



THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

New Series No. 31.

AUTUMN 1970

Secretary) Mr. R Humphrey
&) 4 Ebenezer Cottages
Treasurer) FRAMFIELD, Uckfield. Editor (Mr. D Neeves
(19 East Parade
(HASTINGS, Sussex

EDITORIAL

Once again it's time to look back on three months of East Sussex cycling life, this time from the gale-wrecked remains of the holiday season. As so often happens it has been a period of ups and downs both for myself and the Association. First there was the relief at seeing the revised 25 course established as a workable and popular (except perhaps with Hastings riders) proposition. There followed the traumatic experience of being caught for six minutes by Cliff Sharp in a ten mile event, then a boost to sagging morale with a victory at Chainwheel Creek. The arrival of the 100 start sheet showed that I had been completely wrong in thinking that with no 12 hour event being run, more people might be tempted to ride the 100 in order to get a place in the three-distance BAR competition. The lack of support for the 100 is a very sore point for the Association. I myself have one or two fresh theories to account for it; it will be interesting to hear if club delegates can throw any light on the situation at the forthcoming meeting called to arrange next year's fixtures. The obvious move is to scrap the 100, but, as more than one person has pointed out, an association programme with no event at more than 50 miles is no programme at all. Finally, deadline day for this issue found me, as it must have found every other Esca-ite, walking several inches taller after learning of East Grinstead man Trevor Budgen's great win in the Bath Road 100. This achievement, added to Cliff Sharp's exploits, shows that East Sussex riders are not always the 'poor relations' in the racing game.

D.N.

"Gen" from the Secretary

With the Racing Season drawing to a close our thoughts turn to the Social Season, but before this arrives we have the Hill Climb at West Firle on October 11th and with only one point separating two clubs in the Club Points Competition it would appear that we are in for some very keen riding in this event. The other event still to be decided is the Touring Competition being organised by the Brighton Excelsior CC details of which are still awaited, and as this will be run out of the Racing Season, it gives everyone a chance to compete in a very enjoyable event.

Looking back on the past season, the Time Trials programme has been very successful and the various clubs who have promoted the events for the Association are to be congratulated on the very high standard of promotion. It seems fairly certain that your Committee will adopt the same system for 1971 when we hope that all the member clubs will promote at least one event and especially we would like to see our members in the North West of the County undertaking a promotion next year. Your Committee are taking a close look at the existing Time Trials programmes and it may be that next year might see some changes in the events and also when they take place. The change to the new 25 miles course has proved quite popular with the riders, but the entry for the Open 25 Miles was rather disappointing.

Financially, the Association has not had a good year, mainly brought about by the fact that all the Schoolboys and Junior events were run at a loss and the committee have already given some thought as to whether these events warrant being continued in 1971.

Elsewhere in this issue details will be found of the dates and venue for the A G M, Party & Luncheon & Prize Presentation. Full details of these events will be circulated to all member clubs in due course. Our Racing Secretary will be contacting all award winners as soon as the Points Value for 1970 has been agreed by the Committee.

In conclusion, may I wish everyone a very enjoyable Social Season.

R.H.

BRIGHTON EXCELSIOR CC

There has been so much activity in the club that it's a job to know where to begin. First of all, the Touring Scene. The smart hostel at Rouen was the base of the club's Easter tour and nine members explored the area, following the Seine in both directions. The only thing that spoilt an enjoyable trip was the return journey by boat when, ably assisted by members of the Hants Road Club and the East Surrey Road Club, an enormous number of paper bags were put to use and vows were made never to travel by boat again. Whitsun saw the Stringers on their 500 mile tour of Wales, the Cotswolds, &c. with the Welsh National Championships at Builth Wells providing exciting entertainment en route. In spite of the fact that this was supposed to be a 'get fit' tour, a good quantity and variety of ale was consumed. A greater quantity of ale was managed on the Stringer Summer Tour, about 250 pints, but then the trio were assisted by a promising junior, Neville Tingley, who was experiencing touring for the first time. Capes were not required once during the two week, seven hundred mile tour, but small chainrings were definitely the order of the day as our leader picked out the highest and hardest roads indicated on the map. Our route took us from the station at Stoke-on-Trent through Lancashire, Cheshire, Derbyshire, Yorkshire, Northumberland, Roxburgh (Scotland), Cumberland and Westmoreland, incorporating a rest day in Edinburgh when we played 'the tourist'. We stayed at many good youth hostels (and pubs). All in all an exhilarating and enjoyable time was had with little mechanical hindrance. Val put on 10 lbs. in weight and lost a proportionately large sum to the others at cards, in fact I think they all lost at cards except Neville (Rothschild) Tingley. As well as his financial gain, Nev seems to have acquired extra strength and fitness, while Rick and Dave got stronger in their drinking arms! Ashley Leaney had a more sober tour of the West Country, the Sturts went camping in Scotland, while the Jones family camped in Sussex. Dave Cox and Ned have not yet returned from wild Wales, but we've had a card assuring us that they're doing their bit as regards the consumption of ale. A lucky few still have holidays to come, including Chris who has had a tour of Holland already but has two more weeks to come. (No - he's not a civil servant).

Club Scene. Fifteen members went to Leicester for the week-end to see the World Road Races and were inspired by the activity. The club 'musicians' are now digging out their instruments in readiness for the Six-Day, when a party of twenty-four people will no doubt shout themselves hoarse encouraging the riders on the first night.

Club runs are very well attended in spite of the fact that several members are still in the grips of the racing season. Every week the number for tea is into double figures. One or two new members have joined our ranks; this could be the result of the many hundreds of publicity leaflets handed out by the club at this year's Tour of Britain (an inspiration of our club captain, John Roberts). A couple of John's other inspirations are: 'The Route' and 'The Pipe'. The former is a highly complicated way of getting from Littlehampton to Worthing without touching main roads. Part of 'The Route' is through a private estate and there are many obstacles in the way. It is essential to stay on someone's wheel or you could end up well and truly lost. It must look like a mini road race to an observer and will surely prove interesting and testing in the winter evenings to come. 'The Pipe' is not for those who suffer from claustrophobia but does avoid the traffic on the Lewes-Brighton road, mainly because it goes underneath it. It's as good as any ghost train and it pays to be short otherwise there's bound to be skin missing when you finally emerge after pushing your way through. All good fun if you're not of a nervous disposition! Recently, runs have consisted mainly of rough-stuff which, despite a number of casualties, prove very popular. Anyone who tries to back out of these tortuous trails is threatened with the loss of his Clubmans Trophy points or assured that this is what builds up our strength. The Committee seem to have been influenced along these lines, and on a recent summer evening they concluded the club's business in twenty minutes, a record, then made for a hostelry about seven miles to the west. After pooling resources and consuming as much ale as cash would permit, they left at closing time to take a rough-stuff route home. The tow-path at Shoreham is tricky in daylight, but under existing circumstances it was highly precarious. Needless to say, crashes occurred, and first-aid to persons and bikes was very necessary.

Racing Scene..... Whether Val Stringer is getting fitter or maybe it was Dennis Neeves's 10 time that put her to shame - we don't know, but she has been doing much better times this season in spite of lack of competition from the other local females, and has set up a new club 10 record of 27-59. (Curses - she's screwed me - now I'll have to go up to the Boro' - Ed.). Our time-trial team has been making it's presence felt on the scene this year. Roger Hughes, a recruit from the Worthing Excel and ex West Sussex Road Club, is riding for us and is an asset. The more junior

members' times have improved and, while we don't seem to have any Nick Lelliots, we think they will progress quite well. Rick Stringer has had several placings this year. He won the SCA 50 improving his previous best time by one minute. He was beaten by a narrow margin to second place in the 100 although he beat his personal best by ten minutes. He also came second to Cliff Sharp in the SCA Championship 25. Roger Sturt has been doing his bit on the track at Preston Park and most week-ends in some road race or other. Mick Adams, Dave Cox and Neville Tingley are learning what road racing is all about and Mick featured quite well in one of the Brighton seafront criteriums. Frank Godwin has done quite well in his first road racing season, having come fourth in the Bognor Regis seafront criterium. He's now progressed to second category; occasionally he honours us with his presence in time-trials and has his sights set on a new club 12 hours record. He set a new club 10 record of 23-19 this season. The fact that there is no Association 12 hours has not caused us to alter our club BAR, and four of our members - F Godwin, R Sturt, R Stringer and R Jones will compete in the Southern Counties event on September 6th in order to qualify.

Now a reminder that we shall be organising the Touring Competition to take place early in November, and we hope that all clubs will support what we hope will turn out to be an interesting occasion. This piece is being contrived on Bank Holiday Monday, in the presence of eight members engaged in an activity known as Boulder Rolling, and my idea of peaceful surroundings in which to concoct a masterpiece, namely the Dorset cliff tops near Portland, is frequently interrupted by calls to watch the next one, a real beauty of several tons, be jacked over the cliff edge. It's nice to be just an observer, as this sport requires the stamina of an athlete, the strength of an ox, the nerve and balance of a mountaineer, plus an ability to "spot one that will go", also several gallons of hand cream and yards of Elastoplast at the end.

What better way to finish off than to offer our congratulations to Trevor Budgen of the East Grinstead who, so we've just heard, has won the Bath Road 100.

ROPY RIDER

Regular readers may remember that last year we reported seeing a cyclist resembling the young George Henty; now we have yet another strange phenomenon to report - the 1949 N.C.U. type cyclist. Unless he is a middle-aged man who has discovered the secret of eternal youth he can't have been that, because he only looks about twenty-five; but there he is hammering through Hastings every day on his brick red Russ frame with plenty of fork offset, white mudguards, saddlebag and cape, short sheeved shirt and sleeveless pullover, twiddling along on about 68 fixed.

-----ooooOoooo-----

The writing and forwarding of notes for this magazine is usually a pretty mundane business, but the Eastbourne club managed to add a touch of drama by having the following notes handed over to the Editor at the Boship by the Ken Stevens Express Delivery Service, "on his way to a 1-5 - he hopes".

ROVERS REVUE

I am mortally offended by the Editor's remarks in the last edition of BONK. I had thought about typing my notes in future, but no, let him suffer, anyway I'm late as usual and these notes would be even later if I had to type them. (How do you like that - and after all the sticks of rock I've given her - Ed.). Now down to what has been happening in the deep south. Our Sharpie has been bombing up to Boroughbridge most week-ends and is now classing it as a local course. On one of these forays he slashed a further two minutes off the club 50 record, bringing it down to a 1-52. He has also managed to pinch a few more seconds off the club 10 record. Among the rest Mo Colburn has been running off a few personals, intermingled with camping and touring week-ends. He has been quite successful on the Brighton track, too, where he has won among other things a camera (which he tried to flog to his mother) and 200 fags. The latter caused a laugh at the clubroom where Mo is often preaching on the evils of smoking. He must sound convincing, though, because both Stan Nash and Ken Stevens have given up, leastways Ken has given up buying them, he only smokes Bill Collins's, while Stan did smoke rather a lot of cheap Yugoslav weeds on holiday and ended up with a sore throat!

ROVERS REVUE (continued).

After a recent pep talk by Ken about each member going out and grabbing a new one apiece, Brian Guy took him literally and went out and grabbed a 'piece' called Rosemary, which shook a few people I can tell you, his Mum and Dad among them. This meant that our three wheel exponent had to learn to ride a tandem quick (the front half, that is). Well he hasn't ridden a solo bike for many years, let alone a double-breasted job. His first practice run was during a tandem training session with Ken. Starting off from Ringmer on the return home he wandered a little unsteadily along onto the straight by the Hare and Hounds. When it happened Ken was thrown suddenly off the back, clouting his head on the road, then Brian rode the tandem over Ken as a final insult. "That's the last time you take the front on my tandem", said Ken, "you kill someone else". Next it was Bruce Allcorn's turn, this time on Bruce's tandem, but after a hair-raising ride along the A22 Bruce said: "Never again". All this was kept a secret from Rosemary who said she was quite willing to give it a try on the Sunday, and so she did, Brian managing to keep it under control and is now beginning to look like a veteran tandemist. They are now planning a week's tour in Derbyshire in Early October on TRIKES! Seems our Rosie is rather keen on having a go on these lethal machines.

On the subject of holidays, Stan as previously said soaked it up on a little isle off Yugoslavia, while Jane and Graham, bitten by the club's other hobbies, walking and camping, did just that in wildest Wales. Graham even rode an event up there. Our Mo went off on a Y.H.A. tour of South Norway where he appears to have had a good time. The Guy and Bruce battled their way to Cape Wrath and back in atrocious weather taking in quite a bit of rough-stuff including a visit to the hostel listed as not suitable for cyclists at Craig on the west coast. After having hauled their bike and trike to the hostel they found that a cyclist had been there only a couple of days before. The trike stood up well to all this ill treatment, the only mishap being to Bruce, who tangled with Brian's 'spare wheel', and badly grazed his knee. Tim's hoped-for holiday in the South of France failed to materialise when his friend wrote off his car a week beforehand. The club had it's usual bank holiday camp, nearer home this time as Stelling Minnis near Canterbury. On arriving on the Saturday teatime we had quite a shock: the supposedly quiet site had been taken over by a camping rally. Having found ourselves a little spot we seemed to have a continuous stream of

people calling who knew Ken from about twenty years back. Then from the present the Hills from Lewes Wanderers also a past Wanderer, a bloke named Des Terrell. However, despite everything, we had a very enjoyable week-end in the very quiet lanes thereabouts, but oh, those hills. I've been shattered all week. It would not be so bad if Heather did her bit.

August has been quiet a month for the Rovers. On the first of the month the Lades took delivery of a brand new Volkswagen. The Mo had his long-awaited track iron turn up. (He's been riding Ken's twenty-year-old one). On the ninth Ken became a Vet, a few days later Rosemary came of age, then to cap them all, Bill Collins became a Senior Citizen, NOT an O.A.P. With that, I'll sign off

.....

SCRUBBER

Editor's Note.

I see that Scrubber has forgotten to mention the memorable evening 10 in which the small number of Eastbourne riders were outnumbered by the private triallists from other clubs. And what private triallists some of them were, as you will see on another page. It's a good job Jack Southerden was there to give a little respectability to the proceedings, and incidentally clock a very good short '26'.

At some time in every sportsman's life he cherishes misty ideas of the normally unimaginable. The boxing fan visualises a headline: 'Clay Thrashed By Unknown Novice'; the footballer dreams of 'World Champions Routed by Part-Time Amateurs'; the devotee of tennis conjures up a vision of 'Laver Given a Hiding By Schoolboy', and so on. We now come to a parallel on the evening of July 7th last that will go down in ESCA history as the date of THE BIG SHOCK. The setting was the mainly flat Pevensey Marsh 10 course, over which, the grapevine had said, a certain rock shop proprietor and magazine editor, Dennis Neeves, had been moving to some purpose recently. Thus it was felt in the Lewes club that his old Chainwheel Creek adversary should sally forth and underline the supremacy of the year before last with another conclusive victory; so accordingly Willcocks arrived at the start together with the well-known Derek Agg, who bluntly announced: "We've come to show Neevo how to ride a 10". The intended victim paled visibly and muttered: "I think I'd better pack up and go home", before being told that he was last man off. In due course he was seen over the finishing line and the Lewes stalwarts confidently sailed over to find out by how much each had triumphed, only to be told by a grinning Stan Nash: "Hard luck, gentlemen - he's beaten both of you". His time of 28-8 had walloped Agg by 21 seconds and Willcocks by 39 seconds and left them limply asking each other: "What went wrong?" So the moral is that next time you think of the 'impossible', don't be so sure it can't happen: you could be so mistaken!

P.S. Some idea of Agg's demoralisation was apparent when he nearly ran his car over Willcocks's bike on the grass as he left the finish!

P.P.S. by the Editor. The Tourist also complained because when Ken Stevens caught him during the event, they were approaching a REDUCE SPEED NOW sign - and Ken didn't!

SOUTHBOROUGH & DISTRICT WHEELERS.

The disappearance of Ashers and the Orchard twins from the cycling scene has not been the disaster it was first thought to be, in fact it has caused the club B.A.R. to be the most open for years, with half a dozen people as potential winners. However, the season's battles have seen the emergence of Dave Steel as top Southboro' rider, with Ron Hayward not far behind and the 12 hours yet to be ridden. Ron seems to experience that trouble known to other riders over forty in that he seems to go faster with age, not slower. Revelation prize goes to 'Jacko' Jackson who seems to have found hidden form since sampling Cape Wrath, as his handicap win in the Esca 50 would seem to indicate. Brian Leyland is progressing well on his come-back trail with all four distances ridden; though it took him half the season to break out of his '11' rut in 25s. We thought that Malc Withers would be showing everyone a clean rear tub, his season has been cut short by hepatitis, a liver complaint that he contracted after returning from a continental tour. A 'no fun' illness, and we all wish him a speedy recovery. It's a strange thing that with Southborough's reputation for distance riding it's the longer distances that are giving our riders the hang-ups. Robin, Vic Butler and Roy Harrison can't seem to get the measure of things over fifty miles. Crow is enjoying a 'How to Race Without Trying' season and is right out of the running. Talking of running reminds me of the Esca 100, when the latter form of perambulation might have got me round faster than the 5-36 that I did on a bike. Roy tells me that it was an Esca Slowest record; actually it was caused by nostalgia (I thought it was caused by the knock - Ed.). I wanted to combine the 100 with our late lamented 12 hours. Apologies to all marshals who were late home to supper. Thank goodness Vic kept the SDW flag flying with a 4-42. A fortnight later on a semi-hard and wet morning times were a lot better. Dave returned a '34' and only two seconds separated Royston and Geoff Withers both on '48's. Crow clocked a '52' with his Osgear nearly falling off and Bryan did a 5-11. Ron was over on the Bath Road clocking a 2-11 in the Bon Amis 50 that morning.

Our evening events have generally been attended by good weather and support. Dave, Royston and Malc have had their share of wins, with the Steel-Harrison comco cops in the two-ups. High spot of the evenings has been the 4 minute win over the San Fairy Ann in the annual inter-club 25: records show that the last time we won it

Southborough & District Wheelers (continued).

was in 1938 !. A windy Esca 50 that was well organised by the Grinstead club and won by one of their riders, saw Dave Steel in second place behind Trevor Budgen. Royston was a minute down on his 'personal' with 2-11, and Crow just beat Jacko. Three days later nine members of the club descended on the Badger's Mount dragstrip for an evening 10 and had a right orgy of times with heaps of '23's and personal bests all round. Crowd control precautions were hardly necessary for the Esca two-up 25. Thanks for the three and a half teams who rode and another victory for the Sharp-Colburn duo. My thanks also to Stan and Joan Shirley who helped out with marshalling at short notice, and to Roy H. who rushed back from Leicester to do the timekeeping. Les Hayman organised the Kent C.A. 12 hours which had a fine entry of 56 riders and saw Dave as our best rider with 229 miles on a variable day. Geoff, Bryan and Jacko were all around the 210 mark and Crow managed 206 miles.

News quickly went round the grapevine of Trev Budgen's Bath Road 100 win, and we would like to add our congrats as well. Great to see an Esca-bod win what many consider to be the Blue Riband of British time-trialling. Our team fared well too, breaking the long-standing club team record. Dave (again!) a '33, with Ronnie just behind with a superb '34', Royston clocking a '44' and Jacko a personal best '49'. Other snippets of racing news tell of Spider and Pete Baker racing again with the latter taking the Most Improved Rider prize in the Thanet 25 with a jump from 1-32 to 1-15 ! Then there is our flying junior Paul Woodman who has a couple of 1-4s under his belt this season.

The World Championships saw several Southboros in attendance, and they returned with glowing reports of great racing. In fact the afternoon club run was cancelled so that members could watch the pro' road race on TV ! Personally I thought the coverage pretty scant considering the occasion. Geoffrey and Malcolm plus Tom Smith, who is now with the East Anglian CC went over to watch the Tour and came back with films and photos of Eddy Merckx in two hundred different positions. Crow had his ear 'ole full of Culture at the Aldeburgh Festival once again, and Robin and Jacko had a fine holiday and achieved their ambition in reaching Cape Wrath. Jacko is going faster as a result, but Robin is still plagued with back trouble that DNFd him in the Kent 12 hours, and helped to get him to a 5-12 in the Norwich 100. Back trouble is also bothering Danny,

Who is acting captain now that Male is ill. Any offers for a deputy vice-captain?

Most of us missed the atmosphere of our old club room when we moved to St. Thomas's Hall: now there is speculation that we might return to 'Hillcot', Speldhurst again. Certainly I would welcome a chance to sit in a clubroom after a day's work standing. I note that Neevo recently complained of the lack of females on our club nights, so let me inform him that in addition to our regulars, namely, Pixie, Val, Joy and Barbara, Dawn has started cycling again with a 33 minute 10, and Pam Manser is a frequent Friday evening visitor. What more could you ask? (Only a sofa as well as chairs in the new clubroom - Ed.). Future events include a visit to the final of the six-day. September 13th is our Open 100 miles reliability ride and September 27th our Open Tourist Comp. Anyone care to join us? And don't forget our dinner on December 19th - first 75 applicants only, cost about 30/-.

CROW

MYSTERIOUS OBJECT SEEN ON ROMNEY MARSH

A Hastings club member doing the Dungeness turn in the Kent C.A. 12 hours was puzzled to see approaching what appeared to be a large bush riding a bicycle. When it got closer the marshal discovered that underneath it was Pete Crowsley, on his way to a slightly faster (or, if you like, slightly less slow) ride than his Esca effort of a few weeks previously.

THE CRAWLEY WHEELERS

Yes! Crawley Wheelers still exist and are now firmly established in new premises, having after a long struggle been forced to leave their 'own' clubroom. N.B. Before I continue I stress that I am a member of Crawley Wheelers and am writing this for the Wheelers, unlike a previous contributor who saw fit to degrade the club and then leave it. I also trust that the Editor will print the above remark as he printed the words of that deserter. Well

perhaps the most notable efforts of the season here have been those of our veterans. Bob Griffiths set up a new national record for his age group (ancient) on his trike in the Catford 24: he would have done even better if he's stayed on course. In the same event Ken Read rode his heart out and hung on till the end, a commendable effort since he's not ridden many miles in the last decade. Len Main has also proved himself again both in the rides and in his promoting capacities. Back to the youngsters though. Bob Jones has been riding well and got his 10 time down to 23-20. He also won the club's 25 in 1-4-11. Penny Monk set a new club ladies record in her first 25 doing 1-16-21. Another not-so-young member, yes, the non-racing man Ron Ford has produced the club's fastest times of the year in a 25 and a 100. Perhaps he can look forward to a rainbow jersey if he counts his times as non-racing. Coming to that, he did cycle up to the 'Worlds'. The club's greatest success this season must be the Thursday evening 10s which have attracted riders from many clubs; the average number of riders must be about 40, so at 1/6 a time that can't be bad! On the social side, the club has been relatively dormant, but the super-agile Big Ron has been at it again (he's always at it) and organised a trip to the Skol 'Six'.

Committee meetings have been improved by the election of young supermen like the ever active Bob Jones, the typing maestro - ME - as you'll surely agree, Ed.??? Chris 'boogie' Flower, and Alan (Track Sec.) Hale. These young live-wire adults combine and contrast with the more mature minds of Len Main, Harry Knowles, George (the chimney) Monk, Graham Sermour, Ron (he gets in everywhere) Ford, Mrs. Chilcott (our newest recruit), and finally the man who has the final say in our bank balance, Ken Stokes. To lead this formidable team of master minds we have the calculated cool Stan Curtis, who gallantly fought to keep our clubroom for us, and who so reluctantly had to give in.

So that's how it stands with the Wheelers at the moment: now we are settled in and settled down after many varied troubles we look forward to a peaceful brotherly existence, and to reading this issue of BONK where we can once again witness that we are an alive and well club. Well, that's taken ten years off my typewriter's life, so I must give in.

GRAEME

Recently Cliff Sharp received a letter from Seaford Council asking him to remove the abandoned wreck on a nearby road. Cliff wrote back pointing out that the "wreck" was not abandoned, and in fact was used every week-end.

Apart from it's many other faults, the Sharp 'heap' has so many holes in the roof that on a recent bash up the M1 in wet weather, Cliff had to sit at the wheel wearing a cycling cape!

Remark by Doris, our old CTC member to Rosemary, Brian Guy's girl friend: "I hope that Brian doesn't put you in the ditch like Arthur (Doris's husband) did to me on our first ride". Retort by Arthur, just out of earshot: "And that's where I should have left her".

A Lewes member recalls chatting with a Tour of Britain marshal who belongs to Derby Wheelers. The talk turned to the Sussex Division and Roy Humphrey was mentioned. Came the comment from the Derby man: "I know him all right - that bloke's a walking rule book".

A visitor to the Humphrey abode at Ebenezer 'Mansions' noted a tree stump on the front lawn in the shape of a most offensive gesture, and wonders if this is a silent pointer to the 'Thoughts of Humphrey' towards his fellow creatures.

Willcocks gave Young Thropp his opinion of the S.C.A. Team Championship course. When the abuse finally ran out Thropp artfully inquired: "Can I quote you on that in the next BONK?"

A pal asked Geoff how he was doing in his new job, and was told "If I keep going I'll soon be in charge of a section of the ladies". This smart Alec replied: "Oh, yes - washbowls or toilets?"

Ronnie Hayward of the Southboro' entered a Saturday event on the Bath Road. When the start sheet arrived it stated a six o'clock start, so on the day Ronnie got up at the proverbial crack of dawn and drove to the venue, to find to his amazement that there was no-one else there. Then the penny dropped - it was an evening event!

The Editor thought that he had seen bicycle pumps fixed to machines in every conceivable way; but he spotted a brand new idea recently - a 15 inch pump stuck under the saddle with about four inches sticking out at each end.

A visitor to 25 Commercial Road found the President of Eastbourne Rovers giving some advice to some newcomers to the sport, stating his opinion that the neatest and most efficient way of carrying luggage on a bicycle is by using saddlebags and panniers. The visitor then proceeded to the Rovers' clubroom, where the first person he met was the club's star fast man using not panniers, nor saddlebags, but a ghastly lash-up consisting of what looked like the remains of the jumble sale before last rolled up in an old cape and the whole lot strapped to the top of the handlebars.

It was almost starting time in the Association 10s on July 12th and the Little Common turn marshal was still at Pevensey. When he was asked if it wasn't time he got a move on, Neevo gave Willcocks a pointed look and, with a nice line in 'kidology', replied: "It doesn't take me long to nip over this course - you should know that by now".

ANY OLD IRON - ANY OLD IRON or more about the Cliff Sharp transport which lately survived being driven a considerable distance 'sin aqua' and was steaming like the Flying Scotsman as a result. Later it shed it's exhaust in the wilds of Yorkshire, and was subjected to the scrutiny of an incredulous policeman, who surveyed it like a newly-discovered virus, doubtless concluding that Southern garages will M.O.T. anything !!

Anyone entering a well-known house in Eastbourne without knocking will usually find the occupants covered with embarrassment. This is not, as you might suppose, because you have interrupted an interlude of connubial love, or even because you have caught them printing fake Green Shield stamps. No, a glance round the room will soon show you the reason, an electronic box of tricks which was furtively installed a few months ago. You will then be able to join the people concerned in watching the flickering screen, but you will find that the sound is completely inaudible because of the cries of: "We only turned it on to see what this programme was like", and "We hardly ever watch it, really" and Etc.

Deadline here and no dirty postcard from Hastings? Business must be good to keep you-know-who from one of his favourite hobbies! Owing to the failure of either Kilby or the GPO - more than likely the latter - the usual catalogue of who's done what isn't quite complete, and your scribe's memory has to be flogged as a result. Thanks to Eddie Wright we had a printed result sheet for the Evening 10 series, which was won by Hugh Gander with some consistent riding. It was pleasing to see young Trevor Wright taking the handicap award on the not-too-easy Rodmell course. The Agg-Willcocks battles resulted in victory for the former, although in one event he got a scare when he found yours truly up on him at the turn and had to 'go like the clappers' to avoid being walloped! Our Evening Criterium series was once again blessed with good weather, and turned out to be a 'benefit' for popular Pete Crofts of the East Surrey Road Club, with John Stonham of Brighton Premier second and a tie for third place between Frank Stonham and Cliff Sharp, whose lack of a finishing sprint cost him a certain second place and might even have made a difference to the premier position. The second club 25 saw Kilby's 1-8-16 hammering Burbery by $1\frac{1}{4}$ minutes; and the handicap went to Wright who had just six seconds to spare over Ken Savage. New member Tony Andrews rocked everyone with his 1-9-49 despite having to slow down a couple of times because he didn't know the course. We could have unearthed a good 'un here. The club 30 was won by Burbery with 1-24-16, a near four minute crushing of Kilby. Surprise second man was Gander, whose 1-25-31 on a windy morning was indeed a good ride. The handicap went to Willcocks, who said it was about time his course of 'dope' paid off. However, after the debacle reported elsewhere he feels there's a moral somewhere. (Yes - there's no substitute for bashing over to the Rovers' club-room, cleaning living and Whitbread's bitter - Ed.).

We promoted the Association 100 and 10s and laid on a fine sunny day; a great pity that the entry for all the events was so poor. A good win for Don Hook, a great second place by Maurice Colburn, and a last ditch 'rearguard action' by an agonised Crow, made everything worthwhile. The latter, miles behind everyone else, was apologising for keeping the marshals waiting, but said: "I've paid my 8/6d. and I'm determined to have my moneysworth!" Of course, Leicester was the magnet for most keen types in mid-August, the Wanderers being represented by Kilby, who braved British Rail to London and rode from there; and Burbery and Willcocks, who

bunged their bikes into the 'Bomb III' and hurtled northwards on the Friday. Hearing of this arrangement Rita Burbery said to Pete: "Geoff always picks his fingers when driving - do you think you'll be safe?" Your scribe's reply is that this is only when he gets annoyed with those slugs in front who won't do 50 plus in a 30 limit area! In fact, the only 'squeak' on the trip came when Pete was driving and met a couple of cattle transporters on one of the narrowest and worst blind bends we've seen for a long time. These idiots fond of blowing up things should turn their attention to hazards such as this, they'd have everyone behind them. Winslow, Bucks, is the place, so if anyone knows of a couple of landmines going spare!! ... Kilby preferred the 'officers mess', i.e., Mallory Park Stadium, while the others went out on to the road course in company with other Escabods seen en route. Despite the unsuitable circuit we thought the racing quite good, but in the professional event we were most unimpressed by the lack of effort on the part of the man who draws all the superlatives, but on the day can best be described as 'unfabulous'. Had Peter Sharp been there his query "Who's Eddy Merckx?" would, for once, have been more than justified. All credit to Monsere, but it was really something to see the relentless riding of Felice Gimondi who was never out of the break and deserved more than anyone to wear that rainbow jersey. How great it was to see Les West in with a chance right up to the finish. Burbery's shot of him leading the break on the last lap through Newbold Verdon will be in great demand.

The observant will have noticed that the Goldsteins are still around, and we think they must be finding it hard to leave the friendly atmosphere of Escaland. We'll miss them in the Wanderers as they've done a lot for us in the last couple of years. Re Jack's crack in the last edition about Willcocks and dope, he wasn't so wide of the mark after all as your scribe had been using nose drops and was surprised to read that Les West had been told that they contain a proscribed substance! Reading that such people as Rick Stringer and the Stevenses are attracted to steam locos, and bearing in mind that Willcocks and Burbery visited the Leicester Loco Museum and shed, we'll have to form a railway sub-section if we find any more enthusiasts. Agg evidently expected to go 'all out' and finish 'all in' in the club 30, as he'd laid on instructions for Elizabeth to bring the 'sag wagon' to the finish to avoid the torture of having to ride all the way home, in this case nearly a while mile! Jack 'Goldmine' will be pleased to hear that Phillippe Vandavelde is known

Lewes Wanderers CC (continued).

among the Rovers as 'Phillippe Underfelt'. When the latter reads this they could find themselves on the carpet! A query as to why Mick Kilby never features in the scandal column is answered in a few words - he's never involved in any. Verily he leads a charmed life by comparison (especially with a certain clubmate!) and scorns late starts, punctures, hunger knock and mechanical troubles, &c. He also goes over big with Amparo Willcocks, who often compares his alleged saintly virtues with the manifold failings of her old man. Your scribe just mumbles that we can't all be perfect.

Copper Burgess showed up at the second club 25 and was duly presented with the disc he should have had at the club dinner, amid some guffaws. Jack came out on a 1910 Dursley Pedersen, and all who rode it were struck by the way it seemed to glide along the road, proving the excellent quality of the Chater-Lea bearings, and bringing to mind their famous slogan fondly remembered: "Large Balls for Long Life and Absence of Friction". Judy maintains that Willcocks tells the corniest jokes she's ever heard, and asks that at least one sample be printed in this edition - "so that I'm not the only one to suffer". O.K., then - just to please the lady, here goes. Have you heard about the late running bus that broke down in sight of the queue at the stop? They didn't go much on it. You'd like a bonus? Do you know what they do with old sprockets in Upper Silesia? Throw 'em away! (Oh dear, I don't feel very well - Ed.) There now, having got you rolling across the tarmac with that gruesome twosome, yours truly will seize his chance and say adios until next time.

Lots of blue skies and happy miles, and all the rest of it.

See you around

ALSORAN.

THE LAST WORD ABOUT THE "FACADE" by Tony Wilkinson

To put the record straight about the "facade". I personally like the "facade" and I can sense Crow's "atmosphere", but this doesn't alter the facts, and if the racing members of East Sussex C.A. clubs do not support the events only the Luncheon and the Party will remain. What a fiasco the 100 was. If you didn't ride it this year, and this applies to all but nine of us, you don't know what you missed. There can't be many 100s round the county better organised and the course is good; after all a 4-19 in 1956 was quite a good ride. The views expressed by Robin Johnson that the 12 hours event is still essential to Sussex racing and to the Esca BAR should be reconsidered. There can't be many people who can endure the 100 and not the 12 hours, but surely there are several who, not having to train for the 12 hours, find themselves 'short' for the 100 and hence don't enter for that either. My final comment on this matter is that it takes an association to run a 100 or 12 hours, but any club in East Sussex can run the shorter events.

I think this matter has now had a pretty good airing from all quarters. so the subject is now closed. Ed.

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WHERE DO THE HILL-CLIMBERS GO IN THE SUMMER TIME? asks D.N.

Not being in a position to spend my time worrying about whether or not to enter the next event on Boro', I sometimes fall to musing on other subjects, such as what happens to all those people like the Sydney brothers between the middle of November and the following September. Do they, I wondered, race at all in ordinary events, and if so, what sort of rides do they do without the cries of "Up-Up-Up" ringing in their ears. I got my answer the other week while looking down the lower reaches of the result of an open event to see if any Sussex longmarkers were trying to do a crafty personal best on a fast course. Yes, there they were, several of the riders who get their pictures on the front cover of CYCLING in the autumn, doing the sort of 25 times that the less fit Esca-ites turn in on hard mornings.

ASSOCIATION TIME-TRIAL RESULTS

100 Miles July 12th

1st	D Hook	Eastbourne Rovers C & AC	4 28 51
2nd	M Colburn	Eastbourne Rovers C & AC	4 32 53
3rd	B Hone	Central Sussex CC	4 35 52

1st handicap	A Wilkinson	Central Sussex CC (24 mins)	4 14 12
1st team	Central Sussex CC (Hone, Wilkinson, R Ewart)		14 12 16

Ladies 10 Miles (Open)

1st	M K McGaven	Charlotteville CC	30 32
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Schoolboys 10 Miles (Open)

1st	S Ayton	Hounslow & District Wheelers	25 43
2nd	P Churchill	Brighton Mitre CC	26 00
3rd	T Leach	Eastbourne Rovers C & AC	26 50

Junior 10 Miles (Open)

1st	J Yardley	Brighton Mitre CC	26 15
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50 Miles August 9th

1st	T Budgen	East Grinstead CC	2 5 15
2nd	D Steel	Southborough & District Wh	2 9 48
3rd	D Hook	Eastbourne Rovers C & AC	2 9 57
4th	J Williams	Eastbourne Rovers C & AC	2 10 18

1st handicap	M Jackson	Southborough & Dist (20)	1 59 38
1st team	Eastbourne Rovers (Hook, Williams, M Colburn)		6 31 0

Two-up Team Time-trial August 16th

1st	C Sharp - M Colburn	(Eastbourne Rovers)	1 3 22
2nd	R French - R Wall	(Hastings & St Leonards)	1 7 49
3rd	J Whitcombe - R Pigott	(Brighton Mitre CC)	1 9 28

The above three teams were the only complete teams to start

Time-Trial Results (continued).

Open 25 Miles September 6th

1st	M Burren	East Surrey RC	59 56
2nd	D Clarke	Croydon Premier	1 0 21
3rd	R Matthews	Worthing Excelsior	1 1 14
4th	B Hone	Central Sussex CC	1 2 24
5th	D Hook	Folkestone & District	1 2 47
6th	R Osborne	South Eastern RC	1 2 55

Hcap	R Siggs	Metropolitan Police CC(12)	54 38
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Team	Worthing Excelsior (Matthews, C Miller, D Lock)	3 12 59
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Ladies

1st	S Swetman	East Surrey RC	Scr	1 11 13	
2nd	M McGaven	Charlotteville CC	5	1 14 55	1st handicap
3rd	J Osborne	South Eastern RC		1 17 2	
4th	J Lade	Eastbourne Rovers C & AC		1 20 50	

Number of entrants : 45 gents, 4 ladies.

PROVISIONAL ASSOCIATION B.A.R.
PLACINGS

D Hook	Eastbourne Rovers	23.202 mph
B Hone	Central Sussex	22.975 "
M Colburn	Eastbourne Rovers	22.873 "
R Johnson	Brighton Mitre	22.566 "
A Wilkinson	Central Sussex	22.178 "
R Ewart	Central Sussex	20.935 "
P Crowsley	Southborough & District	20.739 "
J Southerden	Hastings & St Leonards	20.669 "

Team: Central Sussex CC

Always a bridesmaid and never a bride, Ron Ewart finally made it after being 4th counter to three Central winning teams in the BAR. Central's team victory in the 100 was (as it turned out) a just reward for a pre-season determination to ride for the Team BAR, and the fact that the win was by default doesn't make it less sweet I can assure you. In spite of being the only rider to improve, yours truly was a little sad to take the handicap award from Hastings' Jack Southerden, who turned in a sterling 5-2. From what I've seen, Jack has been having a great season, and yet the Hastings correspondent was complaining in the Summer issue of not having much to write about. What's the matter, F.M., having an extended social season or have you been at Neevo's rock again? Paul Lipscombe you may remember took first handicap in the June 25 with a personal best 1-3-23. He was 'hungry' after a lay-off with a bad knee which he had treated by Bill Shillibeer. However, Paul's season has been further shortened by a visit to the Worlds at Leicester and a tour in Devon and Cornwall. (In between the two trips he improved his 10 time to 24-5 on the Gatwick Airport course). There are three road race wins to report this season. Don Awcock having a good but uninspired season won the SCCU road race on the Ashdown course, Eric Bonner the third Lewes Criterium, and none other than Ron Rogers the 3/J Morden CRC event on Baynards, breaking away in the last half-mile and supported by Alan Priddy (6th) and Ray Pilcher (14th) in the team victory. This was Ron's first win for fourteen years. (Note to Neevo ... Ron says will you take extra care to spell out that "fourteen" as your typing has not been too good lately and he would hate people to think that it was "forty"). Incidentally, while on the subject of Neevo's typing, "budy" John Dutson has been busy building not body building. (See Summer notes).

The Three Musketeers have had several entries returned from road races and are becoming quite good part-time time testers. Alan's 25 is down to a '3', and in his first 50, the Wren Whs. on E1 he did an '11'. Ron sneakily entered an evening criterium at Stoke Poges on his own and arrived at work with bike, shoes and head all carefully polished, to be told by a gleeful Alan that the event was the previous evening! The Bonner has disappeared from the scene for some night shift work, temporarily putting central heating before Central Sussex.

Now for the bit you've all been waiting for - Central Sussex on tour. Howard and Hat and Glasses accompanied by Ian 'Horse' Barnett

and Sorian RC's Ken Day departed to Sardinia, inspired by John Wilcockson's article on the Tour of Sardinia in a recent copy of INTERNATIONAL CYCLE SPORT. Even H & G found Sardinia mountainous and they soon retired to the more gentle Alpine cols. Half way up one of these, in true Burrell fashion (Chas stripped a crank thread on his tour of Austria), Howard broke the spindle in his rear hub. A passing lorry driver was eventually persuaded to convey Howard to the nearest town, but not the bike! As a concession, he agreed to take the saddlebags from the other bikes to facilitate the pushing of the wreck. The top of the col was then the scene of an international border dispute with both French and Italian frontier guards as both Ken and Ian explained that their passports had done on ahead and that they were not trying to smuggle a bicycle. The story didn't have a happy ending as they all arrived safely home. As previously mentioned, Paul went touring in the West Country accompanied by Crawley Wheeler John Waterman and super tourist Alan Hale. The last mentioned incidentally is equally notorious as a trackie, and miraculously achieves five races at Preston Park and the train journey home for the outlay of one shilling, the rest having been borrowed from none other than The Great White Chief. On tour Alan arrived thirty minutes late on the first stage, then excelled himself with a series of punctures and stripped threads that a whole clan of Burrells couldn't equal. He called in at Broadbridge Heath on the way home, a spectre covered in peeling pink skin, suntan lotion, small flies and tar covered pebbles!

The long-awaited return of The Agg has had it's repercussions in the Central in that one of his old mates, Geoff Boone, has made a come-back; and a great duel resulted in the SCA 50 in which Geoff did 2-40 but was screwed by Agg who did 2-35. Both walked up Hammerpot but according to Agg, Geoff was the only one who had to buy strawberries. A long argument about pacing followed this comment: The popular outcome was that Agg had cheated, having been escorted by police through Arundel as a wide load. Another welcome comeback in that event was that of 'Ali' Barber, who has now re-settled in Sussex. He caught an astonished Lancing Ken for a minute. Ken was about to return the compliment in the SCA 100 when Paul failed to find the Pagham leg and disappeared for a tour of the Chichester By-Pass before finding his way in. By finishing, Paul gave us our second team win by default in Sussex 100s.

Before signing off, it's a pleasure to recall a conversation with Ron Ewart, Yours Truly and Budgie had while driving back after the 50.

Ron: "You ought to ride the Bath Road 100 now, Budgie".

Thropp: "You could win it, you know".

Budgie: "If I did the first thing I would ask for would be a ride in next year's Tour of Britain".

Yours until Budgie wins T.O.B.

YOUNG THROPP

FAMILY PLANNING CORNER

Many readers, especially the married ones with children, will no doubt have had a chuckle at the news item in the National press concerning a doctor who thinks that too much bicycle riding could stop a man from becoming a father. The wife of World Champs. organiser Benny Foster had the last word on this. In a letter to one paper she pointed out that though husband Benny used to train for several hours a day when he was an N.C.U. national champion, it didn't stop her from having six children!

HASTINGS AND ST. LEONARDS CC

Greetings to all Esca types from your temporary scribe who, having received a postcard of a Cornish fishing village from F.M. with a message stating that he would be enjoying himself for another week, realises that he will have to get his pen out of mothballs and get cracking. To take up the threads back in mid-June, once the dust had settled on our Open 25, event sec. Dennis was able to turn his attention to East Sussex business, such as editing and selling the summer edition of this magazine, and doing battle on Pevensey Marsh with the 'old enemy' from Lewes. With the evening 10s gradually getting better support, Dennis was able to retire gratefully from the task of heaving his many stones up the Udimore road 'cols'.

These events have seen veteran Jack Southerden doing times that would be a credit to a much younger man, Bob French getting back to some useful times, ex Rye Wheeler John Ashdown having a go, and some of the juniors including one or two youthful novices, getting in some T.T. experience. Even our long-dormant racing sec. Graham Wilks, got the urge to face the timekeeper. Incidentally, Bob, after several years as his own guv'nor, has sold his soul to the biggest employer of all - the State - and now works in the British Rail workshops at Ashford. Jack has been having a very good season, doing as I said nippy 10s (including some fast private trials over the Pevensey course), getting down to 1-8 and 2-21 in Kent, and also keeping the Hastings flag flying in Esca events such as the 100, in which he narrowly missed a handicap prize, and the September 25. Richard Wall has also been racing regularly, and with Bob French getting a bit more serious we had a team in Southboro's 'Campag' 25. I haven't seen Bob since then, so I'm still waiting to find out just how he came to be screwed by so many vets. I hope it was because he punctured.

Our President, Fred Martin, continues to get plenty of bookings for marshalling jobs; and is supported at various times by Dennis, Dave and Audrey Morris (our keen tandemists), Graham, and Sid and Barbara Powell, while Sid's brother Ron is in increasing demand as a timekeeper both in East Sussex and Kent. Besides his racing activities, Jack has also had a dabble at the organising side of things, being event secretary for the Kent Vets' 25 in June.

Now with the winter nights ahead the club is wondering what to do about the clubroom, which received disappointing support most weeks last winter. A nucleus of faithfuls turned up every Tuesday, but the younger members were usually conspicuous by their absence. We are trying hard to think of an answer, if indeed there is one. Meanwhile the Hastings club is responsible for winding up the Association racing season with the Hill-Climb, which is at Firle Hill near Lewes on the afternoon of Sunday October 11th. We are hoping that you will give the event your full support either as competitors or shouters of encouragement, so that the Esca season ends on a high note.

HASTINGER

Hi, folks, well yet another BONK deadline here again. A post-card from Dennis as we were leaving for our holidays reminded me of this fact. So here I am sitting on the beach in sunny ??? Devon writing my report. I believe Dennis does not think much of my typing: wait until he sees this lot in my longhand! Well, to cast my mind back to the sweat and toil of home and work and cycling, what's been happening in the East Grinstead Cycling Club? Trevor is among the national statistics for being out of work and appears on various people's doorsteps on the scrounge for a cup of coffee. By the time this comes out Trevor will be in France with William Hill (brother of Norman). They are trying their luck at racing over there and hope to get enough money to live on for a while. Mind you, knowing Trevor's appetite, he will need a lot of wins just to keep himself in bread. No doubt he will be returning in October with many stories to entertain us down club on Tuesday evenings. Also returning in October is Tom Padbury, who has been working in a hotel in Norway throughout the summer. One day later, sitting on Dartmoor, still looking for inspiration. More news on our home front - Bob Smith is now engaged, while Terry Collins is suffering from the effects of being an expectant dad (Christmas day !!) and is hobbling around with a bad back. Still, he assures me that after a session with a German Frau he will be all right, that is a touch of steam and back slapping. If he is in this state now, what will he be like towards the end of his 'confinement' one wonders. The Esca 50 which we wan brought out many familiar but not often seen ex East Grinstead riders, and we had far more non members out that day than members. Although all members turned out we are so few that it would not have been enough. Also out were ex Londoners now living in East Grinstead and who got roped in to help. The result of this is that there are one or two has-beens who are thinking of having another go and joining the East Grinstead to do it, so it looks as though our new method of running Esca events may have even more fruitful results than first thought. Bob Beatty has been our greatest boast on the racing side of things, having won many events this year including the Sussex Track 25 Championship, taking two minutes off the old record.

One thing you can always say for Bob is that when he wins he really wins, usually taking anything from five to ten minutes out of the field. At Preston Park he lapped the field! One honour he has achieved from his efforts is to ride in the 'Sultana' races during the Skol 'Six'. To those of you who are going to try to get there

early and cheer on our Sussex Junior and 25 Champion.

I must not forget Trevor 'I am the greatest' Budgen - he wouldn't let me. He won the Esca 50 in a convincing manner, being five minutes ahead of the second man. His road racing has not been without success but not as good as we have come to expect from him. Actually he is a very worried lad with Dick married, Bob engaged and now George in love he is still running hard but half prepared to meet his doom. Come the winter and Trevor is once again going to organise our club dinner which has been planned for January 16th at the 'Red Barn', Blindley Heath. Tickets will be available from Trev at 60 Malthouse Road, Crawley, but only for a short time as they soon sell out.

Now that's it. I am now going to enjoy my holiday and forget Bonk reports, work, money and everything, and just relax.

VAL.

Editor's note. What a pity Val wrote the above notes a few days early and in doing so missed the hottest news to come from East Grinstead for some time: Trevor Budgen's great Bath Road 100 win, with the excellent time of 4-7-8 on a course which is far from being a 'drag-strip'.

 Random Impressions At The Boship Sept 6th

A glorious morning, pity there are only fifty-odd riders to enjoy it... Nice to see Jane Lade racing again... I believe this is the first time I've seen Warwick Dunford in action... Ah, here's Danny Lock, still trying to tug his frame apart... I wonder if R.B. Siggs - Metropolitan Police CC - is Siggy of the Uckfield... Yes, it's him - no longer the slim youth of the Farmers' great days, but still with a turn of speed... Not many on fixed nowadays, Crow for one and Ken Savage pushing about 90... This roundabout is much too big for sociability... I'm here, Sid Eadon is over there and we can't exchange a word...

A FEW WORDS FROM THE SOCIAL SECRETARY

The Association's annual party will follow the A.G.M. at Hellingly Village Hall on Sunday November 29th. Tea will be at 4-30 pm, followed by a roller contest to be organised by Roy Humphrey, who would be pleased to receive entries and observations, i.e., type of events, &c. from interested riders. Cost of the tea will be 5/6d. a head. The Luncheon and Prize Presentation has been provisionally booked for February 14th at the Maiden's Head Hotel, Uckfield.

J.R.D.

A FEW WORDS FROM THE RACING SECRETARY

Will contenders for the Junior B.A.R. and 25 miles trophy please let me have their names and date of birth as soon as possible. Letters to Mrs. I. Stevens, 3 Lansdowne Crescent, Hailsham, Sussex.

..... I CAME - I SAW - I... er OH, WELL

Have you heard about the Hastings club member, a resident of Rye, who, planning to get in a fast 10 time on the Fevensey course, took himself and bicycle to that place by train, got well and truly screwed in the Eastbourne 10 by a veteran clubmate who had ridden out from Hastings, then returned to Rye by British Rail while said clubmate rode home.

And so we come to the end of yet another edition of BONK, most of which was written by people on holiday sitting on the beach, except for the Eastbourne notes which this time were probably written by someone sitting on the back of a tandem going along a fairly well-surfaced road. Deadline for contributions to the Winter edition, most of which will probably be written at the East Grinstead clubroom (Southborough) or in the pub (Brighton Excel), will be NOVEMBER 29th. Please try to be on time and so avoid the pre-Christmas postal confusion.

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