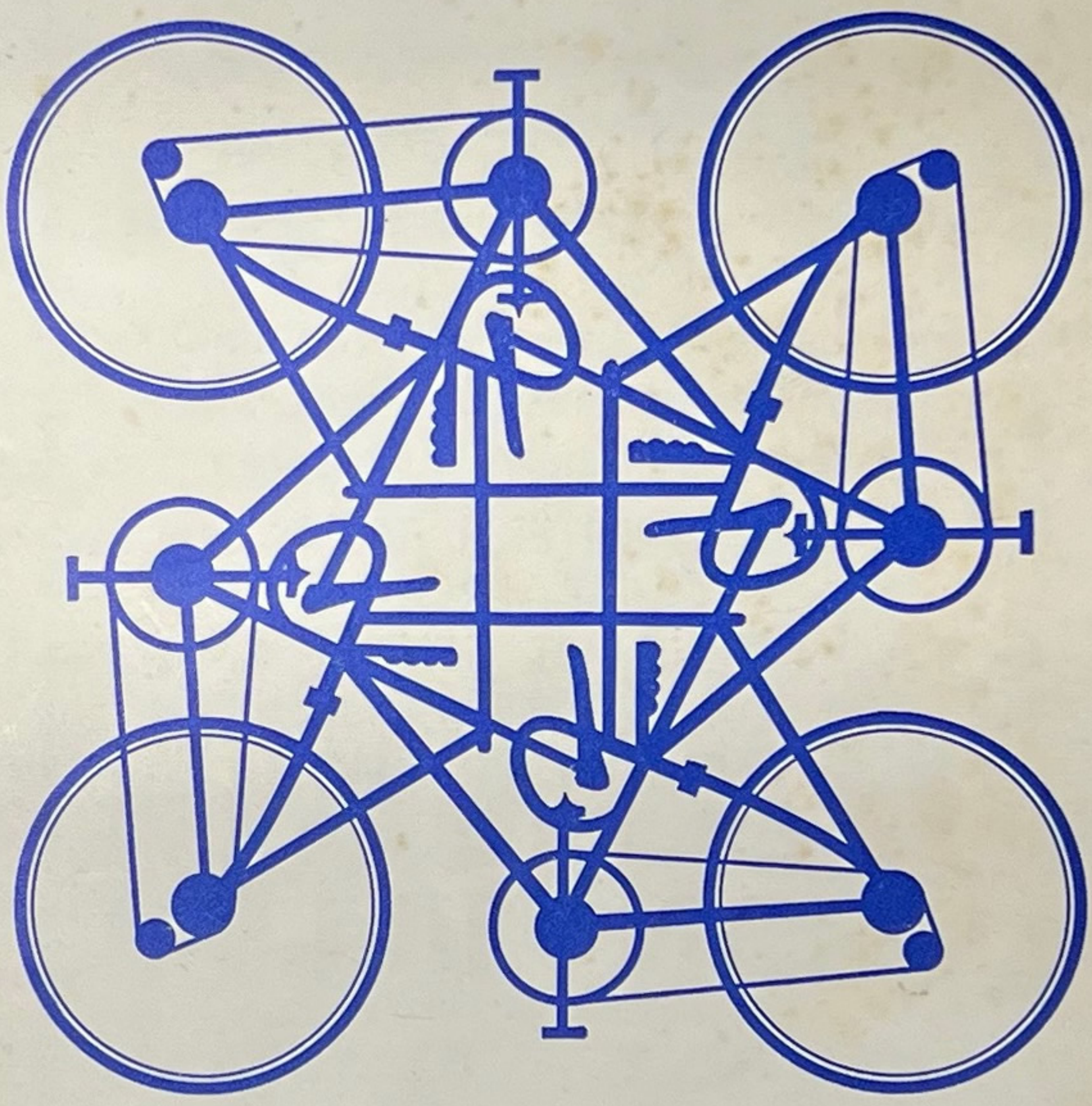


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EDITORIAL

LIGHT REFLECTIONS

The degenerating disc in my back has given me plenty of opportunities to observe cyclists from the safety of my car. After some months of this the overall fact that emerges is that they are extremely difficult to see after dark. Year after year the 'Comic' runs a lighting review by re-vamping manufacturers' handouts, and year after year nobody shouts about the dangerously low power of cycle lamps.

Riders don't seem to realise that a single rear light on the offside seat-stay cannot be seen when the cyclists is taking a left-hand bend, because it disappears behind the seat-stay or wheel or pannier or whatever. Naturally, I'm always on the lookout for cyclists and have always fancied myself as a safe driver, nevertheless I came near to wiping off a couple of cycles last year, so riders are likely to be in real trouble when travelling in front of Mr. Average Driver after dark!

One rear light is not enough. I suggest one dynamo driven light on the rear bag support, right out behind the saddle bag, as well as the battery-powered seat-stay fitting.

Many times I have seen riders experienced enough to know better, riding after dark in black or blue tracksuits or anoraks. Everyone should wear a fluorescent over-jacket. Feel like a paper-boy - tough - it's better than feeling like a corpse! Why not wear white tracksuits for evening riding - my wife made one for me years ago and it is definitely easier to see in a car's headlights. Additionally, a strip of Scotchlite tape sewn around the lower leg of your track bottoms will, by moving up and down, catch the motorists eye. Likewise, a strip on the back of the pedal must be a safety aid.

Viewed sideways on, the cyclists vanishes into the night like a ghost at cock-crow. Reflective walled tyres will help when they are not just on one line of one brand. Meanwhile your track-bottom Scotchlite will help.

Supposing a cyclist is now, with all the above aids, visible, can he see? My cycle is fitted with an Ever-Ready battery front light and a Miller front-driven dynamo. The Miller is supposed to be the most powerful about, but I can't say I'm satisfied. When riding regularly Heathfield to Hailsham last year at night, I found that an overcast sky reduced my world to a pale pool of yellow road a few feet to the front. It was easy, when no cats' eyes were present, to ride too fast for the lights. Downhill was dangerous. Even the adoption of a 736 headlamp did not solve the problem. Surely with all the technical brilliance that is available in electronic engineering today, a better light could be developed. It is unlikely, however, just because we go on buying what is offered and do not write to the manufacturers complaining - if we did - all might change. When beginning to ride again after a 20 year break in '73/4 I was amazed to find cycle lamps absolutely unchanged. A vigorous ride over a bumpy 'B' road will still loosen the bulb/glass/switch/terminals causing the flickering morse which signals to the Reaper.

So remember - when you say 'How light' think watts - no grammes!

LIFE'S LIKE THAT

Mary Queen of Scots invented high heels to make herself look taller so they cut her bloody head off.

(John Walton.)

We want 'Bonk', we want 'Bonk', we want 'Bonk'. Funny that; I've been trying to ride without it for years, but we are, of course, referring to this Mag. which must surely be kept going. Ken Webb is so right, we have got to shout out about cycling; we've got to write about it and talk about it in every possible way, at every possible opportunity. We have to start, as everything does, in small ways, with restricted circulation mags. and papers and cats' whiskers radios that do their best to be heard over the Downs! There's an awful lot to be said; at the end of an event we can talk for hours, so get some of it down on paper, so that others may read and get some on to the local radio so that others may hear. These mags. can be passed on, we keep lots of Cyclings, International Cycle Sports, Bonks, Worthing Wheels, C.T.C. Gazettes and the like and give them to prospective new members, and some we leave with local cycle shops for distribution to those contemplating the purchase of a new bike. We must spread the word; it's not enough just for us to enjoy our sport, for 'the more the merrier' is as applicable to cycling as it is to most things.

On now to our news of the past couple of months:-

TRACK. I start with this for we have once again had our share of success at Preston Park and thanks again are due to George Matthews, who, practically on his own, has carried our name and colours in great style. Some may resent his brash exterior at times but there's no better entertainer at the Park, and all sport cries out for characters, something which may provoke comment from your readers, including some of the officials, who seem to judge so sterily at times, overlooking the greater harm that they can do to the sport. George has collected a silver in the B.C.F. 20 kilometer champion-

ship and a bronze in the 1000 metre sprint, to go with his previous wins. He did, however, take the Brighton Sash sprint from a good class open field and the Charles Turner Memorial Trophy at a later meeting. In addition to all this, he has once again finished as Track League Champion. Thanks are also due to our coach Norman Macmillan, whose help and encouragement has meant that we've regularly had 4 or 5 schoolboys competing; Paul Toppin, Stephen Rotheram (son of Tony, an old trackie), Nigel Burrows and John Peter being the regulars. John has been getting a few places and in the absence of the Mitre fast men in Leicester, grabbed himself a first place. Roy Macmillan and Paul West have been like a newly promoted soccer team, struggling a bit to find their feet in with the seniors, but growing in stature and ability and occasionally able to help George out with a bit of useful blocking.

ROAD. Not a lot to report for George was with the Archer/Cutty Sark to start with, and all that seemed to do for him was give him a taste for spirits. No wins or places either, for the schoolboys but about eight or so have tried their hands (or legs) on the Eastway Circuit and at Crystal Palace, and Graham Tooley, Paul West and Roy Macmillan have done their nuts in a number of Thirds and Juniors races.

Our own 'Fiesta Kermesse' will be over before you read this and I hope it will have been a great success. At the time of writing I know we have 114 entries and £114. in prizes. It has taken a lot of hard work to organise and quite a fight with the Sussex Police. It may be of interest that they turned down a road closure application because, and I quote from the letter of the Chief Superintendent, "It is the policy of Chief Constables generally not to use their powers under Regulation 7 of the Cycle Racing on Highways Regulations to close the public highway other than for events of a national standing". The underlinings are mine to draw attention to the vagueness and, in my per-

sonal opinion, the complete anti-cycling atmosphere which exists at the top at Lewes. When asked for specific reasons by Worthing Borough Council, the above was repeated. The Chief Superintendent then drew attention to three things: (1) There are 21 properties many of which are high-rise flats all requiring vehicular access. (11) There are 17 driveway/entrances. (111) "Whilst it may well be that no complaints were received subsequent to last year's event, this does not necessarily mean that people were not inconvenienced". To comment, (1) There are in fact no high-rise blocks of flats requiring vehicular access to the stretch of road to be closed. (11) There are in fact just 5 driveways. (111) Just how far will some people go to try and prove that white is black? If any of you find yourselves up against this problem ask your local authority to make the road closure under the Town Police Clauses Act 1847, Section 21. Worthing Borough Council did. If you find reluctance call in the Sports Council and don't be afraid to start at the top.

TIME TRIALS. Nothing ultra fast, but the season so far hasn't been too bad. At 10 miles we have five full members and one second claim member under 24. George and Dave Bonner have done 22's, Keith Dodman, Richard Shipton, Graham Tooley and Pete Reeves have managed 23's and another 7 or 8 have done something better than 25. The evening ten series has once again been tremendously successful with regular club entries of 15 to 20 and usually 8/10 privates. Entries have ranged from a nine year old who managed 33.40 (modesty prevents me from saying who that was) to a 65 year old who turned out twice for a 33.10 and then a 30.31, to two ladies, Christine Barnett and Josephine Alderton, both of whom look like getting under 30 at any time. Our two evening 15's were both won by Paul West, and George Matthews rode in one of them. He apparently spent three minutes in the hedge during a 15 I ask you!

At 25 miles we've had a club record breaking outing on the Q.25/3 (where else). Firstly Pete Reeves, George Matthews and yours truly with times of 59.56, 58.10 and 60.59 improved the 1971 figures, then Keith Dodman came home with 58.34 so I dropped out and then Richard Shipton got under for the first time with 59.13 and Pete dropped out. Club team record now stands at a respectable 2.55.57.

At 50 miles the fastest this year goes to Keith with a 2.6.36, but we're still hoping for improvements on that. As far as 100's go that very fast S.C.A. morning provided another club team record, George 4.23.37, myself 4.28.15 and Keith 4.31.25. We had nine enter, start and all finish and we won the team award. At 12 hours we've had our annual club outing (three riders and three helpers) this time to the National in the Cirencester area, and on a very hot and windy day managed yours truly 228, John Biddle (his first attempt) 219 and Ray Douglass 199.

TOURING. Club runs every Sunday morning have been quite well attended and several members stay out all day. We have had a number of motor assisted runs, where we start early and do perhaps 50 or 60 miles by car so that we can spend the day touring new surroundings. We do this about once a month. We've had an all night run, and a Saturday afternoon run with an invitation to one and all. The latter was successful in that it was well attended and has drawn in new young blood to our membership.

Don.

P.S. Sorry to read about poor old Crow. 'Racing days over! little time for cycling'..... I thought Yoga was supposed to be good for you!

EXTRACT FROM THE DIARY OF OUR SCIENTIFIC CORRESPONDENT

Left the Bridge of Cam early and proceeded into the Fen district of Middle Centuria. Had covered only a few miles when we made our first contact with the 'Whirling Dervishes' of the Psycholist tribe. These ignorant, savages practise incredible rites of self-torture, strapping themselves by the feet to steel frames, known as 'boykes'. Unable to move any part of their bodies except the feet, they then set out on pilgrimages over great distances, in order to prove devotion to the great god, Tempus, who is symbolised by a circular face, without eyes, but bearing two hands and having a ticking 'voice' within.

The first pilgrim we met was struggling along towards us, his face contorted with agony and his legs whirling round at a terrific speed. As he approached, an Elder of the tribe, holding the symbolic 'Tempus-piece' pointed the direction the pilgrim should take, and the order was obeyed without hesitation. We had already obtained permission to follow a pilgrim, provided we approached not nearer than 100 yards; we gathered that there was a holy area around each pilgrim which must not be violated, so we followed, at a painfully slow pace along the 'Pilgrims Way', towards the holy city of Eatonz Kn. But when we came in sight of the city, to our amazement, the pilgrim was not allowed to enter into it, but was ordered to return immediately to whence he came. This order was given by another Elder, whom we learned was called a tern Czech, and who was carrying a Tempus-piece and a tablet with written characters upon it.

This apparently purposeless journeying is the masochistic manner in which the pilgrims show their devotion to the rule of Tempus; we found that most pilgrims had the Tempus-piece symbol strapped to their wrists, and each

time a pilgrim's progress was slowed by an incline or an adverse wind he would gaze at the Tempus-piece and mutter a prayer, raising his body as far as possible from the torture machine.

We learned that the devotees each has a sort of familiar spirit known as a Perzn Aul, and it appeared to us that the Perzn Aul is believed to travel a short distance in front of the pilgrim, and each man as he approached the end of the journey would again frantically raise his body and flail his feet, in order to surprise his Perzn Aul, and 'Cross the line' before the invisible spirit. While nobody could see the spirit, it seemed that the Great Chief by studying the position of the hands of his own special Tempus-piece, was able to tell some of the pilgrims 'you have beaten your Perzn Aul' whereupon the pilgrim showed all the signs of great joy and was congratulated by all and sundry.

As each man completed his pilgrimage he would be released from his boyke and a magic token bearing cabalistic signs would be taken from his machine. The exhausted sufferer would offer the token to the damsels of the tribe, who would then minister to him the brewed drinks and sweetmeats. We were told that years ago this contact with the damsels would have been the sole occasion of the year that a pilgrim would approach a female, strict celibacy was the rule then but this has been relaxed of later years, much to the displeasure of the Elders. We also heard of a sub-division of the tribe, known as the Try-Psycholists, who attain a higher state of holiness by making their machines more difficult to propel, thereby prolonging their agonies, and that if any pilgrim showed a disinclination to continue his pilgrimage at any point, certain Elders known as Klub Psycholists would belabour him with cudgels and force him to complete his journey.

All the Elders we met showed signs of having been

pilgrims in their youth, all had trembling knees, bent shoulders and slobbering mouths, and none could talk of anything but the terrible journeys they had undertaken years before. All believed that the modern pilgrims do not suffer nearly as much as the Elders did in their day. One gnarled and twisted veteran told of a very special pilgrimage held many years ago, known as the 'Illififti' in which a very mountainous route was chosen over tracks across the Ko de Kote range. So fearful were the agonies endured that it was decided that this event must be discontinued.

It seems that the real devotees make a pilgrimage every seventh day, and that sometimes they travel for 24 hours without stopping. To our Western minds it seems ridiculous to seek solace for one's mind by torturing the body, but the simple minds of these poor savages are satisfied that the greater the agony the more certain is salvation. The last thing we learned about this unhappy tribe was that they have a great feast or 'Binj' at the start of each New Year. It is held behind closed doors and all females are excluded on pain of death. Judging by the sounds of religious chanting, shouting and hysterical laughter heard from outside the Temple, it seems clear that scenes of great vice and debauchery take place in these secret sessions. It is hoped that we may be able to penetrate one of these orgies and report on it at a later date.

F.A.L. (Reproduced from the Centry Road Club Gazette with the kind permission of the Editor.)

WISE WORDS

The degree of a nation's civilisation is marked by its disregard for the necessities of existence.

W. Somerset Maugham.

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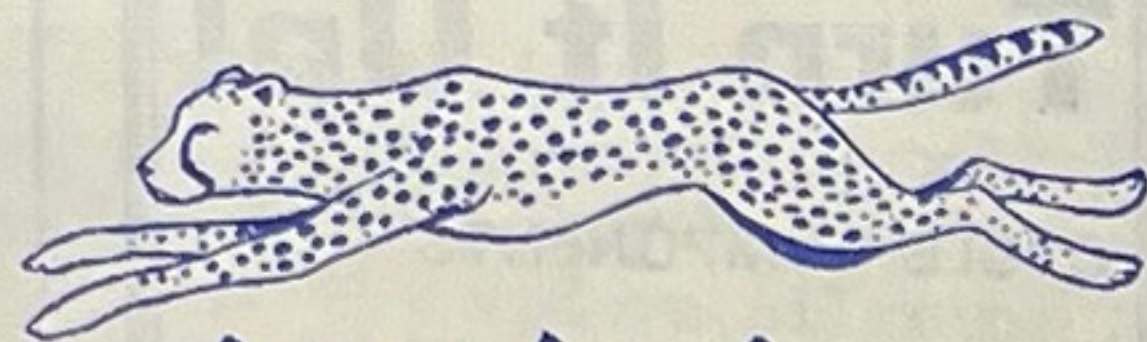
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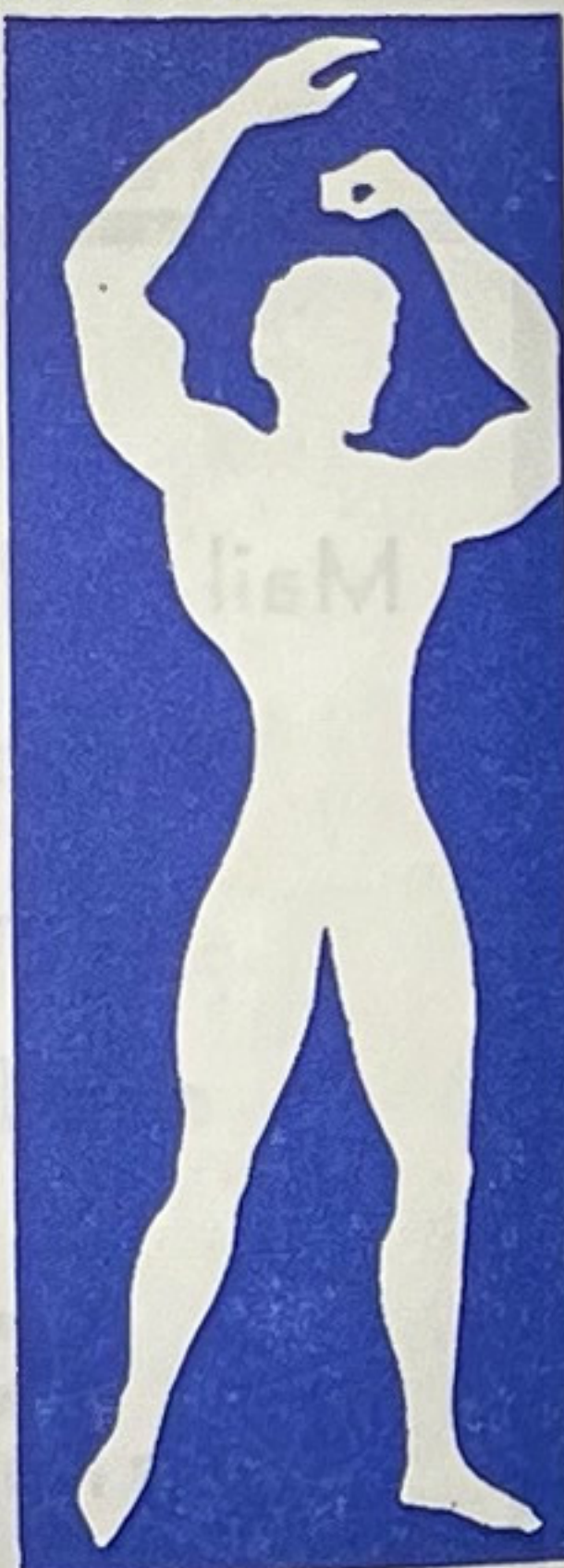
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EAST GRINSTEAD C.C.

One of our Yoga teachers was always telling his class 'It's not what happens to you that matters but your attitude to it'. Wise words which take on a greater significance since Trev's accident on the Brighton road on 21st July. Losing a leg when on top form is hardly a happening to be overlooked but the Budgen fighting back attitude to this blow has been nothing less than admirable. Letters of cheer and condolence came in from all over the country and at this point, can I say a 'Thank you' to all those club folk who have visited Trev, showing that cyclists are one big family at heart? Trev should be having his new limb fitted in early September and is already scheming out ways of adapting it for cycling. Knowing his way of getting things done I wouldn't be surprised if it isn't personally constructed by Signor Campagnolo.

Some years ago I remember reading a Sunday colour supplement on 'Where has the long, hot English summer gone?' We can all answer that one and also add that it's been too much of a good thing as far as general cycling goes - a spot of shade and/or a dip in the sea has seemed preferable to getting the miles in.

Nevertheless, our evening 10's continued to draw record breaking entries till they finished.

The clubrun scene has been in low profile during the hot weather, although the club has been out in strength several Sunday mornings, undertaking marshalling and promoting duties. In three consecutive weeks we 'did' the South London and Surrey Club's 25, helped Rod Starmer run his Counties 100, and ran the E.S.C.A. 50 where we excelled ourselves by getting the marshall in the right place for the first turn!

Our new member, Terry Thorn, has put on a most stimu-

ating evening, on Diet and Fitness, which gave a completely new slant to the vexing question of correct food. Whether the advice was followed on August 11th is open to question when over 30 attended our after 10's supper at a local pub where everybody enjoyed a pleasant evening.

On August 30th most of the club were out helping to run - under Val's able direction - the East Grinstead Carnival Road Race, which was won by Pete Shaw, of the Clayhill Velo (where's that?).

Steve Hepp, who is no lover of the heat, has only put on an occasional racing appearance, although these have been rapid as witnessed by a 59.23. Will has only ridden the shorter distances, although he got down to a 3, leaving Ray Lunn as first and last in the Club B.A.R. table.

May I remind you that our Club Dinner is at Blindley Heath, as usual on November 20th. Details from yours truly.

Yours, CROW.

WHAT'S ON IN OCTOBER

- 3rd - Bognor Hardriders 25, Goodwood course.
- 10th - Epsom C.C. 25, Course G.533.
- 10th - East Sussex Hillclimb, Hartfield Course.
- 17th - Brighton Mitre 25, Course G.938.
- 25th - Eastern Counties 3-Up 25. Course E.63

LETTERS TO THE EDITOR

Dear Ken,

Three comments with reference to the March 'Bonk'.

- 1) Do you have to change the design on the front of Bonk? Roy Jones and myself think it's very good. Why not just change the colour?
- 2) Yes, I do see evidence of a boom in cycling. Our bike shed at work is full again as it was a few years ago. Also, the mixing of sexes in T.T's has encouraged whole families to ride events. Hence cycling as a family passtime has re-blossomed.
- 3) Our Club's contributor is the principal offender when it comes to 'indecent' racing shorts (or is this just sour grapes?!)

Yours sincerely,

Ron Ford. (Secretary, Crawley Wheelers)

Dear Sir,

WHO ARE THE DEMENTED? - DRIVERS OR CYCLISTS? BELOW ACTUALLY HAPPENED.

Picture, if you will, a country road, three cyclists two abreast and one behind are trailing along in the sun. For some time traffic is passing quietly and orderly. Suddenly the peace is shattered. A car horn is heard and a man's voice starts to shout above the noise of the car engine. Is he in trouble or is his car on fire or likely to blow up, killing and injuring thousands? The horn continues to be pushed and the shouting gets even louder. Cyclists, being knights of the road, turn heads as one to see whether they can be of help to this

brother who is in so much trouble. It is at this time they realise he is shouting at them, calling them dangerous and accident causers and to ride in single file, interspersed with colourful adjectives I thought only sailors knew. The cyclists, being polite, humbly apologise for daring to get in the path of this gleaming ten year old four-wheeled apparition. At this, the driver loses all control and violently bangs his car up a nine inch kerb, ruining both hub-caps and without doubt altering the track of the vehicle, he then swerves back onto the road raising a clenched fist perhaps in salute! The cyclists almost fall of their machines in mirth at these antics. Two miles down the road, the cyclists repass the car with the driver's sanity restored now he has stopped, stuck in a traffic jam. Cyclists on passing offer commiserations to motorist, but such is driver's colour, they do not stay around to hear his comments.

Malcolm Pink.

COURAGE LAD,. COURAGE

When you've just punctured your best silks or the wife has burned your Comic back numbers, you may find the following helpful:-

"What I say is, life ain't all you want, but it's all you 'ave:

So 'ave it; stick a geranium in yer 'at, an' be 'appy".

W.L. George

EASTBOURNE ROVERS

For those without time to ride on clubruns, or attend weekends under canvas, the highlight of club-life with the Rovers is the evening 10 series. Because the same course is always used, times mean something, and as the entry has the same riders at its core, a nice degree of true competition results. I've never understood what value a 21 minute 10 has when it's only worth 24 on another course - time trialling success seems to me to rest, as does other racing, on who you beat on the day. Anyway, the Rovers series has a nice social atmosphere, a second club-night, with enough guests to add spice. Sadly, it's almost the only time you can get the club racing together. Event after event this year, we have not had a team out, as riders will go off to the course they fancy rather than race with the club.

This season the 10 series provided a close-fought finish. Early in the year it looked as if Ken Stevens would have trouble from Hasting's Peter Baker, but he faded, the early promise Peter Coles showed was aborted when he ceased riding to concentrate on examinations. By June, Ken was dominating everyone with medium 23's. In July, Peter Coles came back - challenged with a 23.41 then went on holiday - threat over. Next, Terry Leach came home from college, but was held back by a virus infection. Ray Gearing slipped in a 25.01, a personal for him, and Pat Pearson emerged from the past to begin the long road back to the speed she showed twenty years ago. Just when it seemed Ken was unchallenged, Terry Leach and Peter Baker woke up, Peter setting a P.B. at 23.33. Ken responded with a career best 23.18. The penultimate evening saw Terry win in 23.16, taking half a minute out of Ken's lead on average. Only 8 seconds separated them, with one ride to go. Sadly, Terry injured his knee weekend racing, and Ken rode to clinch the series. This last evening saw the only out-riding from Cliff Sharp, who tore round in 22.59, the fast-

est of the season.

Rover's double weekend drew a field of 93 for the longer distance and both events run in hot conditions were a social and athletic success. Last year's winner, Lyons, scored again (despite a change of club) from Spinks and Terry Leach. Spinks made his drive from St. Albans worthwhile by winning the 25 in 58.38, pushing Walker of the Bec and Cliff Sharp into second and third. Sue Swetman followed her 26.57 on Saturday with a 1.8.51 to win both Ladies prizes, for the East Surrey R.C. Ken took the Veteran's and Rovers the team.

'The lad most likely' on the track is, in my opinion, Andy Leach - he rides with his head and seems unflustered even by 'Devils'. Placings have begun to come and should he aim his winters training at the track, he will really begin to score. Too long Rovers have relied on Graham Lade to skilfully carry their colours, hopefully the revival in track racing will encourage more Eastbourne youngsters to follow Andy's lead.

Brother Terry, lured from Olympic purity by sins of the flesh, is making an end-of-season effort to retain his first cat.licence. 600 miles in a week is desperate stuff and not an ideal preparation for a three day event, but it nearly did the trick. A group of 7 including Carbutt, Compton, Palin, Leach and Terry took 12 minutes out of the 'Hopfields' bunch the first day, in 83 soaking miles. Terry got a bit mixed up with sheep in the 8 mile T.T. and dropped to third, but held his place through the following 63 miles stage. Determined attacking on the third day didn't drop Carbutt, who eventually duffed-up everybody in the sprint. Nevertheless, Terry's third behind Ray Palin, must give him some encouragement for next season, when he plans to get back into the big action.

Orso Bruno.

C.T.C. New MID-SUSSEX D.A.

On July 4th this section ran a successful Treasure Hunt with about thirty members attending. There are five area sections and members all met up at the 'Sloop Inn' Freshfield for this event. On September 5th there is to be a map-reading event when the five sections will meet at the 'Jolly Sportsman' at East Chiltington, near Lewes. C.T.C. members or any cyclists interested will be welcome to come and join the map-reading competition which starts at 12 noon from the 'Jolly Sportsman'. Your local area section officers are Roy Hayward, Lashbrooks Road, Uckfield; Mike Higgins, 1 Highcroft Road, Sharpthorne; Jack Wells, 27 The Sheppeys, Haywards Heath and Gordon Christenson, 29 Pollards, Crawley and from the Brighton area; Tony Nicholls, 1a Chichester Place, Brighton.

On November 6th Saturday evening the first A.G.M. will be held at the Hassocks Hotel, Haywards Heath at 6 p.m. followed at 7 p.m. by Neville Chanin, the well-known touring cyclists of the C.T.C. showing his tour of South America. A buffet will also be included in the evening's entertainment which is open to all cyclists and friends. Cost £1.50. Cycle accomodation available. Mrs. Ada Wells of 27 The Sheppeys, Haywards Heath is the organiser.

G.C.

DOUBLE CHAINWHEEL TIP

Just bought your first road frame with a short rear triangle? Before you rush off for a normal 120mm double chainwheel axle, check to see if your inner ring will clear the chainstay. Recently I've had to buy a 123mm (long double) to allow clearance for a 47T inner.

HASTINGS C.C.

Already it seems that the '76 season is nearly over for by the time this edition of Bonk reaches the far corners of Sussex, the closing E.S.C.A. '25' will be imminent or past giving us few more chances to excel or invent new excuses for our efforts.

Since the last edition our shining light has managed to 'get under' recording a long 58, (58.59 to be precise) on that 'dragstrip' known as the Q.25/3, on one of those days when 'Alf' got close to comp. record again. Which makes him, incredible as it may seem, the first member of Hastings and St. Leonards C.C. to record a time inside 60 minutes.

Veteran campaigner Jack Southerden still keeps getting the events under his belt, recently winning the Chain-wheel Creek trophy in the Eastbourne Open 10. In these days of motoring to events, Jack still rides as often as possible to events; after riding out to the 10 he also rode home, then rode out on Sunday to the 25 then on a clubrun. Dave and Audrey were the Hastings contingent at the New Forest Cycling Week in July, where it seems that they met the entire membership (well, almost) of the Rovers.

Following in father's footsteps are Steve and Tim Carpenter, now getting the times down to compete with dad. Steve with 25.45 and Tim with 27.16, while the old man has got down to 24.10. Even mum has got down to a 31 minute 10. With the club's centenary coming up in early October, I wonder what we can show the world for over 100 years. Don't miss the next issue!

Clubman.

POINTS COMPETITION

UP TO AND INCLUDING 100 MILES

Individual points		Club points	
C. Sharp	... 116	Eastbourne	... 103
P. Baker	... 97	Central Sussex	... 72
K. Stevens	... 86	Brighton Mitre	... 56
J. Honeyball	... 64	East Grinstead	... 43
S. Hepplethwaite	.. 57	Crawley	... 37
P. Burberry	... 50	Lewes Wanderers	... 34
R. Johnson	... 49	Worthing Excelsior	.. 24
P. Taylor	... 48	Hastings C.C.	... 22
M. Colburn	... 46	Southborough	... 19
A. Limbrey	... 45	Brighton Excelsior	.. 4
R. Shipton	... 45		

Method of points calculation:-

Individual		Club	
Fastest time	20 pts	Fastest time	8 pts.
2nd fastest	19 pts	2nd fastest	7 pts.
3rd fastest	18 pts	3rd fastest	6 pts.
down to	1 pt.	down to	1 pt.
		1st team	3 pts.
		2nd team	2 pts.
		3rd team	1 pt.
		1st H'cap	3 pts.
		2nd H'cap	2 pts.
		3rd H'cap	1 pt.
		Ladies	
		Fastest	2 pts.
		2nd fastest	1 pt.

Any rider wishing to know details of his club or personal points can have them on request from S. Shirley, 16 St. Lukes Road, Brighton.

BRIGHTON MITRE

Reviewing the year from near the end of August, it has been an eventful season for the Mitre. The loss of Richard Smith to the Archer R.C. has been compensated by an influx of a large number of youngsters, with lots of enthusiasm, if not yet with Richard's speed. Martin Blake, son of Frank Blake, who has also re-appeared on a cycle and Mark Panton have managed 24's for a 10 and Steve Harkness, Cliff Brown and Mike Tanner have all managed speedy rides in their first season.

Club records have also taken a hammering. Clive Oxborrow reduced Richard's 10 record to 22.48 in the Southborough in May, and Ray Smith has taken two of Robin Johnson's records with a 4.19 100 and a 250 mile 12, only missing the 50 record by a few seconds.

Alan Limbrey has again managed personal bests at 10, 50 and 100 miles this season with a 23, 2.3 and 4.25 respectively.

The younger set have again preferred to concentrate on road and circuit events with Dave Barnard, Owen Leigh, Clive Oxborrow and Ray Smith all recording wins and the schoolboys led by Steve Harkness have been competing regularly at Crystal Palace and Eastway, with the Mitre gaining three of the first four places in the Division Road Championship. On the track front, numerically the Mitre has swamped the Sussex Racing League, but have had to concede the individual title to George Matthews and Bob Beatty. The new schoolboys League was a dead heat between Mark Panton and Steve Harkness.

A large party of Mitre members and associates attended the National Track Championships at Leicester, with Dave Barnard, Martin Leigh, Martin Butcher, Steve Harkness and Mark Panton competing, alas not with conspicuous success, Steve being the most successful,

reaching the third round of the Schoolboys sprint.

Christine Jones from Crawley outdid Dave Barnard in reaching the second round of the Female Persons sprint. The Sussex contingent made itself felt with the amount of noise, on one occasion the commentator complimented the 'local' support for one rider when all the noise was coming from the S.C.R.L.

The final day of the Championships was graced by none other than the G.W.C. himself, but I must disillusion him, the trumpeter was not just there for his benefit.

The backing that is apparently given by Leicester City Council to the Championships is in marked contrast to the effort of our approaches to the local councils here for facilities.

On the promotions side a late promise of support from Messrs. Harkness and Oxborrow for our meeting in July allowed the presence at Preston Park of top-class riders in Dave Le Grys, Tony Doyle and others, but although away riders took most of the prizes it is noticeable that the Sussex riders standard has risen considerably, and local riders were far from disgraced. One encouraging feature of the year has been the participation of several father's of younger members. Fred Harkness was persuaded out on clubruns early in the year and by mid-season was riding three 10's a week, and has now ridden several 25's. Frank Blake rode his first event for about 20 years, and entered for the Eastbourne 25; Peter Panton was also persuaded to have a go in a club 10.

With clubruns soon starting again at the end of the Road Race season our average age may be a little higher than in recent years.

On September 11th at Withdean Stadium, the Brighton

and Hove Sports Council is organising a 'Sports Festival' with the accent on minority sports including cycling. I am organising a couple of events on behalf of the B.C.F. and hope to follow the Editor's advice and bring cycling to the notice of the general public.

Ken Wells.

TALE OF TWO NITTIES

Two Irish brothers each bought a horse and decided to dock the tail of one so that they could tell them apart.

During the night a joker docked the others tail, too.

So the puzzled brothers decided to plait one horses mane, to distinguish them apart. The joker struck again - two plaited manes!

Next morning Patrick looked at Michael and said "to Hell with it, you take the white one and I'll take the black!"

Norman Mailer's book 'Marilyn' is on offer cheaply at 'Bookmark', Churchill Square, Brighton, where cut-price books lay about in lovely, browsey heaps. In it is the irreplaceable Monroe posed with an early cycle. In colour, too. Buy it to frame and drool over.

E.S.C.A. HORRORSCOPE

SEPTEMBER Continuous peasoup fog. 25 moved to Ardingly/Balcombe area. Copper Burgess wins hands down (and on knees) and says "I enjoy the change". Stevensmobile knocking. Humphrey says police have warned about course being unacceptable. Finances now disastrous. Member hanged at Hellingly for writing to M.P.

OCTOBER Sleet, snow and black ice. Hillclimb moved to Pevensey Marsh - no finishers. Boore goes off course. Stevensmobile knocking. Humphrey says police do not wish course used again. Financial position has never been worse.

NOVEMBER Sudden heatwave. Cases of sunstroke and rabies at club dinners. Stevensmobile knocking. Neevo wins B.A.R. and says "I should have done this years ago". Humphrey says that as Police won't approve any Sussex courses, E.S.C.A. events must be held in Hampshire. Bankrupt.

G.W.

ALL THAT GLISTENS

Locally lately there has been some talk of pacing by cars on certain events. Careful investigation by the Editor has at last revealed the truth.

The motor pacer was, in fact, a Securicor van guarding the £55. pedals and £100. chain set on a competitor's machine.

CRAWLEY WHEELERS

How am I supposed to remember to the last closing date back in June? "What" I ask myself, "Have we achieved this summer?" Well, according to Ron Ford, membership is still growing and now stands at over one hundred, which in itself must be something of a record. Heaven help me if they all come out on the Sunday clubrun at once, I know, we achieved our finest ever results on the road with Marks Boorsma and Jones finishing first and third respectively in the Junior Road Race Championships. Their trouncing of the Mitre men came at the end of a long secret campaign waged by the Crawley men to sap the strength of the opposition. Very well, she's done it too! (Think about it, lads.) The Jones lad and the Boorsma lad have done well in most spheres this year, but at times Mark Boorsma's party handicap on Friday and/or Saturday nights has caused him a few problems. Also worthy of mention must be the placings fifth and sixth in G.H.S. '10' heat by Clive Swann aged 14 and Martin Loveridge aged 15, their times being 24.30 and 24.34 respectively. These results were excellent, bearing in mind both boys only started riding this year and have gone from 30's to 24's in a season.

They've also ridden encouraging 25's and have beaten several of our older stalwarts. Many other schoolboys are also riding well and have improved considerably during the year, but Martin and Clive are, I feel, exceptional.

On the clubrun scene things have, as they say, been happening, groups are small as is usual at this time of year, but average six to eight. Various events and happenings have been visited. Ron Ford organised and led a weekend run to the Isle of Wight which left Crawley at 23.00 hours, arrived at Portsmouth early on Saturday morning to catch the first ferry over to the Isle of

Wight. Saturday and Sunday were apparently spent touring this island, reaching the mainland early evening and Crawley at around 01.00 on Monday morning. There were tales of happenings on this tourlet but to date no-one has cared/dared to put pen to paper. It was good to see ten members of varying ages and abilities on this run and all without exception thoroughly enjoyed it! On the same Sunday one D. Malin (GENTLEMAN AND SCHOLAR OF CRAWLEY) rode to the Isle of Wight and back in one day, a very fine achievement which gave him the idea of riding a 12 hour event, which leads me to my latest clubrun with Ron Ford and Dick Denman down to the Bournemouth area to feed Derek in his attempt to break some course record on the Poole Wheelers course. Unfortunately the course record was not broken!! Most of our day was spent in dodging round the various fires burning in the New Forest area. It was, to say the least, quite an experience and considering the damage these fires do to the countryside, an experience I would not wish to have very often. Whilst down there we bumped into a vast horde of Lewes Wanderers also competing and found out why their copy is late and/or non-existent. No, I'm too much of a gentleman to say more.

Roy Jones said to tell B. Wilkins to get St---ed as B. Wilkins is a tight old ----- and envies him his life membership given him by the B.C.F. Insurance Company for all his accidents.

Malcolm.

FOR SPEED

As controversy continues about the value of various wheel spokings, the major advantage of 24 spoke wheels should not be overlooked.

They're so much easier to clean!

E.S.C.A. NEWS

The E.S.C.A. Management Committee Meeting at Framfield was so poorly attended that a quorum could not be raised - with such enthusiasm how can cycling fail to gain strength?

A quorum was raised at the second attempt at Hellingly, after the '100' so date fixing was completed. Events for 1977 are as follows:-

DATE	EVENT	ORGANISING CLUB
6th March	Hardriders	Brighton Excel.
3rd April	2-Up T.T.	Central Sussex
30th April	10)	Brighton Mitre
1st May	25)	
12th June	50	East Grinstead
2nd & 3rd July	Open 25	E'bourne Rovers
31st July	100	Lewes Wanderers
4th September	Open 50	Worthing Excel.
18th September	25	Crawley Wheelers
9th October	Hillclimb	Southborough C.C.

All entry fees 50p, except the 100 which is 75p. Prize value in 1977 up to 30p per point.

The E.S.C.A. 'dinner' is to be a Sunday Lunch at Framfield Hall on 9th January 1977. This is to encourage the active members of the Association to attend (they were noticeably absent at last year's Saturday evening 'do') by making it easy for them to combine a ride with attendance. Do come, drinks in the pub first - you can bring in your own wine but no alcohol will be on sale in the Hall.

The Annual General Meeting is on the 5th December, at Hellingly Village Hall.

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The Merrydown Wine Company is situated in the centre of Horam village on the A.267 Tunbridge Wells to Eastbourne road. On the forecourt stands the Merrydown Wine Shop which offers the finest range of English wines and fruit wines in the country, as well as stocking all the best known names in beers, wines and spirits. From May until August inclusive on Mondays to Thursdays at 2 p.m. and 3 p.m. it is possible to see round the Winery and sample the Vintage Cider. Admission 20p per head.

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Iris Stevens said she thought it time that some new faces appeared in the E.S.C.A. jobs, and said that she would not stand as Racing Secretary for 1977.

Geoff Boore is planning to arrange a road measuring on the Eastbourne Rovers event 25 course to see if improvements are possible. The Committee are prepared to consider this when figures are supplied, but the floor felt that the only useful improvement might be moving the finish further up the lane towards the A.22, keeping the board and teas well away from the line.

Bonk Editor said that he would not put his name forward for election in 1977.

After some discussion the secretary is to circulate secretaries asking them to reply on the pints raised by the green, loose insert in Bonk 51.

SMALL WORLD

Dick Marchant's wife, Barbara, has just given birth in the Cuckfield Hospital, where Trev Budgen was recovering from his accident. Trev asked if he could see the new baby, to which the Sister replied, "Not if its got dark curly hair like you!"

SOUTHBOROUGH & DISTRICT WHEELERS

Greetings from the arid desert that was once west Kent. The heat beats down as I write this, sitting on the piece of Shredded Wheat which in greener days we loosely described as a lawn.

The dry, dry weather coupled with the fact that half the SARFBRA are on their 'holis' has meant that club nights have been quieter recently. But all is not lost.

July 24th was the day that the club ran the S.E. District heats of the G.H.S. 10 championship, and backed it with an open 10 as well. The result was some one hundred and sixty plus competitors. The By-pass course was in its familiar fractious mood associated with a North East wind, yet despite this the first three boys all did 23's. I wish I was young and fast! There was also a dead heat for first place with 22.06 between Rod Overton and Bob Milner in the Open, with Mick Hartley third, just one second slower!

That North Easterly wind has meant no records on the course this year, although, as last season it relented for the final Thursday evening 10, when everyone did personal or near personal bests.

Talking of personal bests, Geoff Withers rode the Eastern Counties 12 hours for a very well judged 236 miles on a far from easy day, whilst Arthur Smith returned 220 miles. The following Sunday saw the harder wind that blew the National Championship 12 to pieces, do just that for the Kent C.A. as well. Alf Obbard attempted yet again to return from a fortnight of doing nothing type holiday on the Saturday evening and ride the 12 on the Sunday. Yet again, he did not succeed although he did cover the first 70 miles. Pete Wall returned about 210 miles to the winning 250 of Pip McVey.

August 1st. was, of course, the old Bank Holiday, before we suffered the new, improved calendar. It was also the day of the 'Lou' Bathurst Memorial 25 on Q25/1, on what proved to be a fine morning. Despite it being holiday time, we still attracted a field of over 80. These days one gets a free morning's entertainment and a stiff neck from staring skywards, watching the practising parachutists at Headcorn. Some of the birds that participate are right, sorry I digress. Back to the cycling. In form Keith Ratcliffe screwed Tom Smith of the Bexley for first place and the trophy with a 58.29 ride.

Incidentally, talking of the trophy, this will be presented at our Dinner, which this year is a fortnight earlier, on November 27th, at the Elizabethan Barn, Tunbridge Wells. So make your note now.

Whilst you have your diaries out, forget not the SARFBRA Seasonal 10 on New Years' day, on the Kent C.A. 12 circuit, near Smarden. The prizes range from a half a gallon of Guinness to Christmas pud. Entries early, please, with 27p for levy and postage only, to Warwick Dunford.

"But what of the club comedians" you cry. Well, this month it is Jean Smith again! The day is the 24th July. The time 20 minutes before the start of the open 10. The place is Tonbridge. Jean with the best new bike on the roof rack, is delivering small son to the town swimming pool before competing. Now retrace one week. A kindly town Council have decided to make more room for the poor motorist in the car park, by excluding the large vehicles. How? You've guessed it, by erecting a 6' 6" barrier. Damage is one twisted frame, a wrecked pair of sprints, a twisted roof rack and a dimple in the car roof. Ah well - I guess that's life.

Now to finish on a serious note. This threst of Iris's

to walk about throwing her chest out. If she missed Robin Howard's result board at the Hillclimb last year, how big and how high must it hang this year, to allow for the new viewing angle?

Must dash off and unpeel the cape in case I need it!

P.B.B.B. The Parched, Bird-loving, Boozing Bikie.

PHEW!

Quote on 'Cyclings' MARKET PLACE.

'Sufferers from aching feet may well welcome the Sportex white ankle socks from Holdsworth' etc. etc.

'They are made from (wait for it) nylon ' etc. etc.

I'm amazed to think anyone still wears nylon next to their skin.

Any youngster who might be swayed by such advertising should remember that first-class psychiatric treatment is available FREE under the National Health Service.

FINGERS CROSSED DEPARTMENT

After a sheaf of correspondence it looks quite possible that next July will see the Bexhill Round Table given the green light for the seafront races by the County Council. If so, the B.C.F. will promote them and the programme will likely include races for schoolboys, Juniors and 3rds, 1st, 2nd and 3rd's and a Devil.

NOT SO CORNY

If you hate rising early and having to prepare breakfast, eliminate some of the problem by making it the previous night - with a simple nutritious muesli. For each person allow the following:-

- 3 tablespoons of muesli base.
- 1 tablespoon of live, plain yoghurt.
- 3 tablespoons water.
- 1 tablespoon cleaned sultanas.
- 1 tablespoon of your choice of chopped nuts
- 1 tablespoon clean honey.

Mix them all together, put in a sealed container, and leave in the refrigerator. Next morning grate one apple per person into the mixture and there it is. To ring the changes add minced figs or dates instead of the sultanas, and add a few slices of banana or any other fruit. If you don't want to waste any time, buy muesli mix instead of muesli base, this contains the sultanas and nuts already. Both can be obtained from the health food shops who currently advertise in this magazine or from Infinity Foods in North Street, Brighton. Price of the plain base is from about 14p per pound. Good eating!!

Weasel.

SKOL SUBSTITUTE

As there is no Skol 6-day this year, Crawley Wheelers are hoping to organise a weekend trip in November to the Ghent 6-day race. To make it viable they will need at least 30 in the party. The cost for the weekend will be about £20. Anyone interested, please contact Gordon Christensen, on Crawley 28294.

CENTRAL SUSSEX CYCLING CLUB

With holidays only just behind us once again it's nose to the grindstone to try and concoct another load of rubbish for Bonk.

To continue from the previous report, then, one of the main occupations of the Central this season seems to be promotions in the sun! These started with the E.S.C.A. Open events in June, when it was so hot anyone who rode deserved a medal and most riders and officials were dry after about 10 minutes. For the records, 9 gallons of fluid were drunk on Saturday afternoon, followed by another 6 gallons on Sunday morning.

This year, the club promoted the G.H.S. 10 heat for London South and were rewarded by the best number of entries in the county. The evening proved to be warm, dry and very fast for the latter part of the field. Winner was Paul Knight of Purley High School and the East Surrey Road Club in 23m.36s. Purley also won the team.

The club road race is awarded an 'Oscar' as the best debacle of the year. After a reasonable amount of work by the promoting secretaries there were only 19 entries. Of these, only a couple or so were from local riders, and this must only go to prove that an event of this distance and possible severity is not required in the area. I feel that the point will not be lost on the club committee when it comes to applying for dates next year.

Things have been very quiet on the track front with only a few riders showing their paces and faces at Preston Park this year. However, some members joined the Sussex party to the National Track Championships at Leicester and had a most enjoyable week.

Things are beginning to get underway for the next social

season, and subject to any untoward happening our Annual dinner will be held on the corresponding Saturday in January next year at the Hassocks Hotel, Hassocks. Geoff and Jenny Boore are again in charge of ticket sales and I am sure they will be coming your way soon. It is hoped that once again there will be some sort of novelty, but more details soon.

The club evening 10 series was its usual great success with an average of 22 riders in each of the 6 events. Don Awcock was fastest for the series, and Malcolm Jones the Handicap winner.

A goodly number of novices had their first rides in these events and all of them have now beaten evens. As with a number of clubs the influx of junior and schoolboy members has made the season most interesting. It is to be hoped that the interest can be retained through the winter and all the bad weather.

Tony Goodsell has recovered from the mishap reported in the last edition and is back on his cycle once again. He was missed a great deal from the racing scene this year when he promised to be one of the club's better riders. John Yates has maintained the run of being in the right place at the right time, recording 57m.42s. in the event on E.8 where everyone went fast. Shaun Bateman (1. 0. 6.) and Tony Philpott (1. 3. 12.) did likewise on E.72. It has been noted and duly regretted that there were no club entries in the Association 100 this year. This means that for the first time in a good many years there will be no Central members in the B.A.R. result. I think it would be honest to say that the long distance team has disintegrated.

Reverting to the Crashes and Smashes of the last report, Martin Hawes has once again been in the wars, and the confines of Cuckfield Hospital. This time he was knocked from his cycle in Sharpthorne whilst riding to work.

the culprit was apparently an errant paper boy. Martin suffered a broken collar bone, which I am pleased to say has now mended, but it did put a few plans out of gear at the time.

Among the better things to come in the near future is a cycle tour, or more properly a long distance pub crawl of the West Country by Nick Bown and John Palmer, always allowing that they can get away from the clutches of - well - whatever you have to get away from. Also proposed is a visit to the National Hill Climb Championship in North Wales. This will be motorised in whole or part and I gather it is hoped to press the Palmer Work-o-bus into service for the operation.

The report of the two foregoing items should make good reading in the next report, till then, in usual haste,

Honest Ginge.

ALL OUR YESTERDAYS

Following Terry Leach's third in the Tour of the Hopfields, the Editor was talking to a workmate of his (Roy Hillman) who rode the event in 1953 and finished second by a tyre, to Dave Bedwell's mate, Dave Robinson. The Polhill chap who was third that day was called Harry Leach. Nice coincidence, n'est-ce-pas?

QUELL WITH YOUR QUILL

The R.T.T.C. news was urging us to write to the Sports Council if we had difficulty in persuading local authorities, local police etc. of the importance of cycling when applying for event venues etc. Recently your Editor has done this and if you need to do the same your Regional Officer is:-

Miss J.F. Tickner,
The Sports Council,
Greater London and S.E. Regional Office,
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London W1N 5TB.

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The owners also have the Cheetah Studios in the King Alfred at Hove and a gym in Worthing.

It definitely beats the rusty weights in the garage scene.

small ads.

Next publication is December 5th. Copy no later than November 1st. Advertisement charges 2p per word for E.S.C.A. funds to E.S.C.A., 16 Westville Road, Bexhill TN39 3QB, or tel. Bexhill 217764.

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