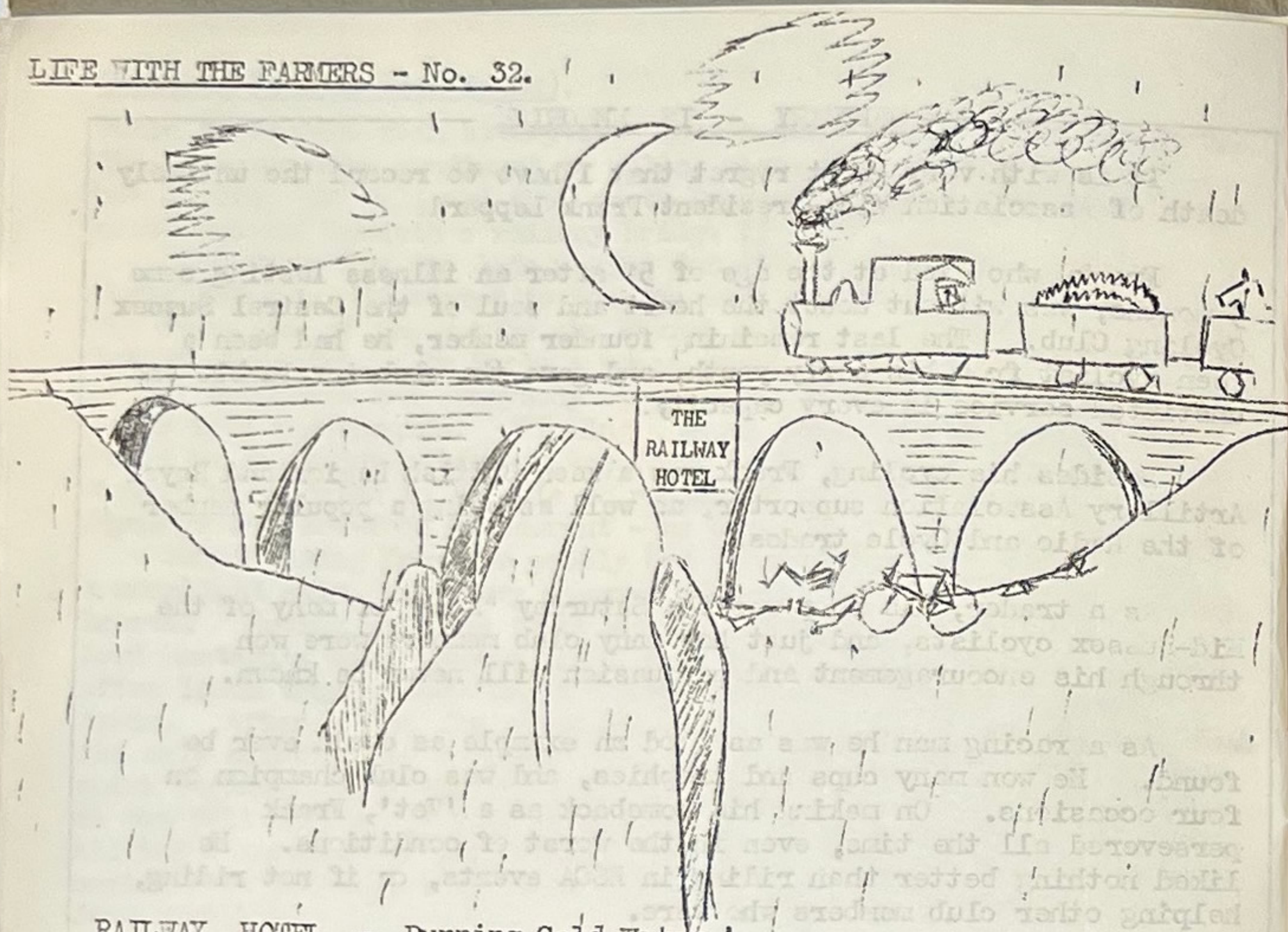
The funeral service was conducted at Cuckfield Parish Church on Monday, 13th August, before cremation at Worth. Club and other cycling organisations were well represented, as were his other interests. The coffin was decorated as we think Frank would have liked, with Floral Tributes from his family, and with the blue and white of the C.S.C.C.

It is impossible to imagine just how great a tragedy to cycling in Sussex has been occasioned. The Association and Club have lost a Vice-President, Cycling has lost a most ardent supporter and worker, and we have all lost a good friend.

Our deepest sympathy, Club and Association alike, is extended to Win and her family in their very sad loss.

KLA.





RAILWAY HOTEL - Running Cold Water!  
Frequent Train Service!

### SOUTHBOROUGH PLUS SOCIAL NEWS.

I crave the indulgence of the Editor and other scribes in the heading of this quarter's report. It is not that we are now entering the cut-price petrol war with ensuing copies being headed Southborough Extra, or even Super Southboro', rather that I find it increasingly difficult to limit the reports to purely Southboro' matters, or to put it another way, it's rather fun to add information that other scribes may have missed.

This being the off-season from the social aspect, there is naturally less to report, although for news there is, perhaps, no better starting off point than Preston Park track. Before being transferred to day work in May, I was under the delusion that people

### Southborough Plus Social News (continued).

went to Preston Park to watch cycle-racing, however, having made my debut on the B class roads that form the track I'm extremely relieved to know that in fact it is nothing unusual to hear a sweet female voice ask: "Is this the individual pursuit?", as the field of a 10 mile thunders into dressing room corner. The track side of dressing room corner is, it seems, the regular meeting point where members of the ESCA set meet to discuss the distort all the latest news - cycling and otherwise - even to the extent of making it worthy for this illustrious magazine. For those with time to spare there is always the Lewes Road fish and chip emporium to be visited afterwards, where we are usually joined by the racing Road Club types from the Wells who have inhabited the track centre during the meeting, and for those who don't worry about the lateness of the hour there is always "The Hussar"

Nearer home one of our biggest Isle of Wight tours took place at Whitsun. We were certainly blessed with good weather, hot enough in fact to bring tar from Handcross to the Island. The mileage on the Island was not great mainly because it was rough stuff on the eastern side which, despite Phil Hennessy's enthusiastic comments, is unsuitable for trikes. Our Whitmonday tea place was at Barcombe and judging by the waitresses, it is easy to see why it is so popular with other clubs. One discovery from the tour was that we have a toffee-apple addict in our midst in the form of Graham Orchard.

The club runs have suffered their seasonal inversion due to racing, nevertheless Lord Daniel still has fairly consistent numbers at tea with the occasional inter-club get-together.

Only those with seriously defective sight or hearing will not have realised that the one and only Giles has arrived home from his Merchant Navy travels, and has equipped himself with a silver Healey sports saloon (yes, I made a note of it outside a certain young lady's house - Ed.!) which has on occasion carried 3 bikes and 3 people (no roof rack). The only complaints we have heard so far levelled against this vehicle is that the front seat collapsed during a necking session. Being one of the "race for laughs" school his times have not exactly set the Medway on fire, in fact the usual comment has been that they are very good - considering the life he leads.



At the risk of being accused of writing for a motoring magazine, mention must be made of the big club occasion at the Catford 24, when most of the club were oil-bound in order to cover our 5 entries. Three car loads covered a hefty mileage succouring the needs of our riders, although they couldn't satisfy Crow's sudden passion for chicken at 3 a.m. It was most heartening to see the Lewes and Prestonville boys around in the early morning - coming home from a party or going out to a race?, as well as Central Sussex supporters club. Sight of the event was of a tall figure standing by the Guildford By-Pass in the grey light of dawn clad in swimming trunks, sweat shirt and deerstalker hat trying to repair an unzipped pair of jeans - no names need be mentioned.

The club's open reliability trial 100 in 7 or 8 run off on the following week-end attracted a good entry, with only Roy Pyne and Lord Daniel failing to complete within the time.

Occasions for parties are somewhat fewer in the summer, though two 21sts have been held at the George and Dragon, Five Oak Green. In July Mick Tiffin became a man although some ask why he hasn't yet got off his knees, and as his parents actually own the pub the party was needless to say a high spirited affair, with the sheep getting well and truly sorted out from the goats as far as drinking capacity was concerned. That well-tryed party game with 2 teams and 2 lengths of string was contested, add a few well pickled females and one can be assured of a highly entertaining event. By the midnight hour alcohol and twisters bonk had reduced the assembly by some 40%, including an inert Mike Hammond, who was "sunbathing" in a deckchair in the middle of the Tiffin lawn with a bucket between his legs. What is more, he did a 3 next morning. The distance enthusiasts got things going and the do eventually finished around 3-45, I'm told when Giles appeared to ask if he could use his car to drive home in.

The other 21st was that of Phil Hennessy, despite the fact that 2 Central Sussex ladies who thought he was at least 35! Prompted on by Cedge, Phil attempted to emulate Shake Earnshaw by getting plastered the night before a race, but discovered yet another point of difference when he had to pack early in the KCA 12 hour. The journey back in Phil's Austin 7 was a hair-raising affair as Alan Brindley tried to guide Phil away from a multitude of white lines and mobile hedges that suddenly seemed to them to have appeared.

Alan incidentally is now out and about again after being seriously ill with what appeared to be an attack of "roadracers rabies" and which turned out to be a slight brain haemorrhage.

Another Wheeler who is in circulation again is Dick Robbins, who has returned from Switzerland to work in England, although his scooter and bike still bear Swiss registration plates. Particularly pleasing about Dick's return was the way he plunged into helping the club with many odd jobs in the way of marshalling, etc., its nice to see such enthusiasm.

Mentioning scooters, Crow says that not only has he carried bikes and trikes on his but also a tandem!

Holidays this year seem to have had one thing in common - rain. Those were the main reports from Lou and George who visited Derbyshire, Mick Hammond and John Hearne - Northern England and the Orchard Brothers - Devon and Cornwall, and yours truly - Scotland and the Isle of Man. The Isle of Man on cycling week is a paradise after the traffic choked roads of the South. Cyclists seem to be everywhere, racing men, tourists and clubfolk, the lot and cycling seems to reign supreme. As a classic example I was passed on the seafront of Douglas well after dark by a track bod riding a brakeless and unilluminated iron with a lady friend on the top tube, and a spare pair of sprints in his free hand. Fate being what it is the first person I met on my arrival was the Great White Chief and his entourage, and as I stopped at the same hotel it was rather a case of "Don't do anything rash or it will be in the next Bonk". Mention must however be made of a tricycling bod also there who convinced an American guest that (a) The Isle of Man pivots round and that's why the wind blows in different directions; (b) that tri-cycles are Manx bicycles and (c) that Manx kippers have no tails.

From abroad Pat and Arthur reported another great Irish tour with miles and Guinness in vast quantities. And from Sally of the Southern Wheelers came tales of her continental holiday - well most of the tales anyway.

Since the last quarter two more births have taken place within the club ranks - both male. To Les and Diane a son, Peter, and to Don and Pat Brooks a son, Harvey. (Perhaps someone ought to tell Crow that male babies are usually sons - Ed.). Both thriving and conforming to general baby practices. There are now three baby trailers in the club, including the ultra-modern space frame construction job of "Ecurie Boxall".

August Bank holiday found no Cuckmere Haven do as practically everyone gravitated to the Bath Road to watch the fabulous Colden's record 100. Following the woman's Dragon 100 on the Sunday. Dawn and Pam were changing in a tent when a cry for help from within



brought Ron Hayward over to see if he could eliminate the trouble. After putting his head into the tent he emerged muttering: "Heavens, I didn't know there were so many types".

Cedge and Sue enjoyed their tour along the South Coast, thank you, and not another word would pass their lips although this is hardly surprising as when Giles asked Sue if the sleeping bag that she had borrowed from him had been comfortable, she gave the enigmatic reply: "Oh, we didn't use your's".

I would leave the Bank Holiday reports at that, but the Editor's charming wife has asked for news on what happened at Giles' house when his parents were away - or she will write her own version. (Cheek - Ed's. Sec.). The fact is that Giles, Crow, Carol, Barbara and Veronica took over the house for the holiday. Barbara was allowed out of Opera's sight providing that she didn't lead Crow or Giles astray!, and Crow assured Opera that Barbara was safe as Carol was there. For readers who appreciate the magnitude of that latter statement enough has been said, for those who don't it is best that they are left in ignorance. By the way, whose idea was it that Giles' hed should have a "Running in" sign on it? The outcome, despite rumours, was that a quiet but pleasant week-end was spent by all, even to the extent of eating a trifle largely composed of passion fruit, whisky and sherry, although we hear that this wasn't as potent as one of Mrs. Thorpe's that was the downfall of one of the more verbose members of the Central Sussex.

The other news concerns the National 24 and the East Sussex and Kent C.A. 12 hrs. to which the club turned out in force to help marshal, keep time and feed. The feeders get sore feet and the riders get sore elsewhere. The club enjoyed themselves in both events though the Vicar's unfortunate accident marred the ESCA event. We in Southboro' all wish you a speedy recovery Reg, and if you happen to read this you may find a small comfort in the fact that your pile-up has given some people a talking point other than bikes and girls.

Finally with the social season looming up (cheers) don't forget the club social at the Railway Hall, Tonbridge, on 13th October. Tickets 3/6d., and the Southboro' annual dinner on 22nd December at the Royal Victoria Hall, Southborough. Hope to see you there. Remember don't wait for the social season, get fit for it now.

CROW.

Its been quite an active last few months for our racing types. Times have been improved from 10 miles to 12 hrs. with an equal share of the honours going to the ladies who have not been backward in riding all distances. Pam Wells must be one of the most travelled competitors, she thinks nothing of a hundred miles or more to ride an event. She has several open wins to her credit including a ride in the ESCA 12 hrs. which put her well in front of many men riders. Dawn has also been putting up personal bests, over all distances except 12 hrs., which she failed to finish, mind you, I'd put her back on her bike three times but knowing how one feels at times in a 12 I had to let her pack (that was nice of me, wasn't it?).

--- Keeping with the 12 hr., we held on to the team shield and also had 10 riders. For once the 12 hrs. day turned out to be a good one, although if you had been at the start you wouldn't have thought so.

The ESCA 100 was also on a fairly good morning and our lads put up a good show and took the team award.

In the club events Clive Orchard has been the outstanding performer, but he had been chased very close in several events by Don Brooks, who in our last club event reversed the placings and gained a fine win with Johnny Hearne a close second and Clive Orchard third.

Dave Gillett, Mick Hammond, and Graham Orchard have been improving steadily over the shorter distances and together with half a dozen other young riders, are proving to be a great promise for the future.

In the longer distances Les Hayman has been the best rider. Les is a rider who has rarely ridden in ESCA events owing to the fact that he has been living away from this area, but he has been racing for over 10 years and this year is in a strong position to win the club BAR. Last week Les recorded 235 miles in the KCA 12 hrs.

The fastest club 50 time this year is 2-7-45 by Clive Orchard, an improvement of several minutes, he was backed up by Don Brooks 2-11-51 and Roy Pyne 2-16-43. Alan Brindley holds the fastest 25 time with 1-1-25. Crow holds the 100 time with 4-39-30 in the ESCA event.

Quite a few surprises for us in the ESCA 50, Dawn, after catching Iris Stevens, blew up and had to struggle the last few



miles, while Iris finished like a bomb.

In the men's event John Hearne was unlucky to puncture, and took about 5 or 6 mins. to change his tubular, and he still recorded 2-13-54, so he would have made some of our other riders sit up and realise that ESCA events can be just as fast as more famous courses.

Well roll on the ESCA 25 next week, I've got a 1/2 pint a minute bet with Giles and a bet with Dawn that she doesn't beat my time. According to my handicap I am going to do a 1-3-0. What a hope someone has.

Ron Hayward.

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AN ODE TO TUGGOS

There was a club in East Grinstead,  
Where the Boys enjoyed staying in bed,  
Some tried massed starts, but it broke their hearts,  
And their bikes felt as heavy as lead.

There was a young man named Ben,  
Who thought he was ever so gen,  
In a twenty-five he came alive,  
And recorded the time of one-seven.

Ben has a mate named Graham,  
When competing he thought he could slay 'em,  
One of the schoolboys, he makes so much noise,  
That when he's about it is "Mayhem".

Another young lad is called Tony,  
Who's proving that he is no phoney,  
In a year or so, he will make them all go,  
And this rhyme is not all baloney?

This verse must be shared 'tween Mick and Dick,  
For when thinking of rhymes one must be quick,  
The same rhymes with one as it does with t'other,  
And don't dare say that I'm very thick.

The same thing applies to Phil and Bill,  
Our long distance men, it makes me quite ill,

To ride in a ten, how do they do it?  
They must have been born with strong will.

Next victim we have is veteran Fred,  
At his age, in the mornings, most stay in bed,  
His times they get faster, of Vets he's the master,  
The rest is comparatively "dead".

In his room has our Terry a row of T.V's.,  
He watches in bed with his chin on his knees,  
Chris has a girl, his head's in a whirl,  
For he's one the boys can all tease.

I hope you've enjoyed this little (?) rhyme,  
Shall be "done" if my name I dare sign,  
You boys are unruly, and 'pon my word, truly,  
You need me to keep you in line.

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FORTUNE C.C.

Have you a bunch of tourists in your club, because we have.  
All those "gen" men who wanted to ride 50's, 100's and 12 hrs.  
haven't even been seen on club 10's. So far only Mick Hills has  
regularly ridden at all this year under Fortune colours, while that  
celebrated idiot and drunkard Mick Tully has been riding for  
another club contre le montre, although riding track and in ESCA  
events for the Fortune. Also seen up the road (or creek) so far  
this season have been Derek Henson, Doug Abbot, Mike Kilby and  
"Daddy" Dave Cox (personal best this year - twins).

First event for "Big 'Ed Hills" was the SCA L. Markers when he  
crashed round for a 9. A week later he did a flyer and managed a  
19 (short) for a private in the Mitre event. After these attempts  
at time-trialling he stayed in bed Sunday mornings until the SCA  
Team Championship when he did another 9. That morning it rained,  
i.e., Mick Tully cleaned his bike on Saturday, so he stayed in bed.

Next on the list was the S. Wheelers on the "Mountain and Ruff  
Stuff" when Mick did 6.55, winning 3rd handicap with 6 1/2 min. allow-  
ance. Mick Tully, true to form, managed to get up late and record  
the only turn time greater than 40 mins. as well as losing two  
spokes at the turn by riding into a muddy ditch, ending up with a  
19.06 with a 5 min. late start. A fortnight later Mick Hills,



Fortune C.C. (continued).

Derek Hanson and Doug Abbott rode the Prestonville with results as follows: Abbott 1-15-4, Hanson 1-12-1 and Hills after losing a pedal near Offington on the way home did a 1-10-21.

Mick Tully and Mick Hills, for want of something better to do with their money, took out BCF licences and at the first meeting on the 6th June, Mick Hills came 1st in the Block Handicap, narrowly beating Dick Taub of the Southern Coureurs, both starting from 500 yards over 12 laps. Having recovered from this Mick Hills managed to win the club 15 on the Albourne double circuit in 38-53, 2nd Derek Hanson 42-26, just beating Dave Ward into third place by 2 secs.

The next Wednesday at the track the two Micks managed to get third in the tandem pursuit, although Arthur Thorpe reckoned their back wheel, by rights, should collapse about half way through.

On the 24th June the two Micks had their first rides in ESCALAND in the Eastbourne 25, Mick Tully doing a personal best by  $5\frac{3}{4}$  mins. of 1-9-13, and Mick Hills doing his tank with a 1-4-54 to get third handicap, followed by another handicap win in the 550 yds. at the track the following Wednesday. Continuing his run of handicap awards, Mick did a 2-13-2 in his first 50 to get 1st handicap. Derek did a 2-22-17 and Mick Tully, as usual, stayed in bed.

Wanting a change from handicap awards, Mick Hills did a 1-3-4 to get 2nd fastest to Elliott of the Colnbrook RC in the Kent R.C. M'markers. Mick's failure to get 1st was due to the fact that he blew his nose more than twice as prescribed by his Manager. Derek also riding did a 1-8-33 whilst Mick Tully deposited his breakfast upon the roadside and gave up.

Over the August holiday the two Micks went down to the second day of the Ringwood Festival, stopping off on the way for "Big-Ed" to ride the Portsmouth 25 and do a 1-5-24 to Dave Silk's beating of McCoy with a 58-48. They slept under a bridge at Ringwood, much to the amazement of a Forestry Commission worker who saw them getting up at 5.30. Mick Tully was nearly lynched when he happened to mention that he needed a bath, in the hearing of a gathering of the great unwashed. They stopped at Pompey on the way back to watch the Kingsbury Cup meeting but due to the number of ducks swimming in the track centre, the meeting was cancelled, leaving our two intrepid unwashed to come back in a friend's van.

A week later Mick Hills held a highly successful bottle party at his residence, much to the disgust of Derek, who was riding a 12 the next day, rendering him unable to attend the party. This party was attended by members of the Fortune C.C., the Southern Observers

Fortune C.C. (continued).

M.C.C. (the sin of it), friends and others (mostly others).

The last event to date was the Mitre 25 on 19th August when Dave Cox managed a 1-11-3. Mick Hills a 1-3-36 and Mick Tully a 1-8-36, whilst Mick Kilby in his first time-trial did a 1-14-43.

Certain members have been seen up the road riding privates in the Lewes Wanderers 10's, whilst the two Micks have been kept engaged at the track on Wednesday evenings with tandems and madisons &c., and the back wheel of the tandem stayed together for the rest of the season.

Cream Label and Worthington.

HASTINGS & ST. LEONARDS C.C.

Your lurgi-stricken correspondent having just received a post-card complaining that his Bonk report is two weeks overdue hastily jots down a few notes to prove, if nothing else, that the club is still active.

The racing men have had a very busy summer, having competed all over Kent and Sussex besides riding a full programme of mid-week ten mile events. Some of them have also had a try at road-racing, travelling as far as Buckinghamshire to take part in this branch of the sport.

The Open 50 was a success, with fifty-nine entrants, including four tridyclists. The morning, you'll remember, was the sort that racing men dream about, and scratchman Roy Manser clocked a 1-58 to win. Several club members did personal bests and sixty-nine year old Ted Coussens showed his fitness with a 2-35.

The touring section have also been active, and have done some more youth hostelling.

It is with great regret that we have to report the death of Vice-President Frank Rix's wife, who died in hospital on the 24th August. We would offer Frank our deepest sympathy in his sad loss.

Well fellow Bonk addicts, I'm afraid that's yer lot, but I will endeavour to make up for this attack of Writers Cramp in the next issue.

'Stinger.



B. A. R. COMPETITION, 1962.

(Provisional Result)

		m.p.h.
1.	R. LUNN East Grinstead	21.937
2.	D. PATTEN Tunbridge Wells	21.749
3.	P. CROWSLEY Southborough	21.526
4.	J. Southerden Hastings	21.379
5.	G. Lade Tunbridge Wells	21.236
6.	J. Hearne Southborough	21.220
7.	M. Hammond Southborough	21.210
8.	D. Agg Lewes Wand.	21.140
9.	J. Davies Hastings	20.899
10.	M. Carpenter Hastings	20.710
11.	B. Parkes Tunbridge Wells	20.591
12.	G. Maryan Tunbridge Wells	20.500
13.	D. Roberts Uckfield	19.463
14.	P. Hennessy Southborough	19.230
<u>Teams.</u>		
1.	Southborough	21.318
2.	Tunbridge Wells	21.192
3.	Hastings	20.996

Southborough & District Wheelers.

Dance and Social, once again at The Railway Hall, Preston Road, Tonbridge, on 13th October, 1962.

Tickets 3s. 6d. each, pay at the door. Buffet.  
Licensed Bar. Dancing to the Guy Standon Band.

-----0000000000-----

30th Annual Dinner, Dance & Prize Presentation, this year at the Royal Victoria Hall, Southborough, on December 22nd 1962.

-----0000000000-----

FOR SALE.

One half empty bottle of Ribena.

Applicants must produce Licence.  
All enquiries dealt with in confidence.  
S.A.E. for prompt attention.

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HERE AND THERE

Maurice Carpenter rode the ESCA 50, then rode from the event to Tunbridge Wells to compete in a 66 mile road race. When surprise at his enthusiasm was expressed, he replied: "Oh, I didn't enter, Esther sends off all my entries and then tells me what I'm riding".

Dave Nightingale equipped with a pair of the latest MaFac brakes walks down the hill to Committee meetings (gradient 1 in 9) because he does not trust his brakes. You have been warned - keep clear of his back wheel.

Since Sheila moved to Tunbridge Wells, Lou Bathurst times himself up Quarry Hill on the way to work as he finds he is getting sluggish.



HERE AND THERE

What were Roy and Sue Martin doing on the tube train in London's Underground to end up in a siding?

Russell & Grover, two real has-beens, were overheard discussing whether to ride in the September "25". One said: "That's a good idea - let's see which of us can beat event". Ye Gods! (Any other comment is superfluous).

Norman Rout going home from marshalling a Tunbridge Wells Road Club 25 in his car ran out of petrol much to the amusement of certain members of the club; equipped with cycles of course; but fortunately for him Norman had a spare can of petrol with him. What will teach him to bike it and like it.

We hear that after the Editor's challenge to Dutson in the last Bank there's a possibility of a Humphrey/Neevo tussle and an Eldridge/Collins/Bliss set-to before the season ends. Presumably this does refer to cycling and not to downing pints or rounds of tiddleywinks!

Big Brother is watching you.

On a certain Friday night, Crow was seen at the hour of half-past midnight leaving Grantham House, using a red bra' strap in place of a trouser clip!!!! (How does Big Brother know where the strap came from, and what was he doing there at that time? - Ed.).

Barry Parkes parked his car in London to get a hair cut and then found it had been towed away by the police. Half an hour later he had finally located which Police Station they had taken it to. Expenses £2 5s. 0d. What one might call a rather expensive hair cut.

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