

THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

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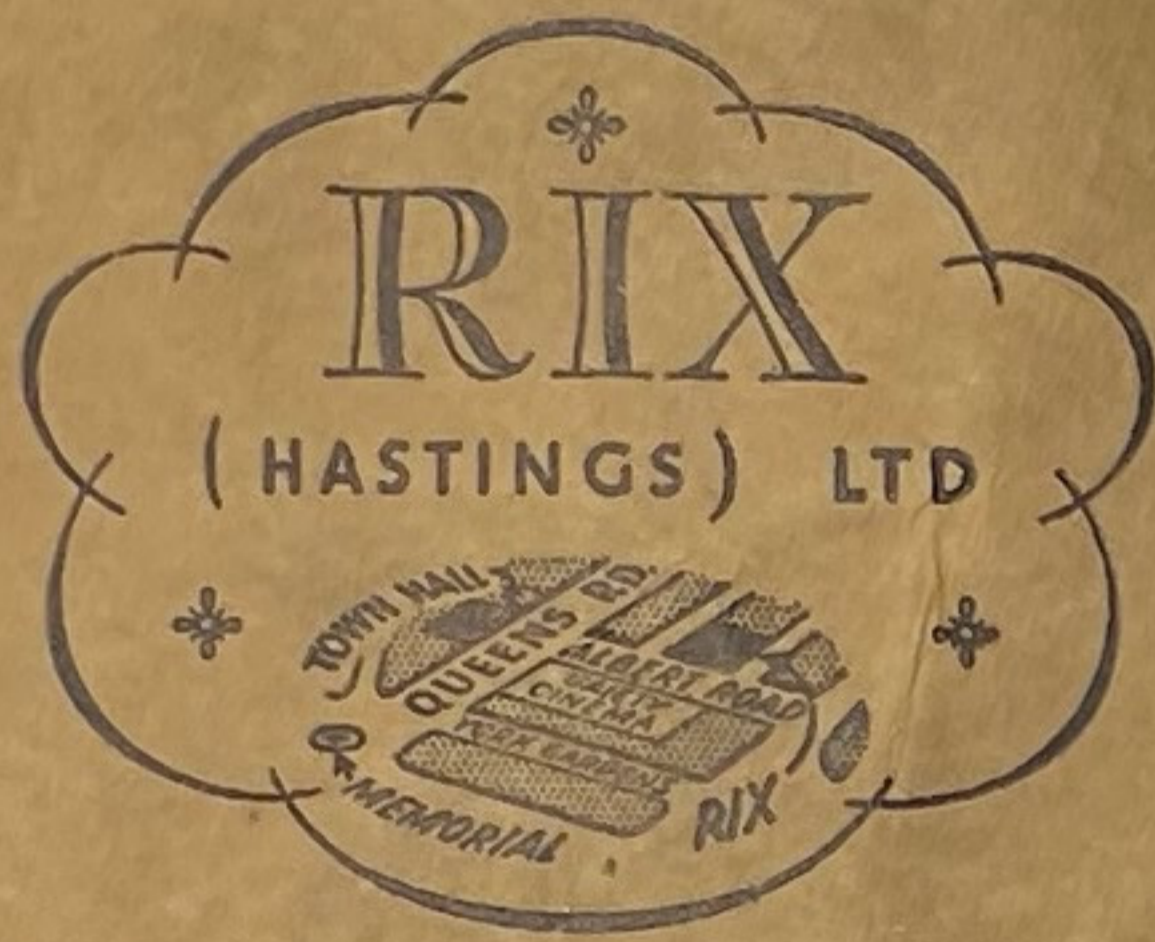
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New Series No. 39

AUTUMN 1972

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(Hastings, Sx.

EDITORIAL

For years now cyclists have been unhappy with the situation that the ever-increasing amount of motor traffic on the roads means less and less room for enjoyable bike-riding; and as we all know, a certain proportion of drivers are not too fussy about allowing even the handlebar width plus a few inches required by a cyclist. This problem looks like becoming even worse with the tremendous increase in the number of inter-continental freight lorries pouring out of the Channel Ports on to our mainly unsuitable roads. It would not be so bad if one could rely on them only being on the main roads, but whether by design or misreading of signposts they sometimes appear on unlikely roads such as Pett Level to Fairlight, and the Alfriston to Seaford road where one juggernaut 'jack-knifed' and overturned recently. Now in one sense this increase in road freighter traffic is a good thing, as with London docks becoming almost a liability because of strikes, some other way has to be found of bringing in the goods; the trouble is that this latest trend seems to have caught the planners without a plan. Obviously the authorities will soon have to do some hard thinking about this matter, and shape the road and by-pass programme in the light of its implications. However, as so often happens, it may require a lot of pressure from the public to get things moving; so when the meetings are held and the petitions drawn up, East Sussex cyclists should be there in strength adding their voices and signatures.

D.N.

'Wheelers'

Valebridge Road,
Burgess Hill.

30.7.72.

Dear Sir,

Following your Editorial in the last issue of this magazine and the apparent 'knock' at the Association 25 course, I feel it might be interesting to point out one or two of the factors which have to be taken into account when laying out a 25 course. I have left writing this letter until after the Open 25 so as to have an up to date set of times on this particular course. To me, even if it was some yards short, a 59 and five 1-1s does not seem to make for a slow course. Three over-riding things have to be allowed for when designing a course (i) Reasonable safety for the riders (ii) Room for a good start and finish, and (iii) A local District Committee request that 'U' turns on 'A' roads be avoided. After that you hope and try to allow for, Speed potential, Parking, Toilet facilities and all the other things that go to make up a good course.

In the area of the E.S.C.A. we are short of two things (i) roundabouts and (ii) lengths of road of about $12\frac{1}{2}$ miles long. In fact the area open to us to use is bounded by Uckfield, the hills above Horam, Boreham Hill, the traffic lights at Pevensey, and those at Polegate, Lewes and Earwig Corner. It will also be understood by people who know these roads that several are impractical because of the very nature of the terrain. Since the best Association 25 course, that from Magham Down to Ringmer and back, is no longer available to us by reason of the right hand turn across the A22 at Golden Cross, and the courses at Uckfield are denied because of the 'U' turns on the same road, the current course was laid out to give a roundabout turn at Boship and a 'U' turn on a minor road; these, together with a start and finish off of the main road give a very satisfactory safety factor. It can, of course, be said that both the 50 and 100 courses have right hand turns and 'U' turns at Uckfield, but these events draw smaller fields, have better right hand turns, i.e. a refuge at Polegate, and with regard to the 'U' turns, we are still requested to remove these as soon as is practicable. The current course also has a good start and finish and reasonable parking for riders' cars. When the road works at Beddingham are finished it should be possible to get a 25 course on the A27. If the mooted roundabout by Beddingham church is used this course would have to finish somewhere up Nightingale Hill, but if the proposed Lewes by-pass is completed it should be possible to have a straight out and home course; this is the dream of all who look for

courses. The only drawback to both these possibilities is Selmeston Hill and perhaps the prevailing wind.

As you will see from the foregoing there are not a few difficulties to finding courses in East Sussex, and I am sure that the committee will be only too pleased to look into any suggestion that anyone may have for their own personal 'floater'. For myself, I feel that the lack of fast times on the present course reflects only the fact that the current riders in E.S.C.A. events are not as fast as they were, with a few notable exceptions, in the Patten, Whittingham, Marsh, Moorhouse and Thorpe era: to be quite blunt, we are a pretty slow old lot who do not train half hard enough.

I would call you to task, Mr Editor, over your remarks regarding riders beating Cliff Sharp on handicap. Any handicapper will tell you that everyone should be at least in the same minute as the scratch rider, who should have the same chance as anyone else in the handicap, and that only improving riders should beat him. It appears therefore, that in a field of about 30 at least 5 riders improved in their current times.

Yours etc.

Ken Atkins (Central Sussex C.C.)

The Editor replies :- It was not my intention to go out of my way to 'knock' the current Association 25 course, but having detected a noticeable climate of opinion on the subject it was natural to report this and comment. I agree with Ken that for the reasonably fit G833 is a very good 'ordinary' i.e. non 'drag-strip' course, and I am also very happy with it in respect of road safety, but I stand by my opinion that in certain weather conditions it can be a cruel course for the less talented, the unfit and the has-beens, who as Ken points out, make up a sizeable proportion of Association fields. Not that there aren't plenty of courses that can be as bad or even worse, vide the Hastings notes in the Summer issue and reports from such places as the Boro' and East Anglia on windy days. Regarding the handicap times, I realise looking back that I did not express myself as well as I might have done. Ken is quite right of course: what I was getting at was to contrast a tough morning on our course, giving a lot of slowish handicap times, with a good morning on a flat course such as Q140, which can produce a string of handicap times well under the hour.

Following the Editor's wish to delay our reports in case any of our club-mates won the Bath Road 100, I declare nothing truly sensational. At the time of the event I was at breakfast with some of the CTC at Chitcomb, and Bill Collins commented that it looked like a good morning for the race. Our team on the spot reported otherwise, for a fresh east wind caused the dashing of many hopes over the final miles. Alf Obbard clocked a '49' followed by Robin with a 'personal' 5-5, with Pete Wall doing a 5-8 and Jacko a 5-12. It must be time for the Autumn BONK as the club BAR times were being calculated at the clubroom last Friday. Malc Withers is all set to retain his BAR title with a 2-8 in the Maidenhead 50, 4-35 in the National 100, and 221 miles in the Kent C.A. 12 hours, which added to his 1-0 at 25 miles means he's just about home and dry. Second place is most exciting with Alf attempting to fend off a fast improving Les Hayman, who has come out of retirement to very good effect. Robin leads Pete Wall for 4th position and Crow is a lowly 6th. Jacko has to finish a 12 hours and Pete Baker needs to get in a 100 and 12 hrs. time, so it looks like eight people in the Senior BAR. Surely it's better to have many riders rather than a few 'aces'. Mick Hartley heads the 10 miles champs. from Malc and Geoff Withers, Roy Harrison being ousted from third place in the final month despite getting down to 23-06. The 25 champs. also finds Mick in command with the only sub-hour rides this season. Geoff's consistency finds him leading his brother for second place.

From the foregoing you will gather that there is plenty of activity on the time-trial front, with road racing passing into oblivion since the division championships. Perhaps the biggest factor in encouraging racing this season has been the access to the 10 mile 'drag strip' on the Tonbridge doorstep. Rod Overton of the Fairies did his best 10 there after 21 years of extensive racing; and it would appear hard to avoid doing a personal best. Reservations have been expressed about the swoop off Quarry Hill onto the by-pass, (and I found it a bit frightening), but it does avoid the battles with coaches and fruit lorries experienced on the old Yalding course. Needless to say the club 10 record has received a battering both by Mick and Malc, and now stands to the former at 22-17. Cliff Sharp turned in a very hot time here too which I am unable to tabulate at time of going to press (It was 22-6 Ed.). With the trend for 'away' racing continuing, very little has been seen of the Southboro' colours in the Esca area despite Dawn's admonitions that the club should be represented. Les Hayman and Crow rode the June 50 in which

Les put in a '24' and Crow was 'beaten' for Lanterne Rouge by Mick Burgess. In fact the writer has been totting up a most impressive score of rides with a 1-14 (and last) in the July 25, just getting inside evens in the 100, 2-33 (and last) in the August 50, and 183 mls. (and last) in the Kent CA 12 hours. Such consistency has earned yours truly last place in both the club and Esca BARs; and after fifteen consecutive Esca BARs and twelve club ones it's about time for a break. Plans are already under way for an active marshalling and feeding season in '73; with the handing up of senna-pod tea and joke snakes in food bags the scene could be greatly enlivened.

Association committee meetings have rung with allegations of "cock-up" (No, madam - don't misunderstand me) in describing missing and misplaced marshals in the recent events. While one can't encourage such things, the thought that, in this hectic technological age, Ken and Reg could stand on Union Point traffic island for twenty minutes at 5-30 am on a sunny Sunday morning and then, having seen nobody, go home because they thought they were one week too early, is in an odd way very sane and refreshing. Likewise the story of 'obliterating' the obsolete turn mark with a large white cross so the next marshal thinks it's the correct spot!

To revert to the Southboro' scene, the Rovers' rollers were used to good effect at the Tonbridge Community Association fete where Ted Potts and Dave Wright organised a contest. This had a good entry with Royston and Alf coming out as top twiddlers. The rollers then moved on to the East Grinstead carnival where rain stopped play. The Wheelers' open 25 was run nearer home on the Headcorn course. Road works marred the surface of the final miles and on a hardish morning Ken Stevens continued his fine form by winning first handicap and fifth place with a '2'. A rueful Southboro' comment on the National 50 on the Washington course from Malc, "We only lost the team by 52 minutes - Engers could have ridden a 25 in that time". Vever mind, they got warmer than Bob and I did when we watched Gary Crewe win the Pro' road race champs. on the Ashdown Forest course on the same day. Les Hayman organised the KCA 12 hours, the running of which becomes harder every year. A wet start caused several crashes, while a hot day kept distances down, so we were pleased to have only one DNF from the club. Malc led with 221, Alf 219, Les shook everyone with a fine 217, Pete Wall 216½, Robin 216 and Crow 183. Some exciting racing there.

Racing snippets would include the steady improvement of Ian Woodman, younger brother of 1971 fast man Paul who has retired pending marriage. Dave Wright and Pete Wall have been having a

private 'needle' throughout the season, occasionally joined by Ted Potts. Pete Baker has been seeking his times in more 'away' events. Bob Liddiard codescends to race now and again, and has them worried with his one 10 this season at 24-37. Pete Webb joined us from the rigger world and finds the evening racing scene to his liking as does our youngest rider from Maidstone, Colin Martin. Bryan Layland has been out of the '72 season for the good reason that he and our social sec. Babs Cooke both plan to re-marry - each other this time !

Apart from racing our new club-room-to-be at High Brooms is the main discussion point. Various sections of this reside in members' gardens, planning permission has been obtained, and the hard work of erection and installation of electricity and water (not mixed !) will hopefully start in the autumn under the foremanship of Alf Obbard. Joyce Wright is organising an Autumn Fayre as an additional fund-raising project, having already run a successful jumble sale and coffee morning. The main club tour this year has been a fortnight's pass-storming in the Dolomites by Lou, Robin and Jacko. Extremes of weather were encountered and a photo of Robin standing in a foot of freshly fallen snow suggests an arctic expedition. As our Editor knows to his cost, not all cyclists buy their bikes. Lou's second Hurlow, bought to replace the one that was stolen off his roof rack, was also stolen, from inside the car this time. Fortunately it was insured but the loss was a real blow none the less. As if to keep up with the Neeveses and Bathursts I returned to the station to collect my bike after an evening at the Proms to discover that someone had very carefully removed my front and rear dynamo lamps and both valve caps. It has since been hinted to me that they were the only things worth removing !

Looking back to the last BONK I find myself unable to align myself with the Editor's criticism of the new 25 course. As the prevailing wind in this area is S.W. the present set-up is kinder than the Union Point-to-finish slog which was so often a feature previously. On the debit side we no longer have the handy facilities at Hellingly village hall which can be a real boon on wet mornings, although we now have the proximity of Blackboys Y.H. which can be useful for the minority of non motoring riders, plus the fact that the course is in a more central position viewing Esca-land as a whole.

CROW

With the end of the racing season in sight, many of you are no doubt thinking of the social season and also ways and means of keeping fit through the winter months. Several clubs now have qualified coaches among their members who organise training sessions on club nights. Much can be learned by attending these sessions, and one's fitness maintained all through the winter months. The Sussex Division of the British Cycling Federation have now appointed Tony Yorke as the Division Coach : he has already done some good work with the School-boys at Brighton during the past few months. Any club wishing to have Tony along at their club-room for a chat can contact him at 7, Old Salts Road, Lancing (Phone Lancing 61386). Some people no doubt will remember Tony was quite a useful rider in days of Brian Hutton.

With the time fast approaching for the Annual Touring Competition, let's hope that this year's event will have as good an entry as last year, when it was nice to see so many persons taking part, even though some were motorised. Full details of the event on November 19th are still awaited from the organisers, Brighton Excelsior C.C.

Sunday December 3rd is the date of the Association A.G.M. which takes place at Hellingly Village Hall at 2-30 pm. We hope to see a large number of delegates and members in attendance, as this is the time when everyone has a chance to air his views and put forward any suggestions for the betterment of the Association. The Committee will be meeting on September 24th to draft next year's racing programme for submission to the R.T.T.C. for approval. Next year it is quite possible that alterations will have to be made to courses for some of our events, due to work in connection with the East Hoathly by-pass. The courses committee are looking into alternatives and will no doubt be reporting suggestions to the A.G.M.

R.H.

THE NEXT EDITION

A reminder to all contributors that the next edition of BONK will be the New Year Edition. Deadline for contributions will be December 17th.

Late again ! I lost the last BONK notes and someone must have posted them for me, too late though I'm afraid. Master piece that was, all wasted. Mostly rubbish really, but I did mention that Keith Butler is now our President and very proud of him we are. As a National B.C.F. Coach and past National and World Champion we have a right to be. We should like to thank our retiring president Mr A.F. Lock for all the years of service he has given our club. He has been invaluable with his support and advice and we wish him many happy years in his retirement. Also mentioned was the fact that Trevor has taken to bowling maidens over. "Ah" you say to yourself "That's nothing new", but this time it is in the middle of the cricket field with men playing bat and ball. This is late again for a very good reason ; I have been on holiday and I refuse to work on my holiday and writing this is WORK. Now that I have got down to the typewriter it is with a very heavy heart. How wrong it is to have politics in the Olympic Games at all, but who could have guessed that it would ever come to this. What hope is there for us all if nations cannot compete together in what was a friendly games. As cyclists we are one of the minorities that really appreciate what a beautiful world this is, but what do we do ? We contaminate the air and the water, we throw our rubbish everywhere and kill each other. If only everyone could learn to care and not to hate.

Having said all that, and sounding just like Crow, I will get on with what this is supposed to be all about - our club. Well, I returned from holiday to find Ray Lunn had won the inter - club 25 with a 1-6 something, and our club won the team award. I should like to take this opportunity to thank Stan Curtis and the Crawley Wheelers for the trouble they went to and the expense in running this inter-club event. It was done very efficiently and deserved much more support than it got. Stephen Booth has won our Points Trophy based on the evening 10s and inter-club 25. With the season nearly finished we can look back and feel fairly pleased with ourselves. At the start of the season things looked grim with our top racing men gone; but the enthusiasm of the youngsters, backed up by some of the old-timers, has put new life in us and hope for the next season. George Clare is now the owner of Geoffrey Butler Cycles, Croydon. 'Tis said that George's motto is that if he is not in bed by 10-30 he goes home ! We do not yet know the date of our club dinner and dance, but the boys promise it will be a good 'do'. They have been going into long debates about what we should have, with mutterings in the corner about bosoms and bottoms, after which it was stated that

Ray Lunn's ancestors must have been rabbits. Ray goes to his events with his own survival kit tools, half a ton of loose cash and a hard-boiled egg.

That's it ; I cannot think of any more rubbish ; I would just like to say "congratulations" to Ken Webb on his 80,647 miles.

VALERIE

=====

HERE AND THERE

Stop thief ! Lou Bathurst had his immaculate new Hurlow stolen from inside his car, and the Editor's dirty old Mac-Lean was taken from outside his shop. Fortunately both machines were insured.

Bicycle stealing is of course pretty common, but according to the American news column in the DAILY MAIL it is even worse over there, with the tremendous boom in cycling and the consequent shortage of good lightweights causing cycle stealing to move into the realm of big-time organised crime, and British machines fitted with multiple gears the favourite target for the thieves.

Tandem riding must be quite popular on the Continent, judging by the number of foreign tourists seen riding 'twicers' through Hastings. Two unicycles have also been noted, one ridden along the promenade by a small boy, and the other one being pedalled smoothly along the road by a tourist with the Japanese flag on his knapsack.

After reading the piece in the last issue about stalagmites and stalactites, a Brighton Mitre member said that he had always thought the correct way of remembering the difference is that 'mites' grow up while 'tites' come down.

Some motorists are fond of complaining about how cyclists 'get away with it' in the matter of taxation and parking fees. They will be pleased to know that next year charges for cycle storage will be subject to Value Added Tax.

Crow paid his traditional annual visit to the Editor's shop, arriving dead on schedule in the middle of the Bank Holiday rush. The Editor was a bit puzzled by the Lytham St. Annes postmark on the envelope containing Pete's SDW notes; it turned out that the latter had been having a few days 'oop north' staying with Geoff Hayman.

BRIGHTON MITRE NOTES

As I do not seem to have picked up any scandal recently, I will have to start with the racing news. Our first major event of the quarter was the Fyffes track meeting, which again proved that given sufficient money and hard work a good crowd can still be assembled for a track meeting. Unfortunately there are not many sponsors who are prepared to put this much money into an event. Excellent racing from the pro's and amateurs and the size of the crowd made it an occasion to remember, which sad to say is unlikely to be repeated next year. Our Evening Series saw a win for Robin with youngsters Colin Wood and Alan Goodson joint second, displacing some of our more regular prize-winners. The move to Ashurst following the closing of the Shoreham course did not seem to affect our entries, although the events took some time to catch on, mainly due to our younger members being preoccupied with exams. Robin has been gaining regular placings in local events, but our other senior riders have been concentrating on road races in the case of Keith and Adrian, and Vets' events in the case of our more senior citizens. Robin, in addition to running the June Esca 50, and winning it, also won the S.C.A. 100, in which Adrian almost set some kind of record by nearly being beaten by Tony Creed. After a long tale of woe including mechanical trouble and nosebleed he staggered home in 5hrs.40mins. Keen competition between Maurice Wyatt and Alan Limbrey has resulted in a personal best-ever of 1-2-6 for Maurice in the Bec Vets 25, and 1-3-10 for Alan at time of going to press. Maurice's time made him the second fastest 25 miler in the club this season after Robin managed to get under with 59-4 in the Chelmer CC event. In our final club 25 on August 20th Keith Chandler succeeded in redressing the balance with a 1-1, but then was overshadowed somewhat by Alan Goodson recording 1-3-11 in his first 25 at the age of fourteen.

Our schoolboys have been having an excellent season, at least partly due to coaching from B.C.F. division coach Tony Yorke who been reduced to dusting the cobwebs off his own bike to chivvy the lads along. In addition Alan Goodson, Colin Wood, John Pears and Graham ? Ed. have all turned in useful rides. Alan remains a schoolboy next season, but the others become juniors and should enliven our ranks on road and track. On the Track front, apart from the 1000 metres sprint, we have cleaned up the Division track championships, Keith taking the pursuit, Terry Chambers the 10 and 15 km. and Colin Wood the schoolboys sprint. Our club track championships saw nearly as big a turnout as some of the S.C.R.L. events, with the

Brighton Mitre Notes (continued)

main honours being taken by Keith and Colin Wood, who, riding a gear six inches lower than the rest of us, gave us all a run for our money. Keith also won the S.C.R.L. points championship, and with Tony brought the club title to the club as well.

Finally Escabods, please note our Open Campag Trophy 25 on October 22nd, with an even longer prize list than last year. Entries to Robin Johnson at 35, Park Avenue, Shoreham-by-Sea.

K.M.W.

BRIGHTON EXCELSIOR CYCLE CLUB

It seems to have been a long time since we appeared ; perhaps we haven't been cycling far enough to get the 'Bonk', I don't know. Anyway despite our apparent absence we in the Excel. are very active indeed. Just recently with the holiday season in full swing Rick and Val Stringer together with other members of the club have been touring Scotland, reaching Durness and Cape Wrath in the extreme north west. On the way home in Ayrshire they experienced the famous 'Electric Brae', that deceptive piece of road which enables one to freewheel uphill and pedal down. (There is no truth in the rumour that the Excel's hill climb will take place on this road). Efris Beckenham the Club Captain has been getting the miles in recently covering the York Rally together with representing the club at the opening of the South Downs Way, which caused a certain amount of correspondence with the Evening Argus countryside reporter, Skim Coulter, who took umbrage at the fact that there were more cyclists than walkers or horseriders at the opening.

The Excel. have not forgotten the Reliability Trial for the 19th November ; and in fact their organiser John Roberts has been working hard on a devious route, as Crow learnt two years ago.

Our correspondent Muddy Rider has just stocked up, writing this report, and hopes to do better next time when he cleans himself up. Cheers for now.....

MUDDY RIDER

TIME TRIAL RESULTS

Open 100 Miles Sunday July 2nd

1. J.Booty	Wigmore C.C.	4 -24 -46
2. R.Travers	Wigmore C.C.	4 -26 -05
3. D.Hook	Folkestone & Distr.	4 -27 -21
4. B.Vaughan	Wigmore C.C.	4 -29 -22
5. M.Colburn	Eastbourne Rovers	4 -34 -08
6. M.Ryall	Epsom C.C.	4 -39 -29

H'cap P.Burbery Lewes Wanderers (48) 4 -11 -50

Team Wigmore C.C. (Booty, Travers and Vaughan) 13 -20 -13

Fastest ESCA rider M.Colburn, to hold 100 mile trophy 1 year.
Fastest ESCA team Central Sussex, 'Ted Jenner' shield 1 year.

Open 25 Miles Sunday July 30th

1. C.Sharp	Eastbourne Rovers	59 - 23
2. J.Clements	Nomads (Hitchin)	1 - 1 - 07
3. R.Stapley	Epsom C.C.	1 - 1 - 33
4. K.Chandler	Brighton Mitre	1 - 1 - 26
5. K.Stevens	Eastbourne Rovers	1 - 1 - 37
6. M.Colburn	Eastbourne Rovers	1 - 1 - 43

H'cap G.Green East Grinstead (10) 55 - 51

Team Eastbourne Rovers (Sharp, Stevens and Colburn) 3-2-43

50 Miles Sunday August 13th

1. C.Sharp	Eastbourne Rovers	2 - 1 -23
2. J.Dutson	Central Sussex	2 - 4 -35
3. K.Stevens	Eastbourne Rovers	2 - 6 -40
4. M.Colburn	Eastbourne Rovers	2 -10 -07
5. A.Hale	Crawley Wheelers	2 -11 -26

H'cap R.Lunn East Grinstead (21) 1-55-21

Team Eastbourne Rovers (Sharp, Stevens and Colburn) 6-18-10

Time Trial Results (continued)

10 Miles Saturday June 24th

1. T.Leach	Eastbourne Rovers	24 - 54
2. T.O'Brien	Brighton Excelsior	26 - 27
3. R.Peters	Hastings & St.Leon.	26 - 28
4. K.Atkins	Central Sussex	26 - 42
5. R.Wall	Hastings & St.Leon.	26 - 46
6. A.Wilkinson	Central Sussex	27 - 01

H'cap T.O'Brien Brighton Excelsior (2) 24 - 27

Team Eastbourne Rovers (Leach, Lade, Chapman) 1 - 20 - 55

Next Event Hill Climb at Firle nr. Lewes, Sunday October 8th 3pm.

E.S.C.A. LEAGUE

	June 1st	50	100	25	50	Total
Eastbourne Rovers	71	12	15	16	22	160
Central Sussex	33	3	10	19	6	84
Brighton Mitre	39	28	1	9		77
East Grinstead	12			7	6	25
Lewes Wanderers	8	2	2	4	4	20
Brighton Excelsior	9		10			19
Hastings & St.Leon.	-	3	10			13
Crawley Wheelers	-			4	5	9
Southborough Whs.	5			2		7

It's creepy Crawley awakening from their hibernating period late in the summer of 1972. It's been a long sleep this year of cold, wet and wind. Only the great 'Aid the Jones' boy has been awake since the club dinner when he gathered up all the trophies and was already in training for the 1972 season. Adrian has had a very commendable season and gained his first category during the mid-summer. His crowning glory came when he rode in the Tour of Ireland finishing in 53rd place overall. Bob Griffith peeped out from under his stone to ride the Catford 24 hours, and although the weather was 'back to normal' Bob finished 7th in the field and 2nd in the Vets' National Championship. He claims the only training he does is with his girl friend Kathy, ballroom dancing of course; so if he can manage 383 miles on that kind of training, he must have won the event if he had trained on his bike. Still, that's life at 59 years of age. Alan Hale, who has put in a lot of crafty miles riding to Dorking every day for work early in the year, has made an all round improvement in time trials, road racing and track. Now all he needs is a good 100 miles time. Alan has been encouraging some of the younger members to take up the track, and Norman Chappell and Doug Bonnar have shown great promise. Keep up the good work Alan. Howard Nickless has hatched out of his Schoolboy shell and blossomed out into a champion Junior. An easy victory in the Sussex Junior Championship shows he has great potential as a top class rider: the way he sits on that bike and his strength and style indicate that he is already 75% there. Unfortunately his educational studies stopped him riding to a large extent; he needs some top class opposition to bring him out. Another youngster is Tony Goodsell, who has only been riding in club events and has already given a good account of himself. With several schoolboy members coming along well in the Thursday evening club 10s, we will have to wait until next season for their ability and results. From the young to the older ones, what a grand chairman we have. After being elected as President of Esca, Stan Curtis rode the Association's Hardriders event on his trike, and finished with a 1-16 - a great effort. He has also done a good job for Crawley this year as club time trial secretary, with 31 members of the club having ridden in time trials so far this season. Veteran riders have been doing fairly well, with Ernie Dore having one of his best years, and Bob Griffith's 401.7 miles in the North Road 24 hrs. creating a record for his age limit in the Veteran Class. Poor old Len Main only rode one club 10 this year, having had a lot of trouble with a 'Magic Ulcer'.

The Crawley Wheelers (continued)

Ken Webb, the world's mileage record breaker with over 80,600 in a year, is to be given a civic reception in Crawley Town, an honour he well deserves, because no matter what other people say about the mileage being 'fiddled' we in the Crawley Wheelers know that it was not. Richard Griffin, who has started training now for the Catford 24 hours in 1973, rode in the S.C.C.U. 12 hours event as a training ride and registered 214 miles. Ernie Dore also in this event packed at Cranleigh after going quite well for the first six hours. Pete Hayes' love of cycling takes him to Leicester, so we hear over the morse code; surely they don't have track meetings or time trials every week-end in Leicester. I hope he rides his bike up there; he will be fit enough to race next year if he doesn't get married first. Now it's getting near Skol time - I do feel thirsty. Oh yes, Ron Ford ordered 60 tickets, the members pounced, and then there were none! A 51-seater coach-load means the other nine will have to get their bikes out and ride to Wembley; that will do them good. What am I saying, I'm one of those nine. That's on Saturday Sept. 16th. Then we go again on Wednesday evening to see the final of the 'six'.

OLDUN CHRIS

Late News From Crawley

We had 90 entries for our 10 on the A24. The rain ceased in time and all had dry roads, at least those who didn't funk the cold wind. J.M. Light of Portsmouth was fastest in 22-24. Best Vet J. Edwards did 23-43 which also made him best on standard and saved the usual argy-bargy about standard or actual. Our club members were mostly too busy running the event to ride, but Bernie Wright was allowed a comeback effort of 27-57. Penny Monk got inside for the first time this year after only half a season. Her ride at 'The Palace' the week after with a load of juniors was good training, even though all the lads flew past both Penny and Hilary up the finishing straight it was good fun. Hillary did 29-28 today. The fastest under 14 - they start early these days (too soon in fact?) did 28-12 and received a special extra award to put him right for the winter, front and rear lamps donated by V.C. Londres and Malcom? (can't read the writing there. Ed.) Hope to see you all at the last 25.

S.G.C.

B.C.F. SUSSEX DIVISION

Lunch and Prize Presentation at the George Hote, Henfield.
Sunday November 26th.

Details from Mrs P. Wells 10, Old Shoreham Road, Portslade.

Management Committee Meeting Sunday August 13th.

The meeting was held at Hellingly, with Ken Atkins in the chair. The chief item under discussion was the question of the short course used for the July 25, and the position of the event as a counting ride for the B.A.R. It was decided to calculate the riders' m.p.h. for 25 miles on the basis of their times over the short course, and use this computed M.P.H. for the B.A.R.

The courses sub-committee reported that courses for 1973 would probably be the same as for this year, though there was a possibility that the 25 course might be out of action if work started on a projected East Hoathly by-pass; and the committee had plans for an alternative course just in case it should be needed. It was made known that Brighton Excelsior CC had the work of organising the Touring Competition in hand, but exact details were not yet available.

It was provisionally planned for the 1973 Prize Presentation to be held at Framfield again, using the same format and at roughly the same date.

It was arranged that the date-fixing meeting to decide on the 1973 time trials programme should be on Sunday Sept. 24th at Framfield Village Hall.

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LEWES WANDERERS C.C.

Well, folks, as summer goes it's been a fairly mild winter, except for the whole of June which had us wondering if we'd suddenly been plunged back six months or so at a stroke. With an indifferent July following that, it's enough to make you wish for the ICE Age to return so that we shall at least know where we are! Still, all this hasn't prevented our coureurs from having a go, and some consistently fine riding by Steve Myatt saw him sweep the board in the club 10 series, with Tony Andrews in second place. The Association 50 saw Burbery just scraping the decision over Andrews by some seconds, both doing 2-18s, while Whittington did a '27' and clobbered Steve by no less than two minutes. The club championship 100, being incorporated in the Esca event, saw Burbery pull out that bit extra and also snaffle the handicap with a 4-49-50 to Whittington's 5-3-38. A gallant effort by Richard Isted ended at 65 miles when he ran out of steam after seeming to be going very well indeed. Kilby packed through lack of training miles, while The Copper was unusually D.N.S. later blaming his wife for choosing to be laid up! In the Association 25 Burbery's 1-6-2 was 31 seconds too good for Steve, with Andrews a further 8 seconds in arrears and Savage and Isted doing '10s'. However, all these times were flattering due to the short course, of which more anon. The Evening Criterium Series was a great success and was well won by Worthing's George Matthews, with Paul Lipscombe (Central S.) and Adrian Jones (Crawley) in second and third places respectively. Of our team Steve rode reasonably well to finish 11th, while Andrews was content to see what happened in his first attempt at bunched stuff. Whittington was unable to ride two events due to a sudden and unexpected confrontation with the tarmac on the notorious Exceat Bridge near Seaford while out training, suffering as a result a beautiful 'shiner' as well as nerve damage when he came down on his face. We played host to an American rider, probably the first to compete in East Sussex, who came all the way from Denver, Colorado "To see how I stack up against your racers". Tim Downing didn't do too badly either, and won the bunch sprint in the third event when he'd got the feel of things, like riding on the left, something he'd never done before. Burbery chose a foggy and 'dead' morning when he assaulted the Emsworth - Rye across-Sussex marathon; so in the circumstances his 4-16-2 for the 94 miles was quite a ride. Later the same day Steve was going well in the Bognor Kermesse but fell on one of the corners and retired. Burbery and Whittington decided to try the S.C.C.U. 12 hours for size and did 211 and 206 miles respectively.

Quite a good first effort from Dick on a course that gets that much harder in the later stages, while Pete probably would have done better but for a back injury at work that week that troubled him later on. Alas, two of our members found themselves the central figures in a couple of unfortunate incidents involving Association events. In the 100 there was no marshal at Uckfield for the early riders, due to circumstances that sound like something lifted straight out of a Laurel and Hardy epic. We had detailed Reg Shingleton and Ken Savage who duly appeared and took up their position. Due to a query about the start the event got under way eleven minutes late; meanwhile the marshals had begun to query with each other whether they'd got the right day. Eventually Reg decided they were a week early, so they took off! After getting home Ken opened the Sunday paper, saw the date and, as he later put it, "Wanted to find a big hole and jump down it". Fortunately only one rider overshot, and this turned out to be Jim Booty of the Wigmore, the eventual winner; but all credit to the Rovers' Maurice Colburn who lost precious time chasing Jim to try and call him back. The marshals involved wish to apologise most sincerely to the Association for such a blunder, perhaps best summed up by the Copper who said, "It's got to be true - they couldn't possibly have made up such an unlikely load of cod's". The second embarrassment involved yours truly, who, lulled into a false sense of security by incorrect course details, was found to be standing some five telegraph poles short of the correct turn in the July 25, the old turn mark not having been obliterated. Back at the finish Young Thropp was reported to be looking for a suitable length of rope and calling for volunteers for a lynching party; but fortunately the Great White Chief saved the day with a muttered "Well, the course details could have been misleading". Anyway, a sincere apology is made to all those who were affected, and to the Association as a whole.

During the 100 the Lottbridge Drove roundabout area was turned into a 'No Go' area. Nothing to do with the I.R.A., but a case of 'Goldsmobile' staging a sit-down strike and defying even Judy's cajolery, and some muscle work by Jack and no less a person than the G.W.C. himself. Eventually yours truly lent a hand and the HOR (that's the registration, you remember) was persuaded to carry on as if nothing had happened. The quarterly report on GJK 263 reveals that Fred recently carried out what he described as a "heart transplant" with a later engine, and also fitted a couple of green back doors, thus destroying the notorious

tidemark of mud, road film and assorted soot which distinguished it's rear in Sharp days. As we go to press it's sporting a large dent in the door, the result of being clobbered by an impetuous gent in a mini. Fred patted the old girl and proudly announced, "Sure, the mini is a write-off because it turned right over, but this kiddy never turned a hair". Vive le Sharpmobile 1! After the second club 25 the Copper revealed that he was shortly going to sample the delights of a haemorrhoid operation. Asked how he still managed to ride a bike he explained in some colourful language that he was more comfortable in a saddle than trying to walk straight! Your scribe reports some good news at last, as in a fit of supreme daring he shed the corset he's worn for the past nine months - and straight away felt a lot better. Touching all the wood within reach he's hoping that next season it might be possible to get back on the old bike and come out to events in the proper manner.

The National Championship 50 was honoured by the presence of a figure from the past. This wasn't a ghost, but none other than the former 'Chancellor' Reg Eldridge, who had been persuaded to make a brief return to the sport. Watching Alf Engers punching a huge gear up the new Shoreham Bridge drew the comment "That can't be doing him much good". It was pointed out that it was not doing the others much good as Alf was hammering them all at the time!

All Escabods, and particularly those who attended the Association luncheon three years ago, will have been sorry to read of the untimely death, at the early age of 59, of Mr. Williams, the Chief Constable of Sussex. In his speech he showed that he was aware of the problems faced by cyclists on today's traffic - infested roads, and he gave the impression of being sympathetic towards our pastime. Certainly we enjoy better police co-operation than some areas, and we can only hope that Mr. Williams's successor is of the same mind. Our sympathy is extended to Mrs. Williams and her family in their tragic loss.

So that's it tugs, until next time. With the Editor threatening a personal visit to Seaford to see why this is so late we'll say ta-ta for now as we bolt through the door. See you down the road.

ALSORAN

ROVERS' RAMBLINGS

July has been the 'Month Of The Leach' in Rovers circles. Terry started it by falling off his bike while out training and removing a considerable amount of skin from his arms and legs. The twins Bernard and Andrew followed this up by riding head-on into each other, Bernard coming out of it with a beautiful 'shiner', and practically wrecked one bike ! They were duly forbidden by father Ron from riding the evening 10 for punishment. This left Dad with a chance to have a go himself (Dad being a rider to reckon with in the 'League' days). Pulling away from the start he promptly hit a pot hole and very nearly ended up under a car, suffering the worst abrasions of the lot. (No more to be said about reckless riding).

Cliff Sharp, wearing a rather old and faded racing vest at a recent club event, was asked by junior Terry Leach "Did he ride for the same club as the rest of us ?" Cliff's crushing reply was, "Terry, I was wearing this when you were at infants school".

Mo Colburn has not been the same since his French tour, after having slept in a mixed dorm' with some Scandinavian girls and being treated to the 'topless look' at close range.

The Rovers choose a variety of places to sleep before an event. Cliff Sharp prefers to sleep in his van with bike(s). The Lades and Stevenses are camping fans though the latter are graduating towards the dormobile class. Doug Roberts and Griff prefer their own beds, while Mo Colburn gets in where he can ; but Terry Leach caps the lot by choosing an approved school for boys. One wag said he deserved it after riding a short course in a recent event to do a '58'. How some try to go under ! Terry has also been having a go at road racing and has achieved several good placings. Maestro Cliff has been winning events all over the place, while Ken Stevens has been having a terrific season, doing personal bests at all the distances he has entered for. Not surprisingly, new figures for the club 25 miles team record were set up in June. On what might be called the social side, the Lades became parents for the first time on August 23rd, with the arrival of a little lady now named Sarah Jane. It is reported that the father is doing well. Our club was well represented at the opening of the South Downs Way. In order to put the Rovers in the public eye we all wore club racing vests ; it didn't get us into the local press, but we were caught by the B.B.C. TV News camera.

Our official scribe The Moor seems to have sunk without trace ; perhaps he has tripped over his own hair and injured his writing hand ! These jottings have been put together by Scrubber and

Rovers Ramblings (continued)

Suntrapper, who have dragged themselves out of retirement to fill the gap.

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HASTINGS AND ST. LEONARDS C.C.

There's not a great deal to report from Hastings this time. Jack Southerden was stopped in mid-season by a recurrence of eye trouble which has forced him to undergo an operation at East Grinstead hospital. We hope this will prove to be successful. Ted Coussens too had a spell in hospital in August with, of all things at his age, appendicitis. Everything went off alright, and Ted is now back in the saddle. Racing Sec. Robin Peters had a few weeks of activity after finishing his exams, but latterly seems to have lost interest. A great pity he was a non-starter in the July 30th 25, as he had a very good chance of annexing the handicap. A newcomer to the racing scene is our tourist of many years standing, Dave Morris, who after dickering with the idea of having a go for the past two or three years, finally decided to face the timekeeper, and after a few tussles with the Udimore road, got down to 29-33. Audrey has decided that she wants a change from tandem riding now and again, and has accordingly purchased a new solo machine.

HASTINGER

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Good Morning Madam - Can I Help You ?

As most readers know (writes the Editor), from mid July to about mid September, while many cyclists give up work to concentrate on cycling, with me it has to be the other way round. These peak weeks are extremely hard work, but quite a few laughs can be extracted from the proceedings if one has the right sort of sense of humour. We learn to laugh (albeit through clenched teeth) at remarks in the shop door such as "Come on - there are better shops along the road", and "Not much in there". We also had a job to keep a straight face when three elderly ladies having a look round spent the whole time going over the unpleasant habits and character deficiencies of an absent person, then proceeded to spend about three pounds on gifts for this apparently ghastly woman. Then we hear such things as, "I'm not taking any rock back for her - she never brought me
(cont. on P. 23)

HERE AND THERE

The love affair between the world of 'pop' and bike racing continue possibly due to such people as Jimmy Saville who have a foot in both camps. The latest manifestation is a teenagers' jersey with multi-coloured bands and the words "Tour de Carnaby Street" on the chest.

While discussing last season's football results, Ron Ewart was heard to say, "At last the two loves of my life have been realised - Leeds have won the Cup, and Derby the League". Pete Burberry wants to know what Pat's comments are about this.....

In the S.C.C.U. '12', Beryl Whittington tried her hand at handing up a drink. As she broke into a gallop, all she got from her grateful husband was, "That'll get your weight down! "

Seen at Cowfold during the same event, a badly punctuated placard which read, "Lower Beeding Man Weds Picture". Beryl and Willcocks are wondering what other wairdoes there are in Lower Beeding !

The Sharpmobile II seems to be suffering from it's owner's attentions, or lack of attention. Already the door sill has almost ceased to exist ; and a certain Seaford gentleman is dreading Cliff's next visit.

The rot is setting in fast at 19, East Parade. The other morning the Editor shaved and as usual dabbed on after-shave lotion. He thought it felt funny and smelt funny, then found that the bottle in his hand was T.C.P.

Passing thought.....Thank goodness there are no turns in the Hill Climb. With any luck it should be run over the correct length course !!!

On a recent Eastbourne camping week-end at Henfield, young Peter subsisted entirely on Kellogs. He took a Variety Pack with him and worked his way through it over the week-end.

A certain Association official suggested that the reason for the August managemet committee meeting being over in one hour was that R.H. was not there.

Good Morning Madam - Can I Help You (cont.)

any back when she went to Southend". In addition to being good at mental arithmetic, shopkeepers also have to be something of mind-readers, as many customers who ask for an article they've seen in the window give the wrong price - and often the wrong colour as well ! Every season has it's classic customer, either very awkward or very cheeky. Last year the honours were divided between the man who proffered a £20 note in payment for a half ounce of tobacco, and the family who, after taking about a quarter of an hour to choose one 7¹/₂p pottery ornament, turned it down and walked out because a gift box was not included in the price. This year's best was the young man who bought one 2p view postcard, flourished a membership card for some organisation or other, and asked if he would get discount.

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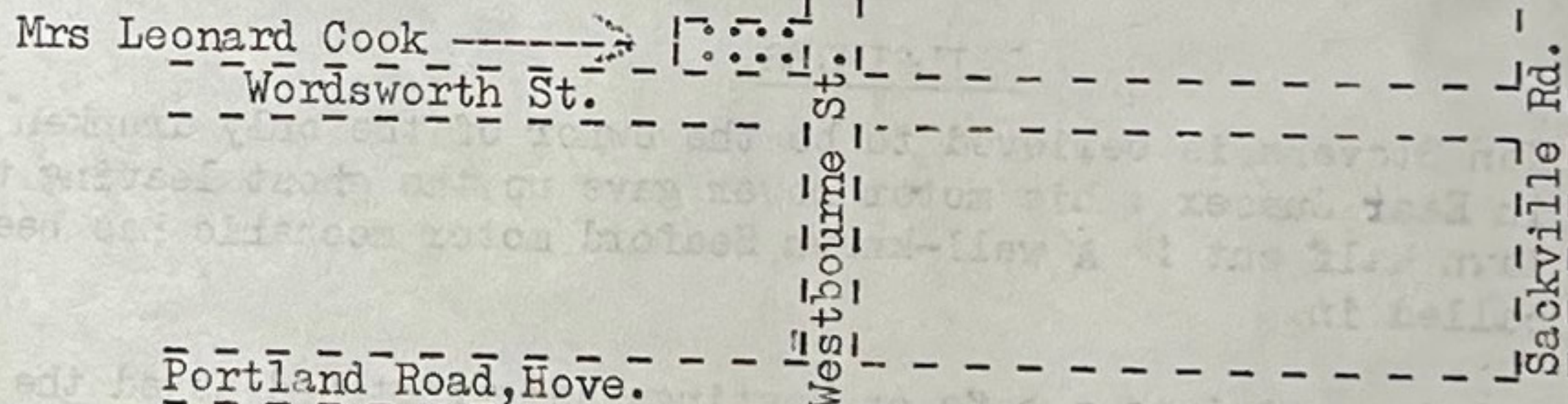
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TAILPIECES

Ken Stevens is believed to be the owner of the only drunken lawn in East Sussex : his motor mower gave up the ghost leaving the lawn half cut ! A well-known Seaford motor mechanic has been called in.

A lady went into a cafe on Hastings sea front and asked the owner if he would oblige her by puring two cups of coffee into her thermos flask. He readily agreed to do this, whereupon she said, "Thank you - can I have sugar in one cup and no sugar in the other cup".

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