

THE OFFICIAL JOURNAL

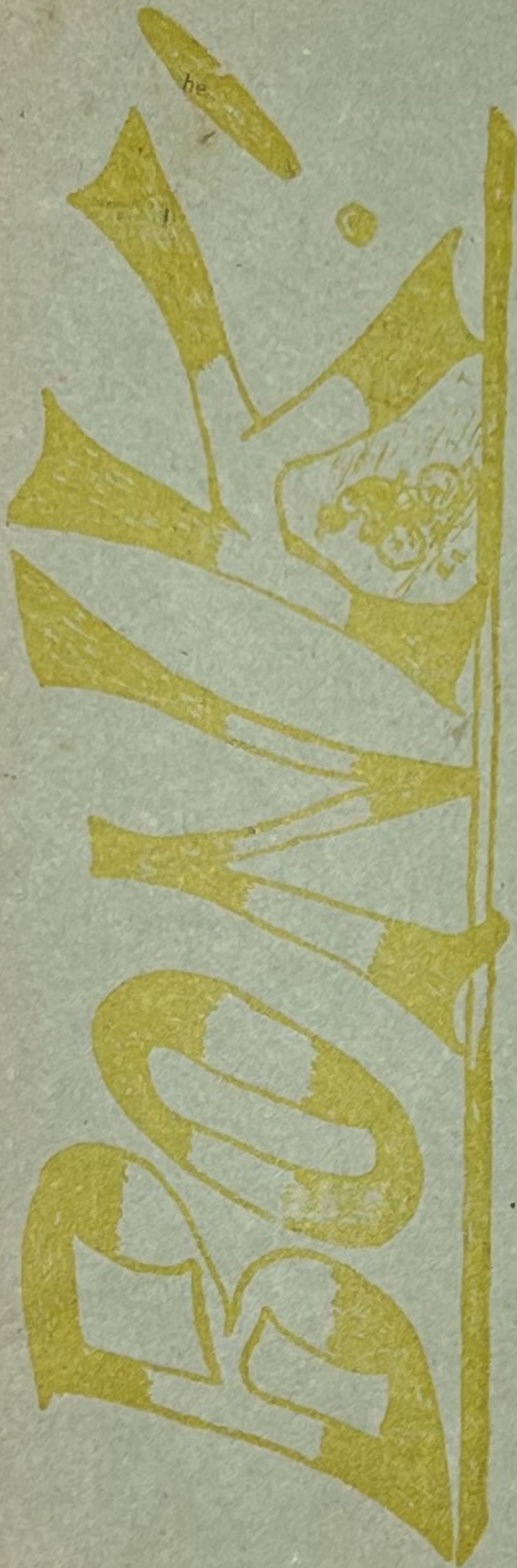
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### EAST SUSSEX CYCLING ASSOCIATION.

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New Series No. 7.

Autumn, 1964.

Secretary: Mr. R. Humphrey,  
Treasurer: 2 Culverwood Cottages,  
Cross in Hand.

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#### EDITORIAL

Dear Readers,

As the evenings draw in and we prepare ourselves for the rigors of winter and the approaching social season another Bonk deadline draws near and passes by unnoticed by many.

In this issue we have two varied articles, one dealing with touring and the other racing. With regard to the article on handicapping which I asked Roy to write as handicaps are always a source of conversation, moans and groans, etc., and I thought it might be enlightening to find out how these, usually remote, figures were arrived at. Now we know the truth, from the horses mouth, as the saying goes, and maybe we shall see an onslaught of letters from readers putting forward their points of view. To start the ball rolling I might just add, speaking with regard to ladies racing only, I feel that too much emphasis is laid on heresy, on how a rider is going. I feel lines 7 and 8 should be sufficient without the bush telegraph which can often be supplied with misleading information to someone's downfall. After all everyone has a chance in a handicap and everyone likes to be in with a chance. Well, that should cause some comments!!

As I expect many of you already know your Editor and Minute Secretary are now

(Continued on page 20)

"GEN" from the Secretary.

Once again the time is fast approaching when we shall once again indulge in the delights of the Social Season. Our own Luncheon and Prize Presentation will once again take place at Hassocks on Sunday November 29th. Final details have to be fixed at our next Management Committee Meeting after which details will be circulated all clubs. Once again I appeal to you all to give this full support and I know it is the wish of our President, Ken Atkins, that all prize winners should make a special effort to be in attendance to receive their awards for outstanding performances during the past season.

A fortnight after the Luncheon we shall be holding our Annual General Meeting and all club members are welcomed to attend this meeting though of course only your club's delegates can vote.

A pleasing feature of the time trial season as far as I have been concerned is the fact that entries have shown quite an improvement in 1963 and also that in quite a few events we have seen 2 or 3 of our past Presidents riding in support of our 1964 President Ken Atkins. Once again the weather lived up to its reputation in the 100, the 12 hours had a warm and sunny day until the last hour when the storm drove many of us around the circuit to improvise ways and means of keeping dry, while still carrying out our duties. I would like to place on record the thanks of the Management Committee to all those helpers who willing and without complaint carried out their duties in both of these events despite the worst that the weather could do. Many riders have stated that they really appreciate all that is done for them, knowing full well they stand at road junctions for hours on end at times only perhaps to see 12 or 15 riders go through.

Will club officials please note that directly after the last 25 miles on September 6th they should make sure that any of their members who are in line for the Junior 25 miles Trophy make a claim to me giving all details of times and also date of birth.

R.H.

Southborough & District Wheelers.

Now that Le Hayman has moved to the northern climes of Reading and the Southborough notes revert to being under one heading again readers will no longer be kept in wild anticipation as to the racing news from these parts (perhaps they weren't in the first place of course). So if I may I would like to create something of a precedent by mentioning the Hardriders 12 in the autumn issue of Bonk as that was the starting point for the season long rivalry between Ken Stevens and Crow. Ken took the runner-up spot from Crow in the Hardriders then administered a 5 min beating in the Spring 25 but Crow's 3rd in the 50 and 2nd in the 25 made the score two all. With a very water-logged Stevens packing in the 100 and not riding in the 12 it will be interesting to see who wins the "Rubber". I seem to remember someone saying at the Eastbourne dinner that they were going to ride the 12 this year, and wasn't the name Stevens.

As I mentioned in the last issue the resurgence of enthusiasm in the club has been one of the most encouraging signs this season, not only amongst the younger members but in getting some of the seniors back in circulation again. The accent is on time trialing (nobody has a racing licence!) and at the time of writing things are looking most exciting and whoever takes the trophies will have certainly earned them. Knowing that the quickest way to put people off reading an article is to fill it with columns of tabulated racing results I will try to pick out the high-lights of a very crowded scene.

Club events have been largely dominated by Messrs. Hearne, Crowsley, & Hayward, in that order, but after them we have seen some very lively scraps, in the early season the names of Andy Bunkin and Bob Tyson were well to the fore but with G.C.E's looming ahead they took a back seat and the A blewhite, Holmes, Armitage, Robb group were fighting

Southborough News continued.

for placings. When one reads about these 16 year old 57 min Yorkshire bombheads our riders times of 7's and 8's do not look very impressive but a lot of evenly matched riders make more enjoyable racing although the club handicappers have sleepless nights. Our evening events have received extremely good support from the club as well as "Southbough Old Boys" now with the "Fairies" and the Woolwich C.C. One of the most notable was the 25 mile 2 up team T.T. where the Crowsley/Hayward combo's 1-0-22 came within 32 secs of the Gillett/Brindley set up. The one and only J.C. Hearne has the fastest evening 10 and 25 to his credit with 24-10 and 1-1-41 but looking down the lists we see Gen. Sec. Geoff Hayman bombing about again and down to a 9, Bryan Leyland also on the same mark, a resurrected Honky Hammond an 8 (having done a 3 a few years ago) Pete Cooke once again graces our racing scene on his 103" fixed while improving youngsters John Headley and Nick Croft are down to 11's and 9's respectively and George Cheeseman is doing his best times for several seasons. Treasurer Spider Dunford teamed up with Bryan to take 2nd place in the T.T.T. and President Lou's 25 gave him a perspiring 16. If we could persuade Trev Lucas that there are other things in the world as well as birds, "Roaring" Jim Pyne to emulate the feats of his brother, and Eric Crooke to sell his Jag, we really would have some full cards.

The ride of the year title goes to Ron Hayward whose 1-1-19 on E3 was a personal after 16 seasons. In the same event John Hearne brought his personal down to a 1-0-19 and later in the Maidenhead 50 got his time down to 2-6-34.

Nor must we forget the ladies, as if we could, Wendy has been travelling in the U.S.A. at her firm's expence (some people have jam on it) but returned to do a 29 in a 10. Dawn has raced all distances up to 100 miles with times that would hardly set the Medway on fire but commendable considering her duties of wife, mother, and serving coffee to the numerous visitations made by her itinerant clubmates.

Southborough News continued.

We felt justly proud of our riders in the ESCA 100, 7 entered, started, and finished of which 4 were riding their first 100. Perhaps after 2 years of dry 100's the weather clerk thought he ought to get to the status quo of the former 6 years so we participated in the wettest, windiest, and slipperiest as Esca only can provide. Honky, Steve, and Crow, punctured, while Steve overshot the Wartling junction and came off, and Crow entered a corner in Pevensey with more enthusiasm than discretion and finished his journey round the bend in the inelegant posture known in more bucolic circles as "Arse up'ards", However Crow's 45 got him 4th and Tony Neale's 5-1 earned him 2nd handicap and a P.B. as was Steve's 5-11, Don's 5-16, and John Hoadley's 5-22.

With his win and P.B. of 239 miles in the Esca 12 hr Crow took a good lead in the Association and club BAR's as John Hearne only did 207 (following a fortnight's non-cycling holiday). Some of his low milage can be accounted for by the fact that he was less stoic than some of his colleagues in that he stopped in a bus shelter until after the cloudburst was over.

The position of the club BAR is most interesting as this goes to press as John has a good lead at 25 and 50, while Crow has it at 100 and 12 hr. Ronnie is capable of screwing them both if he can get his 50 down and produce his late season 12 form although he had a recent set-back in the Westerley 100 when he was knocked off by a motorist when he was on a 4-36 ride.

Understandably little is happening on the social front at the moment, all day club runs are variable though there is always a good turn out for tea. Danny and Graham do a great deal for the club in marshalling duties. Our rounders match against the Central Sussex brough about the phenomenon of a Southborough win despite the strong arm bowling of Judy Amy and the distraction of Barbara J.

Southborough News continued.

Bank Holiday saw us at the Bath Road where Crow did a 4-31 in the Dragon and we camped with the Fairies, Folkestone, and Central. Tell me, did Bill Lovell really go up there to the racing?

And with that I leave you to enjoy the autumn and the shorter days, or as the French say, the longer nights.

Crow.

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E Pericolo Sporgersi

Touring in France is fun. Especially the first tour. But unfortunate snags can arise, so list ye, all holders of virgin passports, to the Voice of Experience.

Le Train.

Clutching your reserved seat ticket, you have traced coach and seat numbers, but, lo and behold, your seat is already occupied, and the compartment full of foreigners. Mistake number one: you are now the foreigner! But this disturbing fact can have its advantages. Production of your seat ticket will start a most animated conference among your fellow-passengers, resulting in the usurper being turfed out and your being duly installed, with many smiles from all quarters. Pinching reserved seats is almost a national sport abroad, but public opinion always wins, especially when a foreigner is the victim.

The printed notice by the window does not mean "Do not throw yourself to the horse". You really must brush up your French! Incidentally do not visit the toilet if it can possibly be avoided.

Your bike, by the way, is handled by the railway staff, and travels in the van, or "forgen", at the end of the train. (This is the origin of the phrase "a fourgon colclusion"). On arrival at your destination, you must collect the bike from the parcels office. Be prepared to find the chain off, especially if your gear is at all unusual. This is not due to professional neglect or mis-handling on the part of the French railwayman, he just wanted to see how the gear worked!

La Route.

It is customary in France to ride on the right. When, on the fourth morning of the tour, one finds oneself absent-mindedly starting off on the left any passing lorry-driver can be relied on to put one right, and also to enrich one's vocabulary of unconventional French!

The most used accessory in French cars is the horn. On the major mountain passes it is possible to follow a car's progress through dozens of zig-zags by counting the horn blasts and tyre screeches at each bend. Tyre-screeching is a point of honour with continental drivers, and much of M. Michelin's prosperity can be attributed to the mountain roads and passes.

It is rarely advisable in France for cyclists to ride abreast. Certainly not on busy roads and those frequented by the motor-cycle Gendarmerie. These gentlemen always hunt in couples, look very fierce, and are! Beware of them.

Le Menu.

Eating is a great French pastime. Allow unlimited time for the evening meal, and when possible, take the set dinner. Omnivorous types fare best, for they can forget the menu, and accept dish after dish in a haze of gourmandising delight. This haze, be it noted, is greatly accentuated by liberal quantities of local wine,

which costs less than beer but is more potent. Should a choice of dishes be offered verbally, it is usually best to select the last-mentioned = you stand a better chance of being understood. This of course does not apply to those who understand what is being offered.

L'Hotel.

Usually in France one hires a room, irrespective of the number of beds in it. Don't hesitate to ask the price. Then have a look at it - there are such things as windowless bedrooms - horror of horrors!

The first object to hit the eye on entering a French bedroom, apart from the bed, is the small footbath provided - a good illustration of the national concern for cyclists' needs. This is known as the "bidet", and should not be confused with M. Bidot, who is quite another kettle of fish.

So! You are tired, and full of food and wine. A nice lie-in in the morning? Ha-Ha! At 5.30 a.m. someone starts unloading empty milk churns below your bedroom window. Simultaneously he starts a long conversation with a friend at the other end of the village. He has a deep voice - all frenchmen have deep voices. At 5-58 a.m. the church clock strikes six. At 6.0 it strikes six again, and four different church bells start telling a summons to some obscure religious observance. By now you are fully awake - further sleep would be impossible anyway - and glad to rise and greet the sun, which will probably be shining.

L'Addition.

This means the bill. French money used to be simple, but since the revaluation of the Franc things have been a bit complicated. It is possible to hand over 10F and get 900F change, or hand over 1000F and get 9F change, or even hand over 505F and get 603F back. All these transactions are identical - they are simply mixtures of old and

new francs; INF equals 100AF, both kinds being still in circulation. It just needs getting used to! In most cases your bill will include an item for a nebulous thing called "service" - usually 10 - 15%. If it doesn't, add it on - it's the tip.

Well, that's got you started. Don't believe people who say "English is spoken everywhere". In the really worthwhile areas hardly anyone speaks it.. But a dictionary, a big smile and plenty of sign language will get you by anywhere. So goodbye, good luck, and "Bon voyage".

"V. of E".

P.S. There is also a lot of scenery in France.

P.P.S. That Heading - Italian for "Do not throw yourself to the horse".

Lewes Wanderers C.C.

Greetings to all rabies sufferers, sag-wagon inmates and tar-splashed marshals etc. Well, if it hasn't quite been that bad it's turned out a better summer than most would have cared to forecast. Our lads enjoyed a near-perfect morning for the club 25 at the end of May in which Baker did a personal best of 1-2-23 and shattered the course and event record previously held by "Tourist" Agg who this time would only manage a 6. Colburn crawled to a personal plus the handicap with 1-4-12 while Edwards, despite having performed in a 40 mile road race the previous day also did a personal with a short 8. June 7th saw hard conditions in the Addiscombe 50 where Colburn did an 18 while Edwards in his first shot at the distance returned a 22-31 and beat Agg by nearly a minute. The "Copper" did a 25 "despite the cares of family life". The same day Baker did a 6 in the Prestonville 25, and Burbery coming out of hibernation with a 10. The next weekend in the Association 25 Baker got his finger out and did a 3, Colburn a 5, while Edwards lopped another minute off for a 7-18. Riding the De L'ane 100 on the

Lewes Wanderers Continued.

same day Agg did a 4-58 and Burgess 5-7. Baker did a 3-11 in the Eastbourne 25 while Agg got down to a 4-20 in the Festival. Thus encouraged he clambered aboard with Chris Shafer, of the Prestonville, in the Old Ports Tandem 30 and they motored round in 1-12-8. He then followed this with a 13 in the Hastings 50 while Baker was doing a 2-12-53 at his first attempt in the SCA event on the same morning, and the Copper improving with a 20. Hard conditions in the Association 100 didn't stop Colburn from doing a personal of 4-51-40, the Tourist 4-54, and Burgess 5-11. The Pevensey turn saw some pileups but Colburn stayed on despite slipping all over the road in a way that would have done credit to a skater. He retained the club championship in the SCA 100 with another personal of 4-49-58 even though he only had one gear due to a snapped cable at the start (shades of Agg!) beating that gentleman by 37 secs. Palmer tried the distance, punctured, took a tremendous "parcel" and finished in 5-49. Baker came fifth in the Letchworth Velo 25 with a fine 2-48 then set up a new course and event record in the club 30 with 1-16-21. Colburn's 19 was another personal, while Burbery pottered round in a 23 on little or no training, beating Edwards by 2 minutes! Agg rode the Morden and did a 4. Baker made it yet another personal when he did 2-10-52 in the Norwood Paragon 50, in which Agg went back to a 14. Colburn overslept and used a lot of bad language as a result. Edwards and Baker rode in the Mackeson 40 mile mass-start on the Crystal Palace circuit. John punctured and called it a day while Laurie unshipped his chain when in third place with about 100 yards to go. His comments on this epic nearly cracked the concrete! Our trio in the Association 12 all finished, and a battle between Colburn and Agg resulted in 227 and 225 respectively. Burgess did 196 and said: "I've had a ----- hard day's night!!" Colburn next week did a 6-11 in the Mitre 25 while Agg got down to a 3 in the Old Ports. In the afternoon we had the rare pleasure of seeing a Lewes jersey leading for some 15 miles in the Norwood Paragon 50 mile road race in the Ashdown Forest. However, the last hill shattered Laurie who finished 1 min. down. John was leading the bunch, missed a gear and, as he put it, "they went past me like a flight of jets". At the finish he was offering to sell his iron, having

Lewes Wanderers Continued.

been variously described by unsympathetic clubmates as roared off, shot off, burnt off, and discarded. He commented: "It was all a mistake, really - I just couldn't catch them again". Finally the Evening 10 series was won by Baker who did a couple of 24-59 rides, while Palmer just inched the handicap award from Willcocks who seems to have taken his muscles out of mothballs and done the fastest rides since 1960. Some members rode the Worthing 10's but don't think that the Partridge Green course is any faster than our own, that hill near the finish causing many lady Chatterley-like comments!

Agg made a rapid recovery from the devastation reported last time thus lending support to all those who say that he has a skin like a rhion! He corrected the remark about "ropey old tubs" in no uncertain terms as the one which blew out was nearly new. In defence your scribe humbly submits that it's the exception that so often proves the rule!

Burbery has found a good excuse for not riding nowadays - he acts as recorder in collusion with the Chancellor. Recently the pair of them were found to be drinking some blackcurrant wine, brewed by the latter, so we're wondering if there's an R.T.T.C. regulation that bans anyone found drunk in charge of an event. The Copper is looking into this. However, he's on thin ice since he blamed his DNS in the Club 30 on to imbibing too much "grapefruit juice" at the Police Sports (where he won the "full uniform" race for the seventh year in succession) Perhaps the wodka it was laced with was the real cause of his hangover!!

Humphrey's disclosure that some people wanted the ESCA and SCA 12's combined led to a muttering from Colburn: "What a wonderful chance to combine High and Over, Sanatorium, Ditchling Beacon, Duncton and Bury hills in the same event!" We wonder why he left out Wellingford Lane!!

Lewes Wanderers Continued.

Referring to the fantastic Harrogate 50 Willcocks said: "I wonder what it feels like to break competition record and be unplaced". He was quickly assured that there was precious little chance of his ever finding out!

When Peacock, a former clubmate, heard about Beryl Burton's 58-2 he growled: "She ought to undergo a sex check to see if she's really a woman". The Racing Secretary retorted: "Seeing that Peacock's last 25 was done in 1-33 he also should have a sex check - to see if he's a man!!"

Five members attended the Corona meeting at the Crystal Palace where Simpson & Co. showed our independents how to ride their bikes. One of the latter was heard to say: "They never gave us a chance" which, in your scribe's opinion, only seems to underline the attitude all too prevalent today. With £100, plus primes, at stake it wasn't all that surprising!

Well, folks, that's it once again so here's to more sunshine and faster times to wind up the season on the crest of a wave - or words to that effect. Cheers for now.

Alсорan.

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Hastings & St. Leonards C.C.

The time trial season is now well on its way and some of the events may seem a long way back. It is not my intention to go over the programme week by week as many accounts naturally duplicate in other notes.

The KCA 50 was held in blustery and showery whether. Roy Manser won in 2-6-6. Bob French got going very well and should have been somewhere near this time. He unfortunately punctured and suffered a delay of some nine minutes finishing in 2-18-58. Martin Chambers recorded 2-18-29.

Seven members entered the ESCA 25 held in June. Martin Chambers was best and recorded 1-4-29. He was the eighth fastest. One of our regular supporters in the all round sense, Brian Kent from London, did a personal best tricycle ride of 1-9-39.

Jack Southerden was amongst members who turned out to ride in the Sussex Senior road race championships. Unfortunately none managed to finish the event. An excellent photo of Jack in characteristic style appeared in the local paper by way of compensation. On the same week end Maurice Carpenter partnered by John Mansell (Worthing Excelsior) rode the tandem trike in the Colchester Tandem 30. Their time was 1-12-36.

It was a wonderful morning for the club Open 50. Hazy with a soft breeze. 95 entries were received from a wide area, establishing this event as a popular fixture in the South.

With all racing members on the start sheet, and many on holiday, marshalling was far from easy. Dennis Neeves found the strength and stamina for the push off. I should like to mention that in addition to a mountain of other work, Fred Martin, our President motored about 300 miles to make the event possible. Guy Little has requested that green sponges be barred in future. From remarks afterwards it appears that everything went well for the competitors. All six ladies faced the starter. They were not so lucky as the wind increased later on, but they plugged valiantly. Bob French was in good form and triumphed in 2-3-23. R. Gardener (Folkestone) and J. Clements (Letchworth Velo) were second and third respectively. Pam Wells won the ladies in 2-24-47 with Jean Baker (San Fairy Ann) and Iris Stevens (Eastbourne) second and third. Brian Kent (Mephisto) won the trike section. Veteran Ted Coussens turned up and rode in his usual steady style. As he rode to and from the event it was quite a tidy mileage for a morning.

After the event the sky clouded and the wind increased. The left over marshalls were robbed of the much anticipated kip on Little Stone Beach. Instead we had a chilly and fitful snooze on some forlorn grass verge. Tea at Stone was much enjoyed before the weary ending to a successful day.



Hastings & St. Leonards Continued.

Our Presidents' birthday run was blessed with the usual fine weather as on previous occasions. Whether the dates come from Old Moore's Almanac or not they are always right. As befitting the title this was a leisurely run. Elevenses were at Chitcombe. Just past Robertsbridge we bumped into a crowd of some 50 ramblers. Lunch was al fresco at Burwash. As the pub was near the recreation ground we were able to take our drinks over and watch the local cricket match. When they adjourned for lunch the midday break was rounded off by a snooze in hot sunshine. Tea was originally arranged at the "Abbey Hotel" Battle, but they could not take us on this occasion. "The Star" bang opposite was fortunately able to take us at a moments notice. It was a fine tea and not since pre war have I seen so much on the table. Although we had several young people at tea, some was left over. Many thanks, Fred from all for an excellent day. In Battle ramblers were as thick as flies. Just like the 1930's. Life goes on.

The evening 10's have been well supported. Rye with Jimmy Holland at the head have provided fine support throughout. Bob French has done some 23m. odd at times. The juniors who turn up everytime must be mentioned. Peter Miles has proved fastest so far.

The experimental photographic evening last year proved a success. By popular request another evening on a bigger scale is planned for this year. It will be held at the "Abbey Hotel", Battle on the 25th October commencing at 4-30 p.m. Tickets including buffet tea 5/6. Those who would like to compete are invited to submit not more than 4 half plate prints mounted on card with a one inch border. Anyone may also submit 4 colour slides of 35 mm size only. A film show will round off the evening.

Stan Russell.

Handicapping and how it is done.

Our Editor has asked me to write a short article on the above subject for the benefit of the rank and file members of our clubs. This is a subject that many pages could be written on, but I very much doubt if many of you would agree with what was written. It is my intention to give you brief details of what goes through my mind as a handicapper when framing a handicap for an Association event.

Firstly it must be borne in mind that handicapping is not a matter of simple arithmetic, merely deducting a riders time from the scratch mans time, this is an impression that quite a number of people have. Many factors have to be taken into consideration. The first point that has to be assessed is "what will the scratch man do", in arriving at this consideration has to be given to the course on which the potential scratch man has done his best time at the distance entered for. It is very important to make sure that Lines 7 and 8 are correctly filled in as I take these into account in assessing a riders handicap to a large degree today.

In our Association we have quite a number of riders who done their personal best times ten or more years ago and in cases like this no notice is taken of these riders unless of course their present day times are close to their best times. I feel that it would be much better if the RTTC were to agree to allow riders to show their best times that they have done say in the past four years and forget about what they did before then. As far as I am concerned if three years has elapsed since doing their best times then I completely ignore them and work on lines 7 and 8.

It is the younger rider who shows improvement with every ride, that causes much thought and it is a case where a sliding scale has to come into use. Most handicappers have one which they use and have drawn up themselves, an instance of this as far as I am concerned is say an improving riders handicap works out at 10 minutes off the scratch man I reduce his mark by 1 minute, the longer his mark the more the deduction.

As a general rule riders who regularly ride week after week show a consistent standard of times at all distances and on the whole improvements are a matter of only seconds at a time. Riders who fall into this group cause little concern when handicapping.

The rider who has only one or two times on his form is the one who usually takes quite a time to work out a handicap for, unless his times are exceptionally fast I treat them as Novice and bring the sliding scale into use, more drastically perhaps than in the case of the improving rider. Novices as far as I am concerned with Association events I make an effort to assess a time that they will do rather than give them half the limit as is generally accepted, to my mind this is a far better way, a time of 1.9.0 is what I usually work to in our Association events at 25 miles.

Another factor that plays quite an important part in local events is the fact that the current form of the majority of riders is known to the handicapper and this information is a very useful guide when handicapping an event.

Much more can be written on this subject, many of you will say what of the weather conditions on a day of a particular ride, also the course on which your best times have been done, to a certain extent these are taken care of in arriving at the time you expect the scratch man to do.

Anyway this know doubt will give you food for thought and perhaps in our next edition of "Bonk" we shall have a batch of letters on this subject and if among you there are persons wishing to become handicappers I shall be only too pleased to discuss the subject in more detail with you.

R. Humphrey.

RTTC and BCF Approved Handicapper.

### Fortune C.C.

Sitting down to write this report brings with it an acute awareness of how little we have done in the past three months. In particular this applies to time trialling, successive holidays having left our racing strength even more depleted than usual; holidays which have seen Fortune members in such various occupations as caravanning in Devon, walking in the South of France, rough stuffing in Iceland, and hostelling in the West Country. However we will deal with the meagre racing news.

The fastest Fortune CC 25 so far this year has been recorded by Mick Hills in the ESCA 25 in mid-June, being a 1-3-30, with the only other club member riding, Mick Kilby, narrowly missing a personal best with 1-8-52. The following weekend we returned to G.52 for the Eastbourne Rovers event, this time with three riders and hopes of reducing the club team record. This was not to be, however, both Micks suffering a slight slowing on the previous week - a consolation for Derek though in the shape of a personal best 1-6-43.

At fifty miles the only event we've ridden since the last Bonk has been the SCA championship - very much a story of mixed fortunes for the Fortune. While Mick Kilby was busy recording a personal best 2-21-3, disaster struck Mick Hills just two miles from the finish and, seemingly, all set for a personal also Mick left a large dent in the rear of a van on the Sompting by-pass and, just to add insult to injury, faces a summons as a result.

Due to the foregoing, and Derek's absence on holiday in Iceland, Mick Kilby was our only representative in both ESCA and SCA 100's. In the first of these, his first essay at the distance, Mick recorded a 5-5 but his hopes of getting under five hours in the latter were foiled by inclement weather, his time of 5-3-28 representing a slight improvement however. We did have a rider in the De Laune 100 earlier in the year, but two punctures and only one spare tub, caused him to pack at 80 miles.

Fortune CC Continued

No sooner had Mick Hills declared himself fit to ride again after his van-denting activities of the SCA 50 then Mick Kilby decided it was his turn for the sick list. A patch of loose gravel near Steyning brought an abrupt end to a training spin (the moral is obvious!) and he had to be scraped off the road by a member of the Worthing Excelsior who fortuitously happened to be passing. However, though Mick missed a ride at August Bank Holiday he recovered for the following week's 12 hr - except that his arm was so stiff he couldn't reach the food in the back pocket of his racing vest.

Clashing holidays meant that we couldn't get three riders in either ESCA or SCA 12 hr events so our record book still cannot claim a team performance. In the first of these events Mick K. and Derek pottered round for 203 and 217 miles respectively, having camped the previous night close to the start; so close to the start in fact that they could watch the first riders depart into the gloom as they struck camp and packed up their kit. As they were off nos 6 and 8 it was a bit of a rush job but both started more or less on time. In the SCA event our arrangements were a little less disorganised and we were able to start comparatively unharassed. Again the weather was kind and Mick H and Derek both recorded personal bests - 222 mls and 224 mls.

Continuing up the scale of distances we come to the 24 hr. and for the first time the Fortune had a rider at this distance in the Catford CC event. Aided (and abetted) by Dave Cox, brother in law Bill Heath (anything for a laugh!) and Mick Kilby, Derek pottered round, in true touring fashion, for 408 miles, including three laps of the finishing circuit covered as a steady 15 mph plod. He says now that he enjoyed it - but that wasn't quite his expression at the time.

Seen during the course of the SCA 12 hr Mick Tully riding a scooter (complete with L plates). He tells us this is to transport him between Leatherhead, where he now works, and the attractions of the Sussex coast. Learning to ride one of these contraptions, however, has its trials and tribulations, and one elementary distinction one must make is between clutch and brake. Rounding a corner, Mick came on a Salvation Army

Fortune CC continued.

gathering and, pulling the wrong lever, effectively scattered the congregation. It is not recorded whether he was assailed with warcries!

Surprise for Dave and Rose the other night when, having arranged for a baby-sitter to look after their tribe for the evening, they returned home to find that a certain bearded member of the Fortune, having called and found them not at home, was still there - looking after the baby-sitter!

How long is twelve hours? A simple enough question you may think; but one of our riders in the ESCA 12 found himself in marital hot water "cos he wouldn't be home for lunch." And he'd told her what time he started too!

Ah well, after writing this lot out my arm is aching to match the rest of me which is still getting over yesterdays 12 hr, so I'll finish now,

See you "up the road".

Slowcoach.

Editorial continued.

members of the well known San Fairy Ann (Maidstone) club. This action was taken after a culmination of events over the past year when Dave and I, regretfully (for us), took the decision to resign our first claim membership of the Tunbridge Wells Road Club. We decided to join a club outside the Association to save any bad feelings, assuming that we could remain in the Association by virtue of second claim membership to the Road Club, this right has now been refused us and we, therefore, in bidding you farewell would like to thank all those who over the past years have helped us in our racing and officialdom.

So adieu, and I guess well'll meet you "up the road" sometime or other.

Auntie Sheila.

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Prestonville Nomads (Founded Accidentally)

A short resume of events, incidents and failures.

This being our first contribution to your Association since our election, I trust all readers will bear in mind the writers acute difficulties in its preparation, in addition to which the burden has been placed on my shoulders in singling out outstanding rides sustained by our riders to date.

Since our club dinner there has been a constant chain of performances due largely to an extended social period and various tours undertaken annually, by members who will remain nameless.

Prestonville Nomads continued.

To begin with a brief recap on activities:-

The season commenced with the usual array of tens, fifteens, twenty-fives. Ken Wells tried a tired 1-11-2 in the Crawley Wheelers 25, early in the season. Bomber Block Shafer, scooped up most of the early trophies, recording a long twenty six for a ten, a short fifty seven for a twenty, a creditable 1-4-48 in the Festival 25, 2-17 for the Hastings & St. Leonards 50, finishing July with the two Sussex 100's in 4-56 and 4-55 (his first 100's). Both Reg Catling and Dave Skerratt, have put in efforts of note, Reg quite happy with a 25-13 for a ten, and Dave handing out lessons in Mini-Technique in Spain.

Our latest member, Mick Peters having successfully completed his first 25 doing a short 18. Mick Buchett (88" specialist) has taken up picking flowers of all things as against finishing races! NO accounting for peoples taste these days. Lastly I would mention on behalf of racing the following absentees:- Our Sussex BAR Champion for 1963 Mick Barton (looking for I understand more money and less work). Roy Lewington (Marriage in the Air!) Terry Porter (Weight problems) Colin Brennan (Domestic and Golf!) and myself, due I regret to Defending Titles in various parts of this county.

The social side of the club, still meets regularly each Friday night at the Park View, all hard luck stories are carefully diagnosed by our capable team and dispensed over a glass of beer, provided that the recipient is of course buying. A cordial invitation to one and all, NO social discrimination, or females ignored, Sportsmen welcomed, wages honoured, free advice, and marriage kiosk now open.

Free Form.

Congratulations to the following:-

Prestonville Nomads continued.

Mrs. Brennan, on increasing the population of Hailsham.

The recent engagement of Mr. David Skerratt.

The forthcoming marriage of Mr. Christopher Shafer on September 12th.

Gius Coliguar.

H E R E and T H E R E

Lewes C.C. have decided to offer a trophy this season for the most promising "Wheel Expert" in East Sussex racing circles, I wonder if one of there club members will be nominated!

Overheard! A certain member of the Central Sussex C.C. punctured his front tub, cycling over his (upper plate! a case here of the wrong gum being used!

"Eastbourne Rovers C.C. in the Pop Market"

There first release, a tribute to a certain member of the Worthing Excelsior entitled:

"After you've Gone" Lyrics and Music by Ken Stevens.

H E R E and T H E R E.

Agg caused convulsions with his statement that in the Hastings 50 he did the last 5 miles in 6½ mins. It was gently pointed out that he didn't usually average about 46 mph to which he replied: "I suppose I've got something wrong somewhere".

Burbery, asked why he's not racing much, said: "I'm too busy with my birds". Does his wife know about this, we wonder?

As the Lewes report was written on the back of a result sheet from the Crystal Palace Mackinson Handicap race your Editor is tempted to ask whether Willcocks actually took part and if so what was his handicap??

After the recent Customs raid at Teignmouth the Lewes boys predict a similar sortie in the Peachaven area to uncover an illicit still, the property of a certain high-ranking officer of the club. The Chancellor wonders who "Blew the gaff".

H E R E and T H E R E

Crow's Bonk report caused some speculation on his well being in the Patten household, not only was it early!! but typewritten in black type, perhaps Crow is unaware that one can obtain purple or green typewriter ribbons!!

When told that he was riding better than for four years Willcocks insisted that the fact of having been "given the brush" by the notorious dragon is merely a coincidence. Oh?

After his superb 58 in July on E.3. it was rumoured that Dave Patten had ridden a 76 inch gear, and also that the wind blow both ways!! I guess Barry Breedon had better watch out when he puts his gear up!!

If any one has any points of view, grievances, or suggestions to make why not write in c/o of the Editor and we can have a Letters to the Editor Column, which could I'm sure lead to some interesting discussions.

Take a "Tip" from two current fast men of the Central Sussex, Ken Atkins smokes Senior Service and O.Ps, he says it helps the inner man? Reginald Tew responds to Spiritual Guidance and Quality jokes.

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