

AUTUMN 77

THE OFFICIAL JOURNAL

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# East Sussex Cycling Association

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PUBLISHED QUARTERLY

**PRICE**

**10p**



EAST SUSSEX CYCLING ASSOCIATION

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New Series No.3

Autumn 1977

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EDITORIAL

First of all, abject apologies to all those contributors, most faithful souls, who received un-necessary harassment for their copy. There was rather a panic when we realised that Maurice's holiday fell a couple of weeks after 'deadline', and had visions of the 'Carpenter Copy Service' grinding to an untimely halt.

The theme throughout the notes from the clubs, is of enthusiasm and improvement, and this has been reflected in the Associations activities during the past season. Whilst certainly not enjoying the hoped for glorious summer weather, entries have been increasing for most events, and we appear to be breeding our own 'super' Vets and fast juniors. One sad fact to emerge is the increasing number of accidents, so many of which appear to be the fault of the motorist. Perhaps it would be timely to give some thought to a safety campaign of sorts - there must be some way of getting the message over that cyclists are entitled to a safe passage on the highway.

There is just enough space to wish everyone a very enjoyable social season. Don't forget - your pleasure is material for the next issue!

Maurice & Esther

## CRAWLEY WHEELERS

Enclosed herewith jottings from the Crawley Diary starting in the merry month of May. I note that on the 22nd May clubrun, we thought we'd found the crock of gold at the end of the rainbow. Alongside the A22 near Godstone we found 76p just waiting to be picked up, it was also the first sunny weekend of the summer, and we spent our find on halves of shandy at lunchtime. The following weekend was even hotter and we embarked on what has turned out to be the longest run of the summer, down to West Wittering for the day. Then on into flaming June, and on the first Saturday in the month found that our tried and trusted friend Mr. D. Stokes, timekeeper of note, was asked to leave a shop in Crawley by a member of our Boys in Blue, as it had been reported that he was causing a disturbance in the shop. He says it was all a misunderstanding and I'm very pleased to learn it was!!!

On the 5th and 6th June, we ran our 500 mile marathon relay on a 10 course up and down the Crawley Bypass. Punters were asked to guess how long it would take to cover the 500 miles, and at the same time contribute 10p to the Mayor of Crawley's Jubilee Appeal Fund. The Lady Mayor of Crawley flagged away Anne Killick the first rider, and Hilda Boxall rode the last lap to complete the ride in a time of 23hrs. 42mins. 44secs. Winning guess of 23.42.13 was made by Mr. K. Ives of Three Bridges, and the Mayor's fund was helped by some £80 approximately. The event was run by our Gentleman and Scholar Derek Malin, the weather stayed dry for most of the event, and some 24 members rode 50 laps between them. We also had representatives in the Crawley Carnival on vintage and modern machines; unfortunately rain spoilt the procession and roller riding afterwards, though several members of the public were encouraged to try their luck.

On June 12th a steady clubrun, with seven protagonists, was had to Devil's Punchbowl at Hindhead, a pleasant ride thro' country lanes somewhat spoiled by a two hour downpour of rain. On this day, Nick Haines was enjoying possibly his last English ride for several years, as next week he leaves with his family for South Africa, where his father is working.

The weekend of the 16th proved a disaster, cold and wet - only four hardy souls turned out for the run, which terminated at Dorking Cafe. The Cafe was packed solid with bikies bemoaning the English weather.

The weather on the 26th was much better with hot sunshine, and eleven of us rode through Noddy country to Ye Olde Kentish (Sussex, Sussex. Ed) town of Battle. It was not thought a bargain to look around the Abbey ruins for 40p per head - the money being better spent in the Battle ale houses!!!

On then into July, which from memory was a slightly better month, weekend weather wise. The first weekend was very hot, and saw us at Bognor, where we also appeared the following weekend for the Kermesses, in which Clive Swan finished a creditable second in the schoolboy event. 'Team' tactics couldn't ensure a win for Kamikaze Boorsma M. in the senior event. Having been dropped at quarter distance he dove or dived his machine into the sea wall at the turn, which gave him a lap out, and crafty like put him back in the bunch. Unfortunately, loss of blood!!!! so weakened him that he couldn't capitalize on this, and retired a few laps later.

In the G.H.S. 10 heat on the following Thursday, Clive Swan finished second in 24.19; Robert Flinn, already Sussex Schoolboy Road Race Champion, was third in 24.23, and he, combined with G. Moore - 25.51, and N. Rayland - 26.40, were fastest team, so we have four riders from the club competing in the final at Newport on September 10th.

Unfortunately club runs have been minimal from here on, due to long distance time trial commitments and holidays. Before closing, however, there are one or two odds and ends to comment upon.

In July, one of our younger members, David Randal was involved in an accident with a coach whilst riding to school. Injuries sustained were quite serious, but I'm pleased to report he was discharged from hospital this week, and although still on crutches he is well on the way to recovery.

On the time trial/road racing front, I don't intend writing a long list of events and times. Any performances I've missed I'm sorry, but...!! Ian Berry, Mark Jones, Roy Jones and Ken Verco, amongst others, have been locked in battle for the fastest 25, 50, and 100 mile times, and to my knowledge the chase for these is still very open. At twelve hours we've had more finishers than for a long time, furthest distance covered so far being Ian Berry with 233 miles, a personal best; Jay Chisnal, a junior rider in his first twelve hour, recording 220 miles, and Duncan Stewart, 204 miles. In view of his age of 17 years, Jay's ride must be very encouraging - unless you ride 12's and have designs on the 12 hour cup. These rides were done in the Poole Wheelers promotion. In the recent Border C.A. 12, Duncan clocked 205, and Malcom Pink, 209.

For the schoolboys, this season must have been encouraging for so many of them. Without exception, all have improved at 10 miles. Guy Pilcher has at last got inside 30 minutes, and is now clocking 28's. Darrell Pink, Neal Rayland and Gary Moore are doing 25 minute something 10's. The star schoolboys, Clive Swan and Robert Flinn doing short 24's, and many others doing 26's and 27's. These are times of which they can be very pleased. Clive has been riding regularly at Preston Park, and as well as his time trial placings, has also been consistently in the prizes at Brighton. Darrell Pink, Andrew Hoare and Gary Moore have been riding regularly at the evening meetings on Tuesdays at Crystal Palace, and it's been good to see some other Sussex schoolboys up there, not getting in amongst the placings, but improvements in the abilities and techniques have been quite noticeable this year.

The junior squad have, I think, had a satisfactory year. Mark Jones' season on the time trial scene being worthy of special mention. Martin Ellis and Mark Boorsma have been riding the road with one or two successes, and Mark Boorsma has also had a fair season at Preston Park track. Their ranks will undoubtedly swell next year, as some of our current schoolboys become juniors.

We at Crawley are hopeful for the future of our sport; we have had an excellent year, and I hope an enjoyable one for everybody. With luck, next year could be even better. Here's to the coming Social Season. Yippee!!! See you on the clubrun.

. Yours in sport,

Malcom

.....

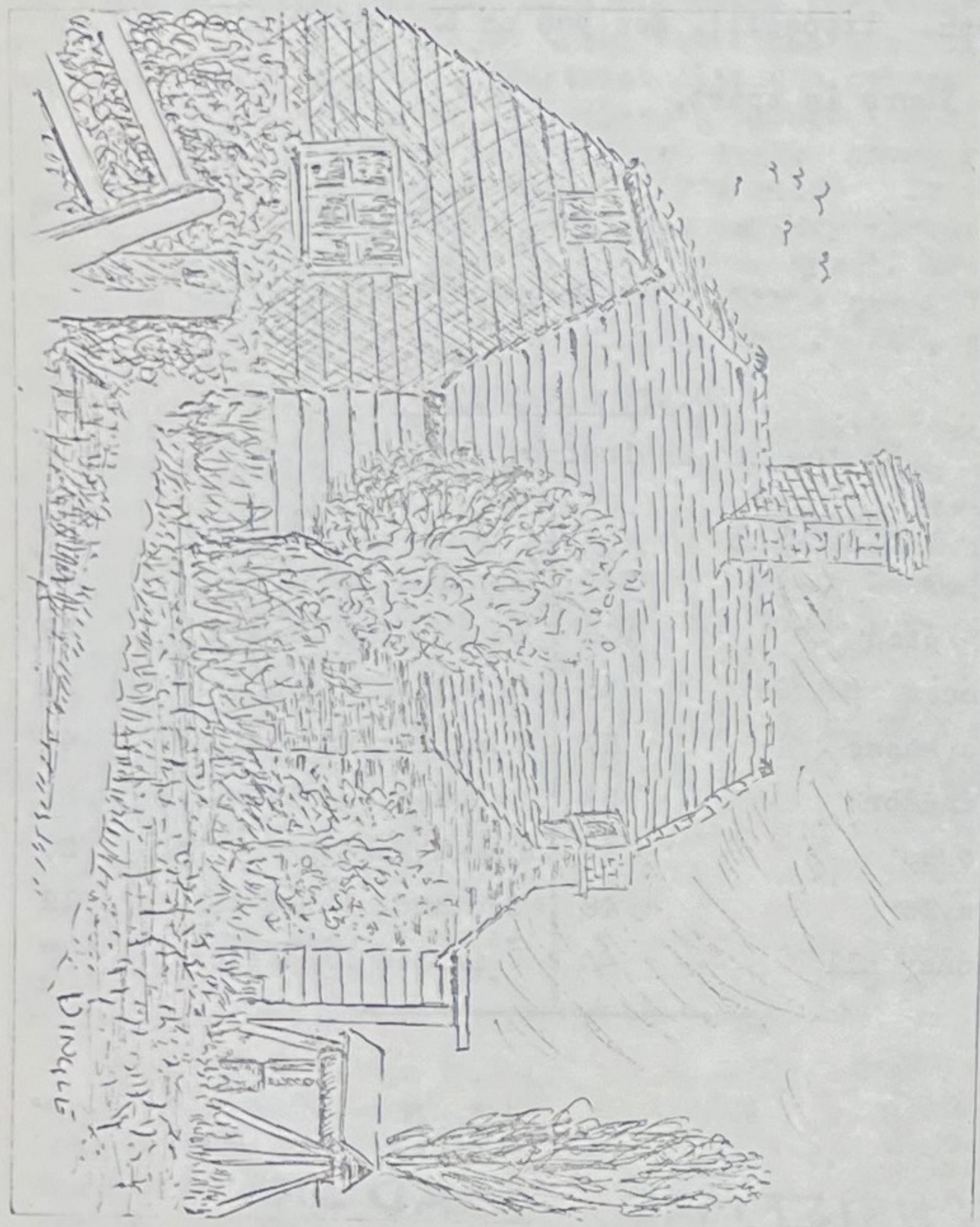
POINTS COMPETITION

Up to, and including, the 100 miles

<u>INDIVIDUAL</u>		<u>CLUB</u>		
C.	Sharp	138	Central Sussex	98
R.	Shipton	106	Eastbourne Rovers	98
M.P.	Jones	75	Brighton Mitre	58
S.	Harkness	57	Worthing Excelsior	47
G.	Windsor	57	Crawley Wheelers	31
A.	Jones	52	Lewes Wanderers	23
P.	Taylor	48	Southboro' Wheelers	12
J.	Honeyball	44	Brighton Excelsior	2

CHRISTMAS DEADLINE

NOVEMBER 15TH.



MRS. WELLARD'S - CHITCOMBE

LEWES WANDERERS 'MINI' TOUR-de-FRANCE, '77

The team of Doug Barrett, Nick Bradshaw, Kiatt Huang, John Honeyball, John Hare, Ian Landless, Giles Ree, Brian Samworth, Graham Seymour and Brian Wilkins

assembled at Dover Y.H. on the evening of Thursday, 21st July, '77, some having ridden there whilst the remainder arrived by car.

Friday After a restless night from the continuous screech of seagulls, the Wanderers stirred and started creeping about at 5 a.m. in readiness for the early one-mile prologue down to the harbour. After a leisurely breakfast at sea on the P & O ferry 'Lion' - on which cycles go free - we set off on the long uphill slog out of Boulogne. All went well for 12 miles, until Ian had to call a halt to consult the map, having taken the field 4 miles off course, presumably due to lack of marshalls! After caping up for the first of many occasions, we continued on a corrected course through the Forêt to Desvres for elevenses, and topping up of 'bonk' rations from the supermarket. The next stretch had Brian S. as the first puncture victim, while Ian's rear wheel started 'playing tunes', with three broken spokes on the block side necessitating a repair job in Hesdin, during which time we 'took over' a T.V. shop to watch the Tour. With so much time lost the remaining miles became a team time trial as we swept through the villages, to local cheers of 'Allez Pou-Pou', and onto the hostel in the camping site at Amiens. In the rush to the showers Brian W., Graham and Nick mistakenly - as they said - started stripping off in the female washroom before being evicted by the screaming mademoiselles! Later we wine and dined in a restaurant close by, and, slightly 'tiddly' on our return, discovered we had bedded down in the women's quarters. All were naturally prepared to stay put, but eventually had to move, with Nick getting all the unheavenly bodies organised with his Sergeant-Major act from 'It ain't arf hot, mum', whilst Brian S. almost came to blows with a Frenchman whom he named 'Der Fuehrer' who was anxious to get turned in.  
Distance for the day - 91 miles

Saturday After an hour browsing around the shops and market of Amiens, we set off via Conty and a bar in Luchy, to the city of Beauvais, where we treated ourselves to the delights of a patisserie for a picnic close to the cathedral. The afternoon, although dull, had the sweat pouring off us as we headed down the N.1 'dragstrip', plastered in flies. Refreshed and regrouped after a coffee stop in Groslay, we headed straight through the centre of Paris, over wet cobbles and in chaotic traffic conditions to the hostel at Rueil Malmaison. The receptionist to whom everything was 'no problem', allocated us beds, only to find that some of these were already occupied. After ejecting the trespassers' belongings into the corridor, we enjoyed a hostel meal with wine before departing for a local Turkish bar that stayed open as long as it had customers.

Distance for the day - 88 miles.

Sunday Down past Longchamps racecourse and through the Bois de Boulogne, where hundreds of cyclists were out training, and on to a packed Champs-Élysées to see the final stages of the Tour de France. We found a very advantageous position, not only to see the race, but also the girls' skirts being blown up as they passed over the air outlet from the Metro, to cheers as big as those received by the riders themselves! The rain started with a vengeance as we rode past a workers' demonstration which had the riot squad out, and onto the Latin quarter for a meal at the popular 'Balkans' restaurant. In spite of the rain, and a litre of wine inside each of us, we made for the Montmatre district to see you-know-what, which occupied nearly every shop. Amongst a lot of dubious-looking characters we received some strange looks ourselves as we walked about in bare legs and plastic capes. Kiatt got thrown out of one shop, Giles' eyes popped out, and ten pairs of eyes peered into one slot machine, Brian W. had 'seen it all before in Antwerp', whilst the husbands amongst us had second thoughts about taking something home for their wives from this area. Eventually a bedraggled mob arrived back at the same hostel for a second night after a very enjoyable

but damp day in 'Gay Paree'.  
Distance for the day - 20 miles.

Monday Hostel departure had to be delayed due to the teeming rain, which eventually stopped to allow us to get 25 miles up the road before the sky opened up again. Mantes was reached for lunch where, looking like vagrants, we tucked into our bonk rations in the shelter of shop doorways. A shivering mob set off again via Vernon, with Nick developing a rear wheel wobble which was straightened out by a cycle enthusiast in Alizay, who oiled all cycles as well and would accept no charge. Pushing on into the headwind that had been there since Paris we arrived at the fine Rouen hostel and were grateful for the hot showers and a change into dry clothes. Out on the town in the evening we settled for a self-service cafeteria meal which turned out to be a rather gobbled affair, with the proprietor clearing up and switching lights out while we were still eating, and the staff hovering around the tables ready to scoop up the plates as soon as we had taken the last mouthfuls. Feeling unwelcome we moved on to another establishment for coffee which arrived after a lengthy wait, together with a steep bill, which we queried and were then told that the tariff went up after 11 p.m. So we had to pay the equivalent of almost 50p each for our nightcap. With a 12 p.m. curfew at the hostel we had to do a 'Brendan Foster' back to meet the deadline, which we made as the clock was chiming midnight.  
Distance for the day - 75 miles.

Tuesday With only a shortish ride to the next stage town, the morning was spent sightseeing and shopping in Rouen, but judging by the price tags, one can see why they come over here shopping. On to Neufchatel via a bar in Les Hayans (only to dodge a shower) for a late lunch, where banners across the road proclaimed a forthcoming criterium with Messrs. Merckx, Thevenet and Poulidor appearing. Dragging ourselves away from a cycle shop we headed across

undulating terrain, accompanied for a short way by a local club, resplendent in identical tracksuits and frowning at our heavy loads, and on to the fishing port of Le Treport. This hostel, compared with the previous ones, was rather grotty, which prompted one wit to remark that the ticks coming from his bike all day were now going to accompany him to bed! With the francs running out fast we found a cheap backstreet restaurant, which proved to be very good. The club Coach demonstrated eating mussels the French way, the Brie cheese to those who could stand the pong, was excellent and the wine potent, which could have been the reason for taking twenty minutes working out each person's share of the bill.  
Distance for the day - 56 miles.

Wednesday Quite an early start had the high spirited group speeding along on the wind assisted ride to Rive for elevenses, singing at the tops of our voices as we passed through the villages and bringing the locals to a gaping standstill. Graham was the next wheel victim, doing his mischief on a 'level' crossing. The next cycle shop we came to was, like the others, most helpful, attending to the repair immediately, and having us on our way again, where a couple of hours to spare before the ferry sailed enabled us to do some shopping with our remaining francs. With saddlebags and panniers bulging with bottles of wine, we boarded the ferry for Dover after what had been a memorable Tour de France.  
Distance for the day - 68 miles.

Ian Landless

#### LEWES WANDERERS C.C.

Having left ESCAland quaking at Agg's remarks last time it's a bit of a letdown to have to say that he didn't carry out his intention after all; presumably the removal of the 'excess baggage' turned out to be a tougher job than he'd thought. So 'the bums' can breathe again!

However, our lads have continued to plug away, as witness a new club 25 team record when the Copper did 2.26, Ian B. 3.6, and John Honeyball 3.33 for an aggregate of 3.9.05 in the C.C. Bexley event, a 38 secs. beating of the old figure. Later the same month the club 10 team record also got the chop when the Copper did 25.35, Ian Landless 25.40 and Ian Burgess 25.50 in the Croydon R.C. event. John annexed the club 50 Championship with 2.17.47, while in the final 10 of our evening series Ian Burgess really got going and clocked 25.07 despite losing some seconds at the turn through traffic; this was a 6 second beating of Steve Myatt's club record. Ian won the series, on aggregate, and also the junior award. The handicap was won by new member Paul Cornford, with some consistent riding. A sensation was caused in one event when Paul brought along his pal Tim Arnold, who after being sworn in as a dedicated Wanderer, rode in plimsolls and hared past the timekeeper in 27.11! Our team of John, 4.43, Ian Landless 4.51 and Copper 4.51 retained the Ted Jenner Shield in the ESCA 100, an excellent promotion - well look who was responsible! and the Copper took the handicap into custody, coming to within 4 secs. of beating Ian. (They also smiled nicely and said 'Thanks' to the turn marshall!!) Ed. Copper has created an almighty stir in ESCAland this season. In May he suddenly produced a mind-blowing 1.1. in the Kent V.T.T.A. event, and since then has been trampling like a demon, culminating in a fantastic 59.56 in the W.Yorks. Police National Championships 25, where he finished 7th. As a former Chainwheel Creek trophy winner for (allegedly) clapped out racing has-beens, he has put up a unique about

turn that will be on the shelf for a good few years to come! Asked what she'd been doing to him, Sylvia disclaimed all responsibility, while the man himself just muttered about it 'all being upstairs'. Presumably he just takes his legs along, as he can't very well chop 'em off!! What with Ron Pannell, Alan Limbrey (Mitre club record with a 56) and now Mick, this can be said to be the year of the Vets and enough to make a few of the younger brigade choke on their Ribena and glucose tablets. Incidentally we're glad to see Ken Stevens back on his bike again.

After a lapse of a year we resumed our evening Criterium R.R. series, on the original course this time, and some very good racing was well won by Mitre junior Steve Harkness, with George Windsor of the Central, runner-up, and young Jerry Broomyard of the V.C.N., third. Another surprise was the excellent fourth place of Mark Puckett, another very promising junior of the Central.

John and the Copper tackled the Poole Whs. 12, the former running out with a provisional 233 miles. Mick developed back trouble early on and suffered all the way round but was determined to finish. We have been forbidden to mention his total under threat of legal action!

Well that's about it for the active stuff so far. Kiatt Kuang had his season ruined by a hit and run motorist, who had the gall to stop, inspect him lying unconscious in the road and then drive off - how's that for a rat? Kiatt had a twisted knee but has now recovered, as will be seen by the report elsewhere of the club visit to the 'Tour' in Paris.

Ian Landless is now club captain and will once again be whipping members into action on clubruns in October. We've now got such a sizeable outpost at Crowborough that a wit suggested limiting their numbers at Committee meetings in case the Crowborough tail wags the Lewes dog! Club nights in Lewes are still well supported, thanks to Mrs. Burgess still putting up with us, and a club display in the window by the High Street traffic lights has been

favourably commented on by several people.

Older ESCAbods will remember Tony Cornford (Paul's father) and John Pickett who rode with us in the 50's. Both have turned up and live at Denton (John has just moved back there), so we'll be trying to reawaken their interest in due course. Tony has been out to several events so far.

Here's the announcement you've all been waiting for. The CLUB DINNER is booked for SATURDAY, FEBRUARY 18th, 1978, and the venue has been changed to the RINGMER FOOTBALL CLUB H.Q. so as to accomodate a larger number in connection with the Lewes Centenary of Cycling this year. So! get in early, bring your best ladies and anyone else you can lay hands on. No ticket price yet, but unlike so many functions these days, you can be sure it will be reasonable.

Mention above of ex-members reminds us that Steve Myatt and Sally were married recently and are living in London, Steve having joined the Archer R.C./Cutty Sark. Our best wishes go to two very nice people for a happy future.

Finally our thanks are due to Nick Bradshaw, one of the Crowborough gang, who has kindly given two cups to be awarded annually. It has been decided to award one for the Junior B.A.R., and the other for the member voted to have done most for the club in any capacity during the preceding year, so there should be some in-fighting among the 'unheralded and unsung' for the latter trophy.

Can't resist a dig at all the idiots who said we were going to have another summer like last year. Of course it didn't happen - miracles are not that numerous - so it's back to the old bad 'mixture as before' with a surplus of chilled muscles and wetness to rub it in.

Anyway, make the most of it while it lasts, folks, and here's to a more settled outlook in the winter!

Yoicks for now

Alsoran



The following article has been received from one of the Association's better known riders, and should prove helpful when planning next season's training programme.

.....

It has occurred to me after close scrutiny of ESCA riders this year, that a few words of advice from a rider of my calibre would not come amiss. I don't wish to appear big headed, but when you are invited to ride in one of the country's top events, well - I think one is entitled to a little conceit.

Firstly, **BODILY FITNESS**. I am a great believer in moderation in all things, so I easily maintain my constant weight throughout the social season. The English diet is ideal, but remember, don't eat to excess. However, I don't suppose many ESCA riders will have a figure like mine, as this has taken many years of true dedication to achieve.

Secondly, **TRAINING**. This is always a thorny subject. I do allow some relaxation in the social season, but don't forget that this relaxation HAS to be paid for. I won't frighten readers with my training schedule, as few riders in this area would be capable of maintaining it. I do advocate a phased rise in mileage and speed, arriving at a peak for each important event. This year, I decided to concentrate all my power and skill on the one vital event.

Thirdly, **MACHINE**. I am of course a highly skilled mechanic, and I am able to lift my bike from the garage wall on the day of any event, confident that a final polish with the duster will be sufficient. There are only one or two machines in Sussex in a similar condition to mine, and I am quite willing to give advice to anyone who wishes to bring their own cycle to the standard of mine.

Finally, **APPEARANCE and CONDUCT**. It is important to appear immaculate at all times, and like all popular riders, I am quietly spoken and refrain from swearing.

A week or two later, we received an account of the Championship in question.

.....

The day of the Championship dawned bright, with the hint of a north easterly.

I arrived early at the start, and had plenty of time to chat to my friends and admirers after a quick warm-up ride. I pinned on my number, and presented myself at the starting line. I made my usual powerful start, and hit full speed immediately. It wasn't long before other competitors appeared on the road, and something of a procession started, but I'm used to that. Marshalling points came and were swiftly left behind. The last leg seemed hard, but I felt very strong, and all too soon I was over the finishing line and coasting to a stop. I had expected my fans to show more excitement, but I have noticed a similar hush at other events when a rider has done something out of the ordinary. As I un-pinned my number and strolled over to the tea wagon, I noticed that all the girls were smiling at me and pointing. Sometimes they seem a lot more appreciative than the men I ride against - probably because they realise they are out of my class.

Finally, I strolled nonchalantly over to the result board. There were going to be some disappointed people judging by some of the times going up. At last I allowed my eyes to dwell on my name, and prepared to savour the ecstasy of success, and then, to my horror, I saw the reason for the lack of enthusiasm that had greeted me at the finish; I realised why the girls had been laughing - I, Derek Agg, was last in the Chainwheel Creek Competition.

After fifteen months of graft by the Bexhill Round Table and the Sussex Division B.C.F., Sunday July 24th saw the first closed circuit Kermesse Racing come to the West Parade at Bexhill. This type of racing has proved very popular at many holiday resorts throughout England for a number of years. Bognor Regis and Worthing have hosted these events for several years now.

Once it was established, with the aid of the Sussex Constabulary who was responsible for issuing the Road Closing orders, the Bexhill Round Table set about planning a full day's entertainment for everyone, the programme being arranged round the cycling events.

Unfortunately when the day of the promotion arrived, it turned out to be far from ideal for spectators and competitors alike, with heavy rain in the morning, and a strong westerly wind throughout the day causing several of the Carnival type of events to be cancelled.

Despite the inclement weather there was keen racing in the various cycling events. The Senior Schoolboy event saw some top class racing, with Brighton Mitre's M. Tanner proving a very popular winner. With improved weather after lunch a large crowd enjoyed the final two events, and with extra encouragement from the spectators, the final event, a Devil Take the Hindmost, produced some of the best racing of the day, with P. Hamilton, P. Robilliard, Terry Leach and G. Matthews, involved in some very close placing on the finishing line.

Many local club members helped to make this promotion a success and stuck to their tasks despite the worst the weather could do. Tony Yorke our commentator kept everyone informed of the progress of each event. Thanks are due to Peter Snow and his helpers who were out at 5 a.m. on the morning, preparing the circuit and various sideshows. They were well satisfied with the results considering the weather conditions prevailing, so much so that they are organising PEDALMANIA "78", on July 16th, 1978. Again we ask local clubs to make every effort to support the event, offers to help will be much appreciated. If you are able to assist, please contact R. Humphrey the Sussex Division Road Race Secretary.

Roy Humphrey

This time last year. Temperatures in the upper 80's - parched countryside - stunted crops - too hot even to go riding.

Tonight. Continuous heavy rain all day - floods-prospect of a ruined harvest - too wet to go riding.

But at least it's a good evening to slave over a Bonk report and find some news. Actually some of the main activity has centred round our club runs, which are receiving good support, despite the counter attraction of racing. Without people falling off, getting lost or similar incidents, they are not news, nevertheless they have been most enjoyable and show that the club is in a sound condition.

The other area of activity has been our evening 10's, which have been supported with over 30 club riders on several occasions, inclement weather notwithstanding. The series has been most interesting in that the honours have been evenly shared around, starting with a 72" gear event won by Richard Woodward, who went on to win some unrestricted 10's as well. Our new lad Shaun Yates has won a couple, and is down to mid 24's in his first racing season (and they certainly aren't dragstrip rides!). Stephen Hepp. has been having an easy season, riding little other than club events, of which he has won two. Also in on the winning act have been Jon Carter, Will Wates and Jim Powell. And when the 10's were over, we celebrated with our traditional 'After 10's' supper at Dormansland - a pleasant social evening.

Considering the cold and wet of early June, the ESCA 50 was fitted into one of the few good mornings - for which Val and her helpers were thankful. It was an amiable task to marshall the field thro' Bat and Ball, with Roy Humphrey taking times and giving an inter-round summary. Although it clouded up, the rain kept off until after the event was over. Cliff Sharp increased his small lead in the latter part of the event, to get 'inside' and stave off the challenges of Adrian Jones and Keith Dodman. Our trio was led

by Jim Powell on a 2.14 in his first 50 for 21 years, although his backing group of John Hutt (I'm only pottering round) in 2.21, and Alan Dow, 2.29, caused us to lose the team prize to Worthing by 'a few minutes'. However, our 'discovery' of the event was Alan's wife Louise, who put on an excellent line in refreshments, and has got herself on the short list for future occasions.

The Association's 10, 25 and 100 passed without club participation unfortunately. We got third team in an inter-club event with the Crawley and Redhill clubs, and Jim Powell won our own club 25 with a '6'. Both Jim and Will Wates have done '1's' on the Q25/3, but perhaps the most interesting match was a husband and wife tandem 10, when Terry and Pat Thorn beat John and Pam Geal. John used to ride with the Redhill club in the latter 50's and is now on the come-back trail, he owns three Hetchins and shares an immaculate Claud Butler U.S.W.B. tandem with Pam. He also lives in Edenbridge, but don't hold that against him. (Certainly not! I see that there are some very nice people living there, judging by the membership of the Historical Society! Ed.)

It's nice to report that several club members have had cycling holidays this year. Tony and Pat took their tandem round mid-Wales, and were most enthusiastic about their fortnight a-wheel. John and Tony Tindall are on tour 'somewhere in England', and Crow took advantage of free bike travel on British Rail to have a potter round the Lake District and the North West.

Our two accident cases have recovered. Glyn Woodward put in an appearance at our supper, and Kevin achieved his goal of beating evens in an evening 10.

Val is putting the finishing touches to her Carnival Road Race on August Bank Holiday, and a party of twenty are going up to the Skol 6 in September.

Don't forget! you will be welcome to our CLUB DINNER on FRIDAY, NOVEMBER 18th. TICKETS from Yours Truly,

Crow

12, Ingrams Avenue,  
Sidley,  
Bexhill on Sea.

Dear Sir/Madam,

I am writing to you in reply to the scurrilous remarks you printed in the last issue, concerning my car.

Some months ago, prior to a visit from relatives, my wife insisted that I remove the two trout, last year's apples, and sundry other tit-bits I had been saving for a rainy day. As the relatives are still in good health, and there have been no outbreaks of swine fever or foot and mouth in the County, my car certainly can't be a health hazard, can it? The reason why I park away from the rest of you at the evening 10's is because I never feel comfortable in the company of oddities or eccentrics.

As regards the treasure hunt, I still have many interesting and useful items tucked away, and I think an entry fee of 50p - sent to the above address - would be fair. The proceeds, after awarding prizes, will be shared equally between myself and ESCA. My share will be needed to pay for the shed I will have to build to store the items in. Of course antique dealers will be welcome to make offers throughout the competition. There have been various strange noises coming from the car lately, most are mechanical, but care should be taken not to disturb nesting birds or any animals who have made their home inside.

Finally, I can't help wondering, if my car is tidied up, what everybody will do when they come to borrow from my large stock of unusual useful tools and equipment, and find that I only possess the usual mundane odds and ends owned by everybody else.

Yours faithfully,

George Dicks

CENTRAL SUSSEX C.C.

Being the continuing saga of the Central Sussex' quest for fame (or is it notoriety?) in the wide world of East Sussex.

Since the racing side of the club tries to take prime importance at this time of the year firstly a brief resumé of important results to date.

As from this year the club has recognized 25 miles as a tandem distance, and in the Worthing Excel. 25, Alan Robinson and Adrian Jones recorded 57.02 to establish a club record. Martin Hawes made one of his now rare racing appearances in the solo event, and did 1.3.41 to be the fastest of the club entries. Nick Bown had his last ride in this country in the 34th Nomads 25, doing 1.2.16. He is now well and truly settled in Brazil, but has left behind with John Palmer, as a reminder, a talking budgerigar. The only thing this bird says is 'give the poor man a beer' every time the door opens. A great welcome awaits any thirsty person at the Palmer establishment. Ron Ewart took best advantage of the float in the Kent Vets 25 with a 1.3.27, his fastest ever. The East Sussex 50 saw quite a number of Central members competing behind the Sharp 1.59.46. Mike Ryall (2.6.14) was second, Ade. Jones (2.6.15) third, and with John Yates (2.10.56) grabbed the team award.

The evening 10 series moved nearer home this year when a new course on the top of Handcross was put into use. There was an element of doubt about its speed potential, since the first couple of miles is in a more narrow lane than is the current practice, but over the course of weeks this proved to be quite unfounded. Don Awcock won 6 of the 7 events (he didn't ride the last one), with a best of 22.17. Several personal bests resulted from the events, notably Bernard Rickard 27.33, Rex Wells 26.52, Geoff Hoare 26.12, Les Shrubbs 25.32, junior Mark Puckett 24.11, and schoolboys Steve Rann 25.37, Cameron Bell 26.12 and Lee Fanner 26.58. Steve's ride was the fastest under 16 year old ride in the club. Winner of the series was, of course, Don who aggregated 1.7.28

for three events. Handicap winner was Alan Robinson with 1.5.50 and runner-up Cameron Bell, with 1.6.0.

About this time Don also cracked club 25 mile record in the Southend & County event with 54.30, a 3 minute beating of Min Morgan's old record which had stood for nine years. Alan and Ade took the tandem up to the North Road a couple of times, reducing the 25 record to 53.45 in the Century R.C. event, and clocking 1.53.01 in the North Road 50. John Yates went that way for the Southgate 50 and recorded 2.2.34, for the fastest 50 of the year so far.

Final straw as far as the Secretary was concerned, was a 24.16 in the Glade 10 by Mark Atkins, which beat Dad's best by a little and also gave him a 1½ minute thrashing on the day.

Plans for next year include a re-run of our usual Hilly events early in the season, plus an Open 25 in June, and a couple of road races in September. Police and all authorities willing.

Several of our members journeyed to Harrogate in search of that elusive thing, speed, only to get most of their entries returned. Ron Ewart enjoyed his stay in the comfort of a caravan, but has now decided that after treading on a hedgehog with his bare foot, shoes should be worn when visiting the you know where.

The CLUB DINNER is on it's usual date in JANUARY next, and is being run this time by DON BATEMAN. He will be out and about with tickets in good time, and we hope to see some of you there. Venue is the HASSOCKS HOTEL, HASSOCKS.

Enough is as good as a feast they say, and that's enough. See you about,

Honest Ginge

DATES FOR YOUR DIARY

October 7th

British Cycling Federation Sussex Division,  
Kingston, Nr. Lewes. 19.30 hrs.

October 30th

Sussex Division B.C.F. & Sussex Cycle Racing  
League Prize Presentation/Luncheon. Henfield -  
12.30 hrs.  
Details from Mrs. P. Wells, 10 Old Shoreham Rd;  
Portslade.

November 20th

E.S.C.A. Touring Competition 10.00 hrs. De-  
tails from your club secretary and elsewhere in  
Bonk.

December 4th

E.S.C.A. 31st Annual General Meeting, Hellingly  
Village Hall. Commencing at 12.00 hrs.

January 8th, 1978

E.S.C.A. Luncheon & Prize Presentation at Fram-  
field Memorial Hall. Meet at the Hare & Hounds,  
Framfield from 12.00 hrs.  
Details available in due course from your club  
secretary.

Sunday, July 16th, 1978

Kermesse Racing on the West Parade, Bexhill,  
from 11.30 hrs. onwards, in conjunction with Bex-  
hill Round Table & Sussex Division B.C.F.

BONK DEADLINE NOVEMBER 15th, 1977. PLEASE HELP

US TO MAKE THE NEXT ONE A BUMPER CHRISTMAS

EDITION!

.....

BRIGHTON MITRE

As I write these notes before setting out to  
explore our northern frontiers in the caravan, I will  
have to apologise for a probable almost total lack of  
representation in the final E.S.C.A. 25, as we are  
having a coach trip to the six day, and I don't think  
many of us will want to come straight to the start  
from Wembley.

The season draws to a close with the usual batch  
of "if only" excuses, but all in all the Mitre have  
had a good season, taking four B.C.F. Division champ-  
ionships, and only being unplaced in one.

Club championship '25' was run in conjunction  
with the July E.S.C.A. 25, resulting in a win for  
Alan Limbrey, who this year, in his sixth year as a  
Vet, has broken club record with 56.40. Ray Smith has  
nearly reached club 50 record on a couple of occasions, with  
short 2.1's, whilst Alan took a trip to the Boro' in  
search of it, but struck a bad morning. Steve Hark-  
ness has been the most successful junior, with a 1.0.  
club junior record for 25 miles, and with Martin Blake  
is riding the National Junior Championship.

The evening '10' series, with the later events  
moved onto the rural Ashurst course, has been keenly  
contested; fastest schoolboy, and winner of the Jim  
Payne trophy, is Mike Tanner with 25.00, although  
Mike, Martin Blake, Steve Harkness, Mark Panton and  
Pete Taylor have all won events. The series was  
started to encourage juniors and schoolboys, but the  
veteran section has outnumbered the youngsters on  
occasions, with Frank Blake, Bill Sladen, Fred Hark-  
ness and myself riding regularly, and Gerald Leigh  
and Brian James appearing once or twice.

A minor misprint in the previous issue, probab-  
ly due to my writing (or perhaps my reading, Ed.),  
was that our jumble sale made a profit of £28, this  
should have read £98, and it was later boosted to  
£110.

Social events have generally been well supported, with teas at Hadlow Down and Amberley, with a return visit to Amberley on September 18th. The club picnic in July saw our usual lethal games on a very hot day, with several gallons of tea being consumed, and if the amount of energy expended during football and rounders could be used when racing, we would have the finest team in the country.

The annual expedition to the National Track Championships has been slightly reduced this year, with three of our riders, Steve, Andy Jenkinson and Baz Abbo, competing. With the programme interrupted by rain, the results are not yet known.

Local track events have been keenly contested, Ray Smith running out 2nd, Steve 4th and Dave Barnard 6th in the S.C.R.L. points championship, and the club retaining the Strudwick trophy. Schoolboy events have been well contested, with four riders generally sharing the honours, including Nick Welsh and Mike Tanner of ours. Nick must surely be one of the largest schoolboys around, at about six feet four and twelve stone.

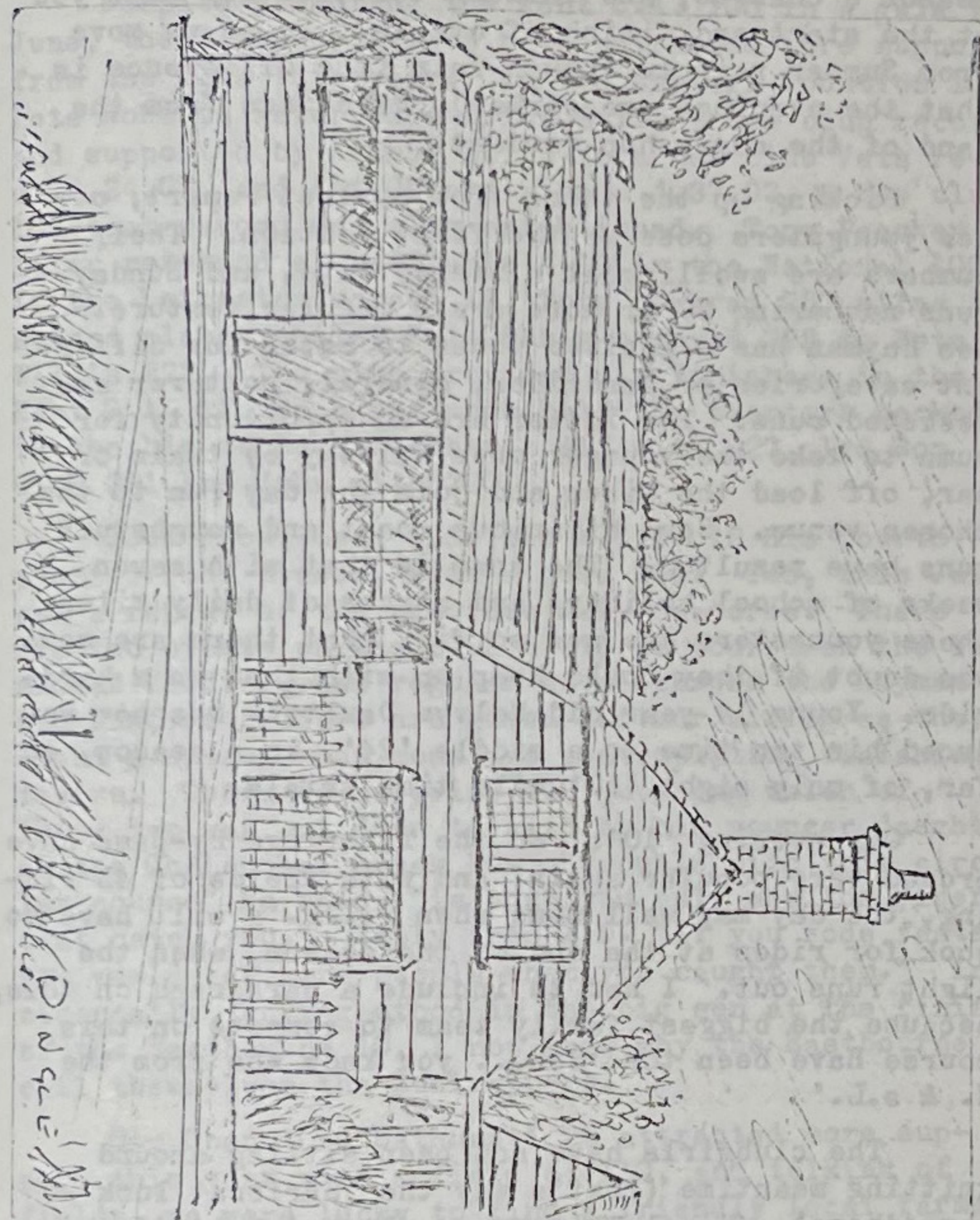
Jumbo has now returned from France, where he has been staying with Sylvette Budgens parents. He has evidently won a vast amount of francs, but I haven't yet translated them into our monopoly money. He has won at least two events from 150 strong fields, and done nothing for Anglo-French relations!

Finally, will ESCA ever recover from the shock of Copper Burgess going under the hour.

The CLUB DINNER this year will be held at PORTSLADE TOWN HALL, on NOVEMBER 26th, 1977. Tickets at £4.50, are available from W. SLADEN, 320 DITCHLING ROAD, BRIGHTON. Perhaps we'll see you there.

All the best,

Ken Wells



THE SUSSEX SCENE - NORTHIAM

## SOUTHBOROUGH & DISTRICT WHEELERS

It's very easy to remember when the Bonk notes are due. All that is necessary is to watch the season's changes, and failing that, Esther nags you at the start and finish of events. So as we move from Summer rain to Autumn rain (the difference is that the evenings are darker), greetings from the land of the soggy hop gardens.

Picking up the theme from my last report, our new youngsters deserve the first mention. Their numbers are swelling at a steady rate, and Sunday runs numbering 20 or more are a regular feature. Les Hayman has organised these to cater for different categories of hardrider, general, potterer and assisted runs. The latter are an opportunity for mums to take the younger ones halfway by train or car, off load the bikes and join the day run to the chosen venue. Some hilarious coast and roughstuff runs have resulted. The snag is that with seven weeks of school holidays and stacks of daily miles, these youngsters are now so fit, that there are some who doubt if they could keep up with them on a hard-ride. Young 14 year old Melvyn Daultrey has now reduced his ten time to a middle '24', in a season, so far, of only eight '10' mile time trials.

Our evening '10's' on the Tonbridge By-pass have proved very popular again, and with fields of 45 riding, the day may well come when P.T.T.'s will have to book for rides at the end of the season, when the light runs out. I had to include a paragraph on this, because the biggest family team to compete on this course have been the 'Sch... you know who from the H. & s.L.'

The clubgirls have not been sitting around knitting meantime (that's why the 'Sarfbra' look so threadbare). Hazel Whitehouse clocked 2.14.46 to trim the club's ladies 50 record in the Otley event at the end of Harrogate week. Competition between her and Jean Smith (now recovered from her cracked ribs) is now even closer. They both returned 7's on the A.2, and a fortnight later in the Redmon

event on the same course, both returned 5's, Hazel led with 1.5.23 against Jean's 1.5.45 with an unshipped chain.

Despite promoting the Kent C.A. 100 in a gale in June, the distance events have attracted more support from the club this year. In the Eastern Counties 100, Pete Roberts returned a 4.10.09 for a new club record, and supported by Arthur Smith in a new club Vets record of 4.34.02, and Alf Obbard with a 4.37.03, a new club 100 team record was also established. Tony Peachey later returned a creditable 4.13 in the National 100. In the Leicester Forest 12, Tony covered 257 miles for second place, whilst Pete Baker covered 228 to Pete Wall's 222. The club provided six finishers in the Kent C.A. 12, on a day when half the starters packed in the big monsoon weather. Alf with 227, led Ron with 221 and John with 220.

ESCA Pres, Les, made the K.C.A. 12 his fourth event of the season, with a good 201. Yes, this July saw a repeat of the previous July features. There are two events on the club's old 25 course on the lanes around Yalding, and regular as clockwork the Hayman and Dunford colours are given another airing as they start a season when most are contemplating finishing theirs. There is no prize for guessing which of these two was cut down to size by his younger daughter at the Chainwheel Creek 10. "Trouble with this circular course" he said, "is that you only see the riders that catch you." Reply from Y.D. "If you rode faster, you would see more people when you caught them." Incidentally, having stood in the big sun at the finish of the Eastbourne 10, I now know why the Eastbourne call themselves the Suntrappers.

Our Open 'Lou Bathurst' 25 attracted more support this year with a field of 110, and talking of fields, we were lucky to find a friendly local farmer who let us have one for the parking and tea stall. It is noticeable that events are getting more support this year, witness the ESCA 25, with 107 on the same day as a Kent C.A. 25 with a similar number, whilst competing for support from similar clubs.

We supported the Tunbridge Wells Jubilee Festival of Sport, with some entertaining roller racing against the Ashford Wheelers, and on Bank Holiday Monday the San Fairy Ann are challenging us at Tenterden.

Plans are well in hand for the Social Season mid-week spins - the Tuesday Totters and carefully stored tankards are seeing the light of day again.

Now the dates for your diaries.....

The club's DINNER is on NOVEMBER 26th, at the ELIZABETHAN BARN, TUNBRIDGE WELLS, and just for a change, we are running the New Year's Day 10 on January 1st, 1978! Do not forget there is an early closing date for entries, but it only costs 27p.

S.S.B.B.B.

The Socialising Sarfbra Boozing Birdloving Bikie!

#### E.S.C.A. TOURING COMPETITION

The Touring Competition, organised this year by Les Hayman, 25 Chieveley Drive, Tunbridge Wells, Kent, will be held on November 20th, 1977. The starting points for cyclists will be Crowborough, Lewes and Pevensey, leaving at 10 a.m. Motorists will leave the 'Kicking Donkey', Witherenden at 1.45 p.m. The entry fee is 10p, and worth every penny! At the end of the event, afternoon tea will be provided, for a small charge, at Hellingly Village Hall, for which Les would like bookings in advance, please.

.....

The E.S.C.A. PRIZE PRESENTATION will be on 8th JANUARY, 1978, and will follow the same format as this year. Tickets will be available to clubs nearer the time, so remember, keep this date free!!

#### EASTBOURNE ROVERS C.C.

Having received an apology from the regular Rovers correspondent, I have taken the liberty of putting together a few notes on the activities of the club.

As seems only right with a C.T.C. club, I start with the touring activities. Graham Lade spent an idyllic week in Wales with a party of other emancipated fellows - the idea appeared to be to get in a certain number of miles during the day, equalled by a similar number of pints in the evening!! Peter Coles and Ray Gearing made it to the Lake District, in spite of Peter's car, where they kept a tryst with the Rovers all action girl, back packing, bivouacing Dot Collins. Ken, Iris and Heather sallied forth to Shropshire, and judging from their reports, it's an ideal place for a couple of weeks leisurely touring. Sunday runs also appear to be popular, as one can expect to come across small parties of laden 'Suntrappers' in various parts of the area.

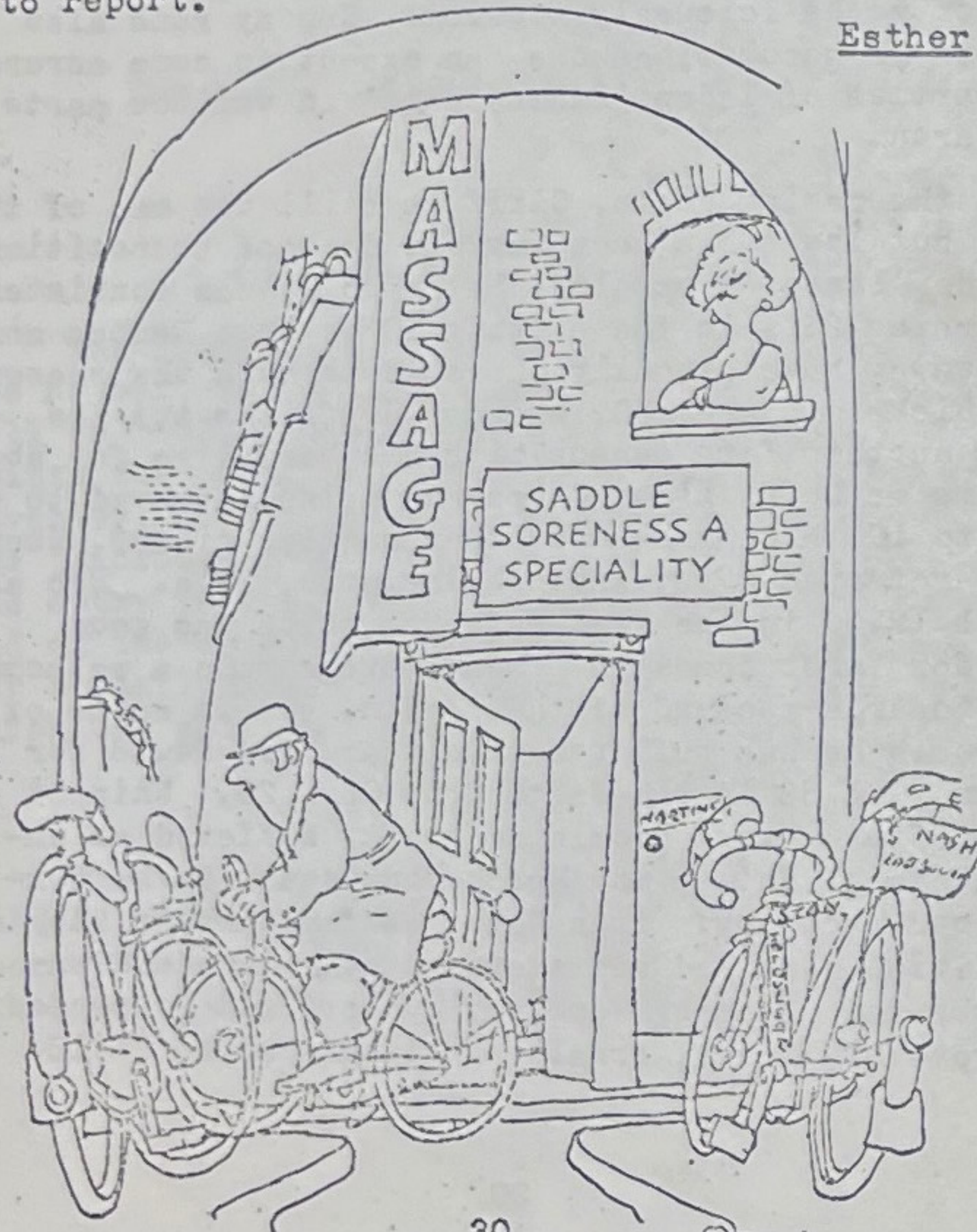
On the racing scene, Cliff is still the man of the moment, but there has been a great deal of competition among the 'lesser' mortals. Peter Coles was consistently returning 23's in the evening 10's; Dave Dunbar and Stu Greenway have steadily improved through the season; George Dicks did a 25.50, and Ken Griffiths put the seal on another fine season with his best time for about two years in 26.45. Jon Cooper has also improved to a 25 minute 10, and among the other regular riders, Doug Roberts returned 27's, and Bob Christie, 28's. Bob also did 1.12.53 in the Kent Vets 25, which was good enough for first handicap. Ken Stevens made a welcome return towards the end of the season, and in spite of the trouble he has suffered this year, did 24.58 for a 10, and 1.4.53 in the Eastbourne Open 25. Whippet Manser, after a very promising start, suffered an unfortunate accident on the Marsh, but seems to be making a good recovery. Stan Nash, as forecast in the last edition, arrived one evening, all lithe suntanned limbs and gleaming Geoffrey Butler, and proceeded to improve his times, finally getting down to 27.18.



I appear, inadvertently, to have saved the best 'til last, with news of the girls. Iris improved her 25 time to 1.7 in the ladies event organised by the Kent Vets in May, and later went even better to record a '6' in the Southend & County 25. Pat has been so close this year to doing a 27, with some very consistent short 28 minute tens, and one evening Jane did an astonishing 28.55. 'I put it all down to lack of training,' she told the admiring crowds gathered round her. (Pshaw! Ed) Bruce and Renie are to be congratulated for introducing yet another girl to the Rovers ranks, and doubtless Katie will be brought up to follow the fine example set by her predecessors.

No doubt errors and omissions will be rectified next time, when hopefully, Scrubber will be available to report.

Esther



### THREE COUNTRY TOUR

(An account of a tour enjoyed by Anne Killick, Harry, Hilda, Mark, Colin, Claire Boxall and Ron Ford.)

After spending an afternoon pushing our bikes along the canals of Venice (just thought it had rained a lot), we started our 1,000 mile 7-up T.T.T. But it wasn't as bad as it sounds, as we did at least stop every 10 miles for an ice-cream and to discuss what had happened since the last ice-cream! The trouble is, you are screamed at if you ride two abreast (whoops, sorry Mrs. Whitehouse).

The strong chuff wind from Lido di Jesolo to Trieste allowed us time to consume quantities of water melon, pastries, coffee, gelati, etc. Perhaps that's why an Israeli 'tuggo' got there 1½ hours before us! The hostel warden said we could return late to give us time to dine out in style - but his wife locked us out. Does this tell us something about communications within marriage?

To work-a-day Trieste to the floodgate that is the border with Yugoslavia, the water being the Germanic people who were flowing southwards in their thousands to where their Deutsch Marks are worth many Dinars. Our four days in Istria were very interesting, we saw your actual peasants working the land, oxen with hats on, two 'fjords', praying mantis, amphitheatre (Pula), and stayed at a super hostel where the accomodation was in tents (Premantura). And all the time the weather was great.

Northwards from Croatia into Slovenia to Ljubljana, all went smoothly (apart from our jostlings with lorries) and then.....stop! "Yes constable, what is the problem SIR?" "Did you know you're not allowed to ride on the autostrada?" He still doesn't know we'd been on it for 50 miles!

Anyway after extra, unplanned miles and 1 in 4's we reached Bled, and were welcomed by the most fantastic meal you ever did see, and at a give-away price (good job the warden knew the proprietor!).

Avoiding the autostrada next morning we found an unmade road which soon sorted out the potential cyclo-cross stars. But it was fun (?) and the traffic minimal, though each vehicle was a threat to our remaining upright. Over the Loibl Pass and we were in Austria, where we soon became aware of the cost of living - a coffee and cake for £1!

From Klagenfurt we rode through fields of sweetcorn (but that's another story) to Murau, where we lads slept in a shed in the hostel garden, while the girls had less adventurous sleeping quarters. Well, when one's tea is laced with rum who cares where one sleeps (don't quote me!). From the ridiculous to the sublime, the next hostel was just two months old with all mod.cons. I'd like to tell you about the modern lco design but it's inconvenient (!).

From the doorstep of St. Michael Y.H. we hit the Katschberg Pass, or rather it hit us, but once at the top the day's ride was all over bar the sprint for the spittal sign. On our last night in Austria at Villach we pooled our Schillings, and had a meal (one each that is), at a Gasthof. We inadvertently spent more than we had and envisaged washing up! So we decided 'not to mention the rolls'. Nor did they and everyone was happy.

Back into Italy we spoiled ourselves on the creme-coffees and pastries we'd been denying ourselves in Austria, and climbed the Predil Pass for a few miles of solitude in Yugoslavia. The Slovenian soldiers, carrying rifles, were lined up at the border but we gave them no excuse to be aggressive. This stretch of road to Kobarid was so quiet and unspoiled that in places it was as if we were the first party to penetrate the area. We were accompanied into Udine by a bunch of Italian racing men who told us of a good open air restaurant to eat\*. Next day we were back at Lido di Jesolo Y.H. for our last plate of spaghetti before our return to the cold and rain at Gatwick.

Ron Ford

\* Very chewy - restaurants!

## BRIGHTON EXCELSIOR C.C.

The ESCA Chainwheel Creek 10 saw Valerie Stringer improve on her 1973 time, narrowly beating Esther (our beloved Hon. Ed.) and Jane Lade. Despite the hard ride, the sunny afternoon coupled with the usual cheery ESCA hospitality made the outing a pleasant one (especially for the supporting members).

Getting the miles in is the order of the day, and most certainly with Chris Beckenham clocking 100 plus on Saturdays and taking it easy on Sunday clubruns which to the remaining members are hard. Rick and Val took their tandem to Cornwall recently, visiting Roger and Sheila Sturt in St. Austell, but we understand the big sprocket became useless on the first day (it bent!!) there was no alternative then but to walk up the steep hills of the district (I wondered why they wore their climbing boots). Despite their geographical location Roger and Sheila still actively follow the club and ESCA news, Roger is entering quite a few events and still gets the miles in each week. Dave and Jen took their tandem (yes we have more than one tandem in Excel-four of them), to the north of England, incorporating a visit to the Harrogate Show.

Harrogate saw the two Excel's team up, sharing a mini-bus to visit the show. Adrian ordered himself a new touring frame, and Colin Hudson a handlebar bag at £26 - we are convinced he was under the influence at the time. The Strawbridge Family joined up with the other members at the show, their caravan loaded up with bikes and food.

The 'New Zealand Section', Brian Toghill, has now moved to Australia on the first step of his journey home. Just think, Roy, the Excel is world wide - there is no escape from us anywhere!!

The clubruns section is very active with a variation of theme each week, depending upon the leader. Recently John, who was Captain or Vice Captain from 1960 to 1970 (makes one feel old), took a clubrun identical to one he organised in 1967. Briefly the ride was to

Selham via Arundel Park for lunch. Well lubricated (the riders that is), we continued to the old Midhurst - Chichester railway line. Joining the track at Cocking to Singleton through the disused tunnel sorted the men from the boys, for the undergrowth was about 10 feet tall, and dense is an understatement. Nobody was savaged or lost, and eventually the weary and torn group arrived at Littlehampton for tea. Despite this ordeal for our younger members especially, Mark and Simon now have new machines, but sensibly use their hack bikes for such ventures.

Adrian's season came to an abrupt end after puncturing a lung (actually his membrane is very thin - as well as his other brain). Fortunately, he works at Southlands Hospital so is in the right place if he deflates again next year. He's useful on clubruns - as a brain surgeon, together with Dick Jones our St. John's Ambulance man. How many other clubs can boast such facilities to members on clubruns?

The racing tandem team has come apart, we believe Rick is miles in front but only holding the handlebars, whilst Gary is off course with the Mitre - I'll get the sack for mentioning this. Oh well that's cycling.

Hopefully in November we will be holding another of our Magic Lantern Kinematographic evenings. We will notify all clubs when details are finalised. Well - keep riding - keep drinking - take care. See you on the road or at our film evening.

Cheers for now,

Rough Rider

## HASTINGS & ST. LEONARDS C.C.

Now that the racing season is fast becoming a kaleidoscope of happy memories, I am reminded that yet another contribution is due for Bonk. Since writing my last notes, time has flown by in a hectic whirl of evening 10's, weekend events, marshalling and training.

From all the expenditure of energy, we have one new club record, and a string of personal bests. Maurice is undoubtedly the club's up and coming rider this year. He broke one of the remaining Gordon King records by almost 3 minutes in the Braintree 30, when he recorded 1.11.39; had a personal best of 23.36 for 10 miles and 59.41 for a 25, and improved consistently in achieving these times. The two white hopes have also been doing their bit, mainly at the shorter distances. Stephen, who is hoping to be sponsored by the V.C. Slumberland, has nonetheless improved his 10 time to 24.29, and in gaining 2nd handicap in the Southboro' Wheelers 25, rode to a best time of 1.8.57. Tim has beaten his brother regularly, but is slightly slower, with times of 24.43 and 1.10.46. Terry Cox and Martin Chambers have also been going great guns. After fierce competition in the evening 10's, Martin emerged with a best time of 27.16, with Terry only five seconds adrift with 27.21. Over 25 miles, Martin showed a touch of his old class when he recorded 1.9.57 in the Eastbourne 25. On this occasion Terry was pleased with his 1.14.18. Jack has quietly been getting in miles, with good effect, as shown by his times of 28.36 and 1.13.21, and finishing in the ESCA B.A.R. for the umpteenth time. John Ashdown, ex Rye Wheelers, has also been competing regularly, and Ron Longley gained extra enthusiasm with the gift of a new bike for his birthday.

Our evening events have been better supported than for many years, with a number of visitors joining the regulars on our scenic switchback between Broad Oak and Rye. Bob French gave us a pleasant surprise when he turned up one evening. Having heard from a 'Bikit' neighbor that Bob was alive and well and shouting his head off in Weybridge, it was nice to get first hand proof of this

report, and see Bob in action once again. John Coleman, on leave from the army, was also pressed into action, and suprised most of us with his time of 27.24, not at all bad on hastily borrowed equipment and no preparation.

On the touring side, Esther carried out her threat, and appeared in a number of 10's. Twice inside evens, she has vowed to do even better next year, and has already prepared training schedules!! Dave and Audrey had a week camping at Lingfield, and a week centre touring from Bexhill Road. They have also ridden out every Sunday, often turning up to marshall and help at events, which is very nice of them. Terry Cox enjoyed an exciting trip to see the finish of the Tour de France, and got in some useful miles at the same time. John Lawrence has been pedalling away merrily in between Mandy's driving lessons and a hectic summer social season!! Dennis, rumour has it, has defected to the Eastbourne branch of the Womens League of Health & Beauty. A spokeswoman is reported to have said "We are considering his request with compassion. It is not often we have such a challenge." Guy Little continues to amass a considerable amount of miles in company with friend Bert. At an age when most people regard a ride in the sitting ambulance as a treat, Ted Coussens still has a daily jaunt along the sea front. Long may he do so! Peter Baker went to Harrogate, where he successfully combined racing and sight-seeing, and fired several of us with enthusiasm for a trip up there next year. Sid and Barbara keep in trim for the social season with a giddy round of caravaning, whilst Arthur keeps in trim with a giddy round of socialising. It has been nice to see Arthur so much more mobile this year, and able to take a more active interest.

We are all looking forward to our CLUB DINNER on JANUARY 28th, 1978. We have booked an excellent after dinner speaker, and will be pleased to welcome everybody who cares to come along. We don't know how much it will cost yet, but hope to keep it fairly reasonable.

Thine, as always,

Ragged Shorts

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Street corner.