

SUMMER

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Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

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EDITORIAL

How nice it is that we can look forward to the publication of "Cycling" once again. In spite of the disparaging remarks that we all pass about it from time to time, none of the other publications really do a very good job of keeping us in touch with our sport, and, with occasional exceptions, coverage in the national newspapers is extremely poor.

Incidentally, it's a thankless task marshalling and timekeeping, made worthwhile by the few riders who express their gratitude during or after the event. It's not necessary to make a speech, but a friendly grunt when passing, or a cheerful word, makes all the difference when someone's been standing by the side of the road for an hour or two. The officials in all branches of the sport work hard; they seem to get plenty of brickbats, why not make up your mind to hand out some praise next time you see a job well done.

Maurice & Esther

WORTHING EXCELSIOR C.C.

Here beginneth my first epistle to BONK.

Back in February we held our A.G.M. when many committee members were re-elected for a further term of office.

On the racing theme, Nick Lelliott made one of his many rare appearances this season in the 18 mile circuit in the pouring rain. He smashed the opposition (albeit Paul Toppin), by over four minutes and set a new event record in 43.08! The club 25 mile time trial on March 9th saw father and son - Roy and Robin Holden - take first and second places in 1.3.28 and 1.5.3. There was a good turnout by other club members.

Nick Lelliott made his next event the Antelope RT 10 mile event, the next weekend, and despite a bad dose of flu, came third in 23.24 - not too bad on a windy day, eh? Glen Longland recording an inhuman 22.28.

Club Secretary John Mansell made his season's debut with our magazine editor, Don Lock, in the SCA 2 up, and were reasonably well pleased with a 1.13.26.

Over the Easter weekend not much racing activity was undertaken: Pete Reeves recorded 1.3.51 in the West Kent R.C. '25' on Q25/16, and Paul Toppin went to the wilds of foggy Chobham to record 1.2.9 in the Bec C.C. '25' on Bank Holiday Monday.

The Clapshaw Memorial '25' was won by Eddie Gough. This event is based on handicap times and in theory everyone has the same chance!

Club evening '10s' started on 1st May - the first event an easy 35 second victory for Paul Toppin.

Our Spring R.R. over 70 miles of an undulating circuit based around Ashington was ably organized by Roy Holden. The prizes were donated by the London Goldhawk Building Society, and despite the cold and windy conditions, the event was won by A. Humphrey of C.C. Orpington/Ken Bird. Only Worthing rider to finish was Paul Toppin, who finished in the bunch sprint in 9th place.

In the SCA Team Championship, Paul Toppin, Roy

Holden, Keith Dodman and Robin Holden enabled us to win the 'A' team award by over two minutes.

On the social side Dave Hudson took a minibus trip of Excel members and friends on a "dirty weekend to Paris". The trip, I understand, consisted of a stay in a very comfortable hotel in the heart of Paris, with ample time for sightseeing and shopping and a couple of visits on the Sunday to see the classic Paris/Roubaix cycle race. It turned out to be very impressive and almost impossible to race on the potholed route, which has been specially preserved for this event.

Club evenings are well supported by the majority of members, and there has been a steady influx of youngsters applying for membership.

Mr. Seveer

BONK CLOSING DATE IS WEDNESDAY, AUGUST 20th.

CONTRIBUTIONS ARE WELCOME FROM ALL OUR READ-

ERS AS WELL AS THE BRIGHTON MITRE C.C. AND

SUSSEX NOMADS. DON'T FORGET ALAN -- YOU

PROMISED!

Fifty Glorious Years

Suprising as it may seem the Central Sussex have been part of the Sussex cycling scene for the past fifty years. Some people think we are still running with the same members, this is not so, only the same rule book.

Seriously, though, this year is a very special one for Central members and we are trying to mark it in several special ways. At the A.G.M. Don Awcock was elected as the first ever Life Member of the club to mark his selection as an England team member, and the many other honours he has won in the club's name. If you want to be the second, all you have to do is the same or better, or break a competition record or two.

We have also decided to add a little interest to the local racing scene, and despite a somewhat slow start managed to clean up in our own club hilly events, Mark Jones being the main culprit aided by Tony Goodsell, Paul Lipscombe, Ashley Holding and others. The usual arrangements by Ron Ewart and friends made this quite a good day out.

Mark Jones won the S.C.A. '10', and Ashley (1.5.19), Graham Kerr (1.5.59) and Paul (1.6.47) were the best of a mediocre bunch the following morning in the S.C.A. '25'.

In the Association '25' in April it was a case of Mark Jones 59.56, Neil Rayland 1.0.32 and the rest nowhere, although it must be said that Bert Griffiths was the best of the veteran class.

The Team Championship '25' was held on the usual day in May with the usual wind and the usual batch of excuses. The only good thing about it was the tea. As a result the Central were again runners up to the Worthing in the main section of the event, but managed to snatch the 'B' race. Oh yes, at Easter we also managed to assist in the transfer of the the bulk of the Crawley Wheelers racing assets, with a couple of firsts, a second, several teams and the overall thing in the Easter Time Trial bonanza. Better let Malcolm tell you all about it otherwise he won't be able to fill his usual fifty pages.

Our road racers are road racing with some success.

Ashley Holding is keeping up his reputation in junior events with some good placings, also stripping blocks, falling off and hitting things. Graham Kerr has had the odd moment or two, but the highlight of the year so far came in the Division Road Race Championship (?), where despite the politics of who did what naughty thing, Paul Lipscombe, Mark Jones and Don Awcock were 1st, 2nd and 3rd over the line. Ashley had started it all in the morning by being 2nd to Mike Tanner in the junior event.

We have even had more than the usual four riders at the track this year, and the pursuit resulted in us having three in the last eight, with Paul beating Mark for first place. We've only just begun, hope it keeps up!!

For those of you who actually read the touring articles in the Comic, you will have noticed that you cannot keep the Central's name out of there either, as Nick Bown our member in Brazil, got a mention in the Ian Hibbell column. Nick did a little sorting out for him in Brazilia, and if the reports are anything to go by, got lumbered.

You will recall that Claude Perry suffered some time ago from a little heart flutter, well it is pleasing to say that he has now fully recovered, so well in fact, that he spent part of his long Easter holiday (another teacher), up a ladder painting the house. This excuse was used for the several warm days when he could see over the high hedge at the sunbathing lady close by. What Horley does today, Brighton has to have a beach for it.

Alan Robinson is leaving and you can take that how you like. Alan has been appointed the Branch Manager of Lloyds Bank in Dover, and we offer him all our good wishes for the future. As he goes, we extend a welcome this year to Kevin Bramham, who adds another accent to the many in the club. You will have seen Kevin about, he's the one that's a long way off course from Aylesbury, but we got him via Scotland.

The Long Man of Balcombe is running a club road race in the Staplefield area on the 10th August, and all that is needed are Officials, Riders and Good Weather in that order. One promises that all horses will be locked up on that day.

Rumour has it that Tony Goodsell is making a bid for the club Fifty Mile Time Trial record this year. The news must have got around, as I learn that John Dutson has ordered a new bike.

Last piece of news!! Pat Ewart has managed to get Ron to church at last. On a wasted Saturday afternoon in July, his eldest daughter is marrying Colin Leigh of the Brighton Mitre. Congratulations to all concerned.

Sometime in January next year we are having our Golden Jubilee Dinner. Don Cook wants to make it a smasher so start saving. You have been warned.

Blondie



V.C. ETOILE

Early in the year the club decided to hold a training weekend, not to Majorca but to sun-soaked Swanage! Everybody made the 120 mile trip without too much trouble, apart from Martin Butcher who, after a few rapid circuits of a round-a-bout to gain the necessary momentum, launched himself in a northerly direction to Salisbury. "Funny" he said, "I don't remember anybody telling me there was a Cathedral in Swanage." Anyway, the party managed to get together in the evening to visit one of Swanage's most famous inns (purely for its historical interest, of course), and the morning after projected themselves with renewed frenzy towards Brighton.

All this activity seemed to do the trick, for a couple of weeks later Bas Abbo won the opening road race of the season in Kent. For a while after that, the club had a string of near misses, but Dave Barnard got into gear to win the SCRL race at Ringmer, and at the time of writing (May 19th), the boys have notched up no fewer than fifteen wins in road and track events.

Two performances stand out to date - Barry Coomber's fine chase to catch the leaders in Brighton Mitre's Evening Argus Trophy race at Hove Park, only to crash on the last lap and have to be content with fifth position, and Mike Tanner's win by over four minutes in the Sussex Junior Championship.

Talking of Championships, I can't remember such a farce as the Division Senior Road Race Championship, unless it was last year's event! What do the officials have against the riders, I ask? Still, as the officials are seldom, if ever, seen at any major events, I suppose their actions are not so unexpected after all.

On the promotional side, the ABC Printers Grand Prix resulted in a fine win for Festival R.C.'s. Colin Bateman, and at the time of writing the Crawley News Grand Prix is only two weeks away. Both these races offered prize lists around the £150 mark - well done, Trevor Budgen!

Radio Brighton offered a chance of some publicity to local clubs when it held a picnic ride to Devils Dyke. Over a hundred youngsters took part, and Etoile

riders turned out to marshall the course for them. The club had a stand at Withdean Stadium and yours truly had a couple of minutes air time. Let's hope other clubs join in next time.

We advertised a 'Slide Show' at our clubroom in the basement of St. Thomas's Church, Davigdor Road, Hove, where we meet on Friday evenings, and the lucky crowd who turned up were treated instead to some first rate colour movies of the Tour de France in the mountains.

The boys have gone movie mad since seeing the cycling film 'Breaking Away'. They have been to see the road racing film 'The Wild Bunch'; the training film 'Going Steady'; the Phil Griffiths story 'Superman'; 'Love on the Run' - a clubrun romance; and the two latest films for 'testers', 'Time after Time' and '10'.

Cheerio for now,

Lee Gerr

FORTHCOMING ESCA EVENTS

June 28th	Open 10	G.815
June 29th	Open 25	G.834
July 27th	Open 100	G.863
August 31st	Open 50	G.851
September 14th	Association 25	Circuit

SOUTHBOROUGH WHEELERS

This delightful spell of sunny weather has been ideal for encouraging many people out on bikes, and 1980 is proving a flourishing year for the club. Unfortunately most are still reluctant to travel south - racing men preferring the dragstrip attractions to the north and clubruns preferring the flatter lands to the east and west.

The hardriders event lacked the thrills of ice or snow to excite the club supporters, but Geoff Withers, Andy Verrall and Arthur Smith opened their racing accounts creditably. Somehow the lack of Hellingly Village Hall took away a bit of the atmosphere. Our next foray to ESCA for the two-up was profitable with Chris Worsfold/Paul Woodman, both longstanding second claim members, winning the senior event, and Dave Abraham/Dave Adamson, the junior. The latter will be leaving us shortly when he moves to East Anglia. Dave Abraham has shown superb form this year at both ten miles and twenty five, where he has produced a personal best of 1.1.33. Older ESCA bods may remember his father, Geoff, who is also back on the racing scene looking for his old form.

New stars abound in the juvenile ranks, with Giles Membrey (brother of the tandem ace) 1.5.51, and Dave Harding, 1.6.12, now beating his dad in the '10s'. Young John Wall races regularly at Eastway where Pete also keeps in trim. Many completely new lads ride the evening '10s', with Ian Silvester showing great promise. Meanwhile at the other end of the age scale, Pete Crofts continues to dominate, with a '57' for a '25' and a 2.4. '50' on the unfashionable Linton-Ashford course. Arthur Smith has produced a 1.3. and 2.14 '50' whilst hunting further afield.

Our open '10s' on the Tonbridge by-pass collected almost two full fields with only one or two entries returned. On a fine but windy afternoon relays of time-keepers and marshalls were used to cover nearly five hours of continual activity which saw the juniors produce better times than the seniors.

The Southborough road race on the Hartfield circuit was dominated by Geoff Withers, who confirmed the good form shown in '10s' this season. Although only third in the points classification he simply rode away from the opposition on the last lap to win by 1½ minutes. We are indebted to Val Baxendine and Roy Humphrey for officiating once again, but where was Geoff Wilcox? Usually a regular, he was noticeable by his absence. Rumour has it that the guard wouldn't stamp his pass, but whether he had been confined to barracks due to bad conduct, or being improperly dressed, is not certain. The event was not well supported. Can it really be that riders, particularly from Sussex, are put off by the hills?

On the domestic front the 'middle age' bracket of club members are making a united attack on the matrimonial/house purchase scene. Roy Harrison will be married by the time you read this (yes it doesn't take long if you really make up your mind), having put the date back a week or two to allow him to help with the road race! That's what I call dedication to the right cause. Robin Howard has also got his priorities right by fixing a date a week after the KCA 12 hour in August where he is due to officiate. He is already knocking hell out of a house so we've not seen him on a bike much just lately. Thirdly come Jacko and Jill who've fixed a date early next year, but are also getting a house, this one close to the clubroom. The winter boozes, named Tuesday Totters or Wednesday Wanders, took a hard knock when all these regulars started saving instead of spending. Perhaps by next winter they'll need to get out for a drink!

Clubruns have continued under Veg's able direction. Many of the newcomers are out enjoying themselves. Another London run was popular and a paperchase type Hare and Hounds was a huge success with the twenty participants. Hares used flour puffed from feeding bottles and laid many false trails which lost some hounds completely. Only Giles from the hounds finally caught the hares before they got back to the clubroom. These were Pete Crofts, Andy Verrall, Ron and Veronica.

Highlight of the period, however, was the Easter

hostel tour, twelve strong, most efficiently organised and led by Pete Crofts. This was accomplished by rail using domestic labels to get cheap fares. Members boarded the train at Frant, as once at Tunbridge Wells it became a 'commuter train' and bikes were banned from boarding. Exeter-Tavistock-Salcombe-Maypool was the route, and riders took in Dartmoor, seaside, ferries, and a most interesting visit to Morwelham Quay - an industrial/port museum.

Our most recent get-together was for the club's birthday tea. Every year the club ladies, spearheaded by Veronica, provide a spread for members, and this year about fifty were there to enjoy it, including the editors and their younger sons. A good gathering which augurs well for the continuing prosperity of the club. I hope a few more of that fifty will venture south before the season's out.

Roamer

ESCA 50 RESULT

1.	Mark Jones	Central Sussex CC	1.57.35
2.	G. Windsor	Eastbourne Rovers	2. 1.23
3.	P. Lipscombe	Central Sussex CC	2. 1.49
	Team:	Central Sussex CC	6. 4. 8

Dear Eds.

As you know I ran out of 'Bonks' last issue and I've had my own copy on loan, so didn't know the deadline or what I wrote last time. It has now returned and I can see that half the report I'd started was published last edition, so here goes at the third attempt. Not having seen the clan Carpenter for some time I can only assume Maurice is fully recovered and is back on the treadmill. We at the northern end of Sussex have wintered well and had membership boosted, with many new faces being welcomed, I hope, at the clubroom on Fridays. Some of these new faces seem a little shy of coming out on their bikes, however, and it would be nice if we saw them on time trials and clubruns a little more often. I'm finding it hard to concentrate on this article as I'm only a week away from the start of the club Whitsun tour to Devon and Cornwall, which I shall be reporting next edition. Hottest news of the season has just come in, our President, Ian Berry, has broken the hour for 25 miles in a Southend Road event, that'll set a target for some of our juniors to aim for. I'm thinking of getting him classified as a professional as he is semi-retired at the moment. Other seniors and juniors are riding well, notably Tony Brown and Gary Moore, and the season should see some interesting battles for the club trophies.

Looking through the infamous KSP diary, on March 2nd, certain among us rode down to see the finish of the ESCA Hardriders, that day saw Guy Pilcher out for the first time since breaking a leg in an accident last Autumn. We had four finishers in Colin Tamon, Gary Moore, and Roger Smith, with President Ian Berry, just inside evens, being our fourth counter. 9th February the club held a Crawley-Chichester-Crawley reliability trial, with lesser distances for the not so fit. It was more a hell of the south event really, with a strong, cold wind blowing. Only Gordon Ball, Andrew Jones and Tony Brown completed the course within the time limit. The remainder of us being out of time.

March was a poor month for riding, especially at the weekends, and many were "struck down" with heavy colds and coughs during the month.

The club two-up on March 30th was a win for the juniors overall, with Paul Jones and Gary Moore the fastest. This was followed over the Easter weekend with the Label Research two day events, and with around 120 riders per event and more riders doing all three events, it could be counted very successful. Our thanks obviously, to all those who help make these events a success. The Schoolboy Divisional R.R. Championships held on a bitterly cold day in Hove Park saw a non-Crawley rider winning for the first time in three years. This was also the day KSP was introduced to Jack Goldmines 1980 edition bird, but I've learnt since that she's hopped it to Canada. She was pretty fair, too!!! Another snippet brought to my attention around this time was a tale that Graham Seymour, the well known Lewes dope (sorry, dope taker! ed) had got 'wound up' because he'd gone off course in a club event!!! We had to put up with these lame excuses when he was with us years ago. Our advice would be to ignore him!!!

April 27th we ran the club Crawley-Shoreham-Crawley time trial which resulted in a surprise, but deserved, win for Tony Brown over super junior Gary Moore. KSP offered a trio of teenage hooligans a punch-up whilst competing in this event, fortunately for him they declined but this had a bearing on his taking 45 minutes longer to cover the course compared with other people.

Bank Holiday weekend at the beginning of May had several Wheelers over at the events on the Isle of Wight, this year sponsored by Warners Holidays. Organised by Basil Chilcott, the highlight of the weekend is the Tour de Wight held over a circuit of 80 plus miles on what must be the only real road race circuit in Southern England. Police co-operation is fantastic and accomodation at Warners Puckpool was excellent value for a long weekend. Having spoken to the Puckpool manager over the weekend, he led me to believe that only if many more cyclists and their families go next year would sponsorship be forthcoming in 1982. At under £30 for bed, bath and eight meals, plus the special evening entertainment, per person, with children under 14 half price, it's really worth having a break.

11th May, Divisional Road Race day. Two things to say on this: firstly to Mick Burgess how sorry I was that an event such as this, which he organised, should turn out so badly, and I hope that no one has held Mick responsible for what ultimately happened. Secondly, from our experiences of that day, could we not have an understanding between the riders and officials that should any circuit have traffic lights appearing overnight in future, and if the course cannot be altered to avoid the lights, then the event be cancelled? This would prevent riders being tempted to break or ignore the law, and save the officials the unpleasant task of, at the very least, disqualifying riders for lawbreaking. I am sorry about the schemozzle at the traffic lights, and offer my sincere apologies if any rider believes my behaviour to be the contributory cause of any of the senior riders being disqualified.

Happier times, however, followed on Saturday, May 17th, when nine Wheelers met the Lator of Crawley's twin town, Dorsten, in Germany, at the Pantiles in Tunbridge Wells. Herr Lampen and his Chief Executive, Dr. Zahn, had cycled from Dorsten on a pair of Dutch touring cycles (we call them roadsters), which were raffled in Crawley upon their arrival. It was their first attempt at cycling of any kind, and their 250 mile trip had taken them 7 days. They were very impressed by the companionship they'd found on the road during the week, and would recommend cycle-touring to anyone. We have had an invite to Dorsten next year, but whether it will be 'on' is anyone's guess at present. At the official reception at the Town Hall, Crawley on Sunday evening the club were very honoured to receive a genuine German beer mug as a memento of their visit. It is our intention to award it as the Vets. B.A.R. Tankard.

In order to catch the post I must close now, and I also have a committee meeting to attend this evening.

Sincerely,

KSP (Malcolm)

C.T.C. - HAILSHAM & DISTRICT

"Variety is the spice of life" so it is said, and variety we have certainly had recently. In February we took part in two events organised by the D.A., the first a County Town quiz which was enjoyed by everyone, the second a Country Lunch at Hadlow Down - cycling home afterwards wasn't easy after such an excellent meal. In March we organised a 30 mile Reliability Ride, which was successful judging by the comments afterwards over cups of tea served by our ladies. In April we participated in a D.A. Treasure Hunt which caused some "head scratching" and much discussion over an excellent tea served afterwards at Ripe Village Hall. Overshadowing all these events, however, was the London and Home Counties Rally at Selmeston over the May Day Bank Holiday weekend, organised by the D.A. Nearly two hundred people attended and enjoyed the Barn Dance, slide show and the various rides in the surrounding countryside. Our members helped, and took part in the activities. A very successful Rally.

As well as all this we have managed some enjoyable local runs, two of which concluded with tea provided by Ivy Griffiths and Renee Allcorn, whilst the monthly morning rides for the more energetic have retained their popularity. Sounds as though we have been busy, doesn't it?

Tourist

After the last mammoth episode of the activities of the Rovers, I am finding it difficult to think of things to say. During the winter months with regular and very well attended clubruns up to 25 sometimes I think, Graham's physical jerks, the odd film at the clubroom and the clubroom itself frequented by many members brings people together as a club, but since February with the racing season rapidly approaching the club has become rather more dispersed. There have been the hard training rides led by Dave Dunbar and George Windsor on Saturdays, Sundays and Wednesdays, training rides every Tuesday and Thursday evenings on a circuit around the town and now out into the country. Many of us have been racing all over the place in time trials and road races, others have been away on holiday, already, some have been engrossed in work, and some seem to have vanished off the face of the earth.

One of our most successful days was Easter Sunday when we had an invitation clubrun and attracted over 35 non members along for the day and treated them to a fairly difficult ride through the lanes for a few hours, even provided a drink halfway round. Not only is this a useful aid in promoting the club within the town, but from it several new promising members have joined the club.

The clubruns have been very successful this year, and they are still going strong being ably led by several people including Graham Doby.

My last BONK notes mentioned the possibility of several members getting new bikes, well I was right, in part, and we have a positive epidemic of them. Charlie Robson who is out to beat everyone this year, with no training just racing! has purchased a Stan Pike and has christened it CR3, but Charlie being Charlie he is not satisfied with it and is forever fiddling with saddle position, groaning about the gears, and is always telling us how great the Paris was. That's the way he is and we don't want him any other way, how many other people do you know who travel all over the place ride a 50 or 100 just for a cup of tea. Brian Holt has

got a Ken Bird, you must have seen it, even if you did not believe it, it's finished, (or you may think unfinished) in 5 or 6 different colours. I have been trying to think of a good name for it but it's so individual that I am stumped, any offers of a good name to Brian please. There has been a rash of Phoenixs with Roly, Harold and Bob riding new glittering machines. The kids of course all seem to have magnificent machines and must have very generous parents. Ray Geering has just acquired a trike and is threatening to race it later this year. As for me, well Mrs. Miwerdz has allowed me to purchase the new toe straps as I was promised.

One very funny thing happened at the club one Monday, and perhaps there is a lesson for us all in it. It was getting quite late and suddenly John Lehane began to look a bit worried and concerned, he was going to be late home, would he be locked in the shed for the night? would he get a knock on the head with a rolling pin? would he ever be allowed out on his bike again? then just as he was going to leave he spotted something that would be his salvation a 'Bread Pudding' it seems that the best way to pacify the wife who is getting at you is to offer her a slice of this odd food and peace and understanding reign. I must admit I don't think Mrs. Miwerdz would go for it much, but if you have run out of excuses or reasons for racing or training too much give it a try.

The club races started with a '10' down at Fevensey and we had 30 riders on a cold morning in March. Cliff was an easy winner with a 24. Thinking about a 24 our round the Marsh 24 mile t.t. was also a great success, in spite of polar winds, again Cliff was winner with 1h.3m. ride not bad when you consider that the previous weekend he was in hospital for an operation, and that he does not start training until April 1st. Many of the youngsters finish the race a hard introduction to the sport, A. Winter and J. Wotton finishing with 1h.33m. and 1h.22m. rides. This race also brought forward a most peculiar sight. As most of us shivered and struggled to change in the open air, Pete Baker of the Natwest asked if he could change in someone's car, sensible, but he took a

very long time to come out. Plucking up courage to face the silly comments that he was undoubtedly going to get. When he did step into the open in his white racing vest with white arms that had not seen the sun for six months, a white face the effect of the cold, he had the finest pair of glimmering, smooth legs in a delicate shade of brown. It seems that he has an understanding girlfriend who let him borrow the tights. He stormed round the course to get away from the silly comments and stunned all the early starters that he caught who thought that a budget version of Batman was riding. One unfortunate thing happened John Groves was involved in an accident and ended up in hospital, with superficial injuries, although his bike got a terminal case of the bends. Hope this accident has knocked a bit of sense into him.

I have no news of Pat Pearson but I think that she is fully recovered, and we hope to see her out again soon.

The evening '10s' started last week and we had 33 riders, a healthy sign, no doubt we will have even more on a couple of days during the season. Just for a change we have four 15 mile races based on the Pevensey course, it gets a bit boring bashing across the Pevensey flats.

On the time trial scene the normal seems to be happening, and we have been all over the place as usual. Cliff already has several under the hour rides, and George rode a terrific 59 round the funny ESCA 25. In the Central '25' three riders beat Cliff, Dave K. Dave D. and George, but he was not feeling well and I doubt if they can repeat it. George had a gear cable snap and had to ride up the hill to Handcross in 87 or something equally daft. The team t.t.s. are very popular and again many Rovers teams were entered, some well balanced others not at all, George was lucky to finish the 2 up as his bike began to fall apart on the way round, the 4 up, a great form of racing I think, was again the scene of a Rovers disaster when Roly forgot to turn right after the station at Glyne and tried to ride through a hedge, Charlie and Bob have been riding as far afield as Hampshire and Kent with ever

improving performances, John Lehane is a regular at Tonbridge but has not got the one good day the course gets every year.

The road racing side seems to be gaining more followers, Dave got 2nd place in the SCEJ handicap race Dave and George have had some success in various races again all over the place. Our road race was a great success in March having race H.Q. in a pub during opening hours was very novel, and caused many comments from the locals.

The Divisional R.R. Championship had little to offer the Rovers, in the 2nd lap Dave crashed in the middle of the bunch and brought down 2 clubmates (yes it happened last year as well) leaving Dave D. 3 minutes behind the bunch. He struggled on for the rest of the race never gaining contact with the front runners. As you must know by now the course had traffic lights on it, and all the riders were told to obey the lights, but it seems some must be a little deaf, because the front runners and the bunch or most of them, (so I am told) rode through a red light. This is where the race broke down and because of the complete and utter incompetence of the commissaire the race was not stopped and all the offending riders disqualified, as it should have been, but it continued. Nobody knew what was happening, Paul Lipscombe rode 88 miles to win only to hear the event declared null and void. My only comment is not all the riders rode through the red light. Dave Dunbar completed the whole course without once crossing a red traffic light and should therefore be given his just placing and award. I feel that perhaps some of the judges have forgotten just how much time, effort and money, commitment and pain goes into preparing for such a race and perhaps they ought to take their role a little more seriously. Needless to say we Rovers are disappointed that Dave has not been justly treated.

On a lighter note Dave D. has had several veteran awards in road races, much to the amusement of his workmates who are now treating him as an O.A.P.

Young Simon Prior is flying around this year and is rapidly improving all his T.T. times, and has qualified for the National Schoolboys Road Race.

Gavin, who wears his new skin shorts back to front, so that he can see the logos when he is riding, is riding well. Brian, his dad, reckons that he is a bit daft, because Gavin rode most of the winter in racing kit shorts etc. and refused to put on tracksuit bottoms etc. and now in this sweltering heat and sunshine he is riding about in several jerseys, longs etc.etc.

The latest club news is that Charlie has won a handicap medal in the KCA '50', and sadly I have just heard of yet another crash involving one of our number. A new member Gerry Keen who has taken up racing this year has collided with a car on the Arundel by-pass and is quite badly hurt. I hope he returns to fitness soon as he showed great promise.

In spite of my first sentence, I seem to have said something about the Rovers, sorry if you have been forgotten it's not intentional.

Good luck to all for the rest of the season.

Mark Miwerdz

'BONK' CLOSING
DATE IS WED-
NESDAY, AUGUST 20TH.

BRIGHTON EXCELSIOR C.C.

PPHEWW ——— I'm back, I've just been chasing after Cliff Sharp to tell him that he was right - it wasn't his turn in the Hardriders and that Roy had misread his watch and that we had pushed him off too early. Oh lor, everybody's gone home, all of Valerie's and Judi's well prepared food and refreshments have been enjoyed and the utensils cleared away. Rick's neat result board has been completed, read and talked about and is now history. I'm sure that everyone enjoyed the morning's event. The pub's are closed, oh well I'll enjoy a ride through the lanes at my own speed and stop somewhere to eat my sandwiches. Somehow, through my own fault, I missed my New Year BONK notes, oh yes I remember now, I had been lying in bed writing them, whilst I was recovering after an event, you know the feeling - aching arms and muscles, tired legs, stiff, headache - mmm- those of you who didn't attend the Excel's Annual Dinner and Wild Evening just don't know what you missed, words are inadequate, the only thing I can do is send you an autographed photograph of the event organiser, Dick Jones, in his party rigout. Anyway I can tell you that the Club Elders have instructed Dick to arrange next year's Dinner. He has now told me that SATURDAY, JANUARY 10th, 1981 is the date, and SHOREHAM AIRPORT RESTAURANT/BAR, the venue, with the HARRY STRUTTELS HOT RHYTHM ORCHESTRA playing once again, by Special Request.

The Excel racers are back on the road, with Craig, having taken delivery of his new 'Kingfisher' frame embarked on his racing career but is not so far too proud of the results (these youngsters have plenty of time to improve though): Chris Middleton, equally keen until he rode the Team Championship '25', got his season off to quite a good start with a 28 for his first '10'. Adrian rode a couple of events and generally seemed quite fit until the Team Championship loomed near when he very suddenly developed a strained muscle (?) which rapidly disappeared when the Sunday's torture '25' was over! Ken Moffat formed part

of the said team and consistently turned out 1.16, as he has done in every previous '25'. Leon rode his first '25' in this event, a time which he was to beat by 7 minutes the following morning in the Hants R.C. '25', setting him off on a reasonable start in his first racing season. Rick made up the sixth member of our team and was happy with a 1.9. (which gave him 14th place!) to start his season with. Our aspiring youngsters are either waiting for club events to start with, doing exams or just putting off the 'evil day', but generally there is quite a lot of enthusiasm.

The club evening 10s have started on Thursday evenings, in the Coombes Lane near Lancing College (off A27, Adur Bridge), at 7.30 p.m. I rode out, and not wishing to embarrass any of the riders 'doing their best' along the windy A27, I turned off the course and had a pleasant half hour of rough riding in the Adur Valley before crossing the South Downs Way bridge in time to see the riders return. It was a really enjoyable gathering of new and familiar faces, and I was pleased to see Bert, our President, who has recovered from a nasty fall the other week on a clubrun. 'New Vet', our ace touring man, Chris Beckenham, had been marshalling. He was recovering from the nerve racking experience of riding with Craig, Ken and Dave, together with several thousand others in the London-Brighton cycle ride the other week. 'Soon to be' Vet, Rick Stringer won the evening '10' with a good 25.01 ride, followed by Craig Olive, 27.42; Kevin Middleton, 27.54; Ken Moffat, 28.10; Adrian Loska, 28.15; Chris Middleton, 28.16; Val, 29.58; Dick, 30.00; Duncan Wood, 32.28; Judi, riding her first '10' did very well, as unfortunately, because of traffic at Lancing round-a-bout, hit the kerb and came off, luckily not seriously hurt she keenly remounted and rode off, despite stepping on Richard Holkams head as he was fixing her chain back on. Judi rode in with a 35.02 ride. Our old friend, Pete Knight complete with course map - poor soul - returned a well ridden 35.48. The next evening '10' is 3rd July, Coombes Lane, 7.30 p.m., all welcome.

Clubruns are continuing in a varied and interesting way with their different leaders and ideas. Train assisted runs still prove popular - and several rides

have taken place in Hampshire, Surrey and Kent. Clubruns, always popular, encourage youngsters into the sport, and we are pleased to welcome John Fisher, Chris Poulter, Dave Saltwell, Joseph Peake and Duncan Ward on our rides.

The 'Two Excels' are planning a visit to St.Malo to see two stages of the Tour de France, and also quite recently enjoyed the excitement of seeing the Paris-Roubaix. Assembling at Campiogne in a colourful, still neutralised pack, the Excels travelled down to the cobbles outside of Wallers and witnessed the, by then, decimated group, thunder past, creating a dust storm as they thrashed by, excitement and speculation were all too soon gone.

The Stars and the Watercarriers - the ninety minute award winning film is coming your way - that is, if you keep Thursday, 6th November free and join us at the Shoreham Community Centre - hired especially for the occasion - close to Shoreham Station.

Make a note now - Nove. 6th and Jan 10th - we look forward to meeting you socially at both of these fixtures. Full details next BONK.

Well I'm nearing Esther's letterbox - a few days late - it's a long ride from Shoreham to St. Leonards - the next time I write I'll be a Vet too, oh well it's a good excuse for Chris, Rick and myself to sample a few brews, and talk about utility sheets, ration books, steam trains and bikes with rod brakes, etc.

Cheers for now.

Rough Rider

EAST GRINSTEAD C.C.

This article contains the traditional good news and the bad. Good News first (of course):-

We unleashed our secret weapons on the unsuspecting world in the shape of: Sergio Papucci, briefly mentioned in the last issue, who has shown his card in the ESCA 25 and won the vets. award; is now down to a 1.1. and has won the club 25 on the Portsmouth Road - and still he's not fully fit after establishing his central heating business - his fastest to date is a 56 so we must wait and see.

I said, casually, in the last issue that David Brooker promised great things. This must surely be the understatement of the century considering that even now he is the Sussex Schoolboy Road Race Champion; has done a 22.46 for a 10 and has 1.0.34 to his name in the ESCA 25. For good measure he also won the two evening 10s so far.

Our third secret weapon was Brian's unknown brother Barry, who, according to the comic (many will just remember this stone-age periodical) won the Easterly 10 on E.8. Brian, in the meantime, not to be outdone, won the Varsity 25 mile t.t. and, having already won the road race, earned his blue for Cambridge in this his first year. Incidentally - as a relaxation he also won a Kent League event at Tenterden by seven minutes after an 80 mile lone break.

Along with some other Sussex clubs we are now going to have direct connections with the trade and I don't mean Sponsorship. What I'm trying to say is that Ray Moore and John Hutt are taking over Allins Cycles of Croydon from Stan Butler on the 30th June. Everyone is all agog at the goodies soon to issue forth and we hope the venture proves a success. It certainly won't want for our support, and we see ourselves as mobile adverts for Allins.

In the Brighton Mitre 4 up our seniors had some bad luck with Steve Heff's. crank falling off, but the juniors - taking full advantage of John Hutt's evening training sessions - did a very creditable 1.8. Our schoolboys also entered a team which acquitted itself very well, and

proved that there is lots of enthusiasm coming up through the ranks.

The "Hutt" training sessions came good again in the Divisionals, with the club having the only team to finish of the nine who completed the junior event. As far as the senior event is concerned, everyone is aghast at the fiasco of the riders doing nine laps for nothing, following a disqualification on the third. This club, however, congratulate the Central Sussex who will remain winners, despite what the record says.

We have had a series of club events on the Portsmouth Road, and during one of the 10s on a glorious day, everyone improved by truly startling margins. These were not flashes in the pan for David Bate has also won 1st h/c in the Worthing Excelsior 25 with a 1.4, and others are still going faster than ever.

On the administrative front we had an extra-ordinary General Meeting concerning the club trophies. They were valued at over £3000 and were in need of insurance. The upshot of the meeting was that funds are to be raised by sponsored rides by the juniors. The meeting was attended by almost all the regulars plus those who take an interest but rarely go up the club.

The exception was Val Baxendine who for many years carried the club single-handed. The bad news is that she has decided to resign from the post of club chairman and withdraw from active participation. This has been expected for some time, as we do not see much of her, and John Hutt is now organising the ESCA 50. Val is still running our Carnival Road Race on the August Bank Holiday. More bad news, our other life member, Mickey Robinson, is calling it a day as treasurer and so another page in the annals of the club is turned.

Then, I ask, what about new members? New members are invariably the most enthusiastic and active of all, and no exception is Eric Reece, bitten by the monster racing bug and goaded by his two sons, released pounds physically and on a blue Super-Alan frame. Then there are Jerry and Geoff Richardson from Crow-country sporting new bikes and riding club 10s - we might even see

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Crow, as rumour has it that we are feeding on club
10s, now turning at Edenbridge.

Must leave now, as Mrs. Ed. is putting the boot
in, and me only four days late - not much of a report -
no jokes, no fantastic tours, can't even spell properly,
(rotten writing. Ed.), but still it does fill up
the BONK.

Beau Nydal

IMPORTANT NOTICE

The Association 100 Organiser is appealing to
members of all ESCA clubs for assistance in
marshalling and other duties on Sunday, July
27th, so as to continue the high standard of
promotion of this event. Don't leave it to
the other crowd, let's have some volunteers,
please.

Offers of help to:

GEOFF WILLCOCKS, 127 HYTHE CRESCENT, SEAFORD,

EAST SUSSEX. BN25 3UB

in good time to be of use.

LEWES WANDERERS C.C.

Greetings once more from the Lewes bastion of cul-
ture, and to say the editors saying it - late again
(with the usual abject apology).

Well, the season started off in a manner befitting
our esteemed place in ESCALand when for the first time
ever we provided the winner of the Hardriders in Clive
Attwood who put the skids under several well known
names with a shock 41.7 in far from easy conditions.
He was a second inside 24 minutes to win the Central
Sussex 10 the next weekend and was fifth with a 3 in
the 25 on the same day. He put up the fastest time in
the Lewes/Newhaven/Lewes, but as he hadn't entered
correctly, the first spot went to Ian Burgess with
35.19; Greg Cornford got the handicap here with 40.31.
Clive and Ian rode the SCA two-up hilly 25½, and got
2nd with a 7, then next week Clive's 1.2.50 was good
enough to see off the field in the SCA 25 by no less
than 2.21. In the ESCA hilly 24 and 29 two-ups the
former saw a good ride by Derek Connor and Ben Lowden,
who did 1.8.32, while in the latter Clive and Ian
were second with 1.10.9. The club 30 served up a shock
when new member Martin White clobbered fifteen others
with 1.22.5, and deservedly grabbed the handicap to
boot. In the first of our evening 10 series, Ian Bur-
gess galloped round in 24.29 while Clive and Martin
appeared on a tandem and clocked 22.50. They must
have been motoring somewhere as their front tub rolled
off at the turn, losing them over a minute and getting
them a lecture from the turn marshal about the use of
adhesive in future. Ian got the second event in 24.41,
while expectations re the tandem collapsed when they
collected a "kipper" and were D.N.F. Our best mob in
the SCA Team Championship finished in sixth place, and
in the Worthing 25 Ian Burgess did 1.1.30; Martin,
1.1.50; and Ian Landless 1.5.2. In the Association 25
in April, Clive finally got under the hour, for second
place in 59.51. Martin revenged the defeat by Ian
Burgess by doing a 2.21 and smashing him by one whole
second! The team time of 3.4.34 was a good omen of
things to come and we're glad to see these younger

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riders doing so well. Finally, Steve Phillips rode well in the Division Schoolboys Championship at Hove Park, and was the second Sussex finisher. However, as David Brooker of East Grinstead, who beat him, will be too old to compete in the National Championship, Steve qualifies, so we all wish him the best of luck at Oxford.

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The Copper promoted the Division Road Race Championships on behalf of the club, but the less said about that unhappy day, the better. The Senior event was declared null and void which led to some very questionable behaviour from people who should have known better. There is to be an enquiry into the whole business, the outcome of which will, in due course, be communicated. The Junior Championship was well won by Mike Tanner, of the V.C. Etoile, who sauntered to a lead of more than 3 minutes, no mean feat on a circuit as hard as Frant.

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gc

There's a good entry for our evening road race criterium series in June, and Paul Jeffries of Swindon among others, should stir things up. We could do with some more spectators at these events, so forget the gardening; parties; the "goggle box"; the dragons, and turn out in force. There's always some very competitive racing to be seen.

A trip to France taking in the last two stages of the 'Tour' is planned again for this year, so presumably all the keen racing is in order to get fit enough to survive that if the daily mileages are going to be anything like last year!

With the recent cessation of "Cycling" due to action by dissatisfied printers there's a noticeable vacuum in the newslines at the moment. However your scribe thinks it worth mentioning that the day's results of the bigger events, such as the Continental scene and the Tour of Britain can be heard in Sports Call on the B.B.C. Voice of Britain programme at 11.45 p.m. - if you stay up that late.

The Copper has now passed a Club Coach's exam. so will be putting the Crowborough mob through their paces as soon as he gets things organised. It shouldn't

take him long to sort out the quick from the "dead" when they find out what he's got in store for them!

KSP's query "Who's Neevo?" is almost on a par with that monumental Peter Sharpe gaffe some years ago "Who's Eddy Merckx?", and we can surely detect certain mumblings from the Hastings area saying, "Blimey, forgotten already". When your scribe has an hour or two to spare, he will have to take KSP aside and give him a brief resumé of Neevo's contribution to the might of ESCALAND.

Re the remark attributed to your scribe in respect of a whip-round to buy Cliff Sharp a new racing jersey, in fact the actual suggestion came from a gent who shall be nameless, suffice to say that he hails from Edenbridge; is a Yoga instructor; is noted for comic speeches and also producing bags of alleged 'sustenance' which looks like something regurgitated by a sick hippo! (Do you mean the chap who wears purple shorts, a pink shirt and a paisley raground his head? Ed).

Not much in the scandal line again this time although your scribe has been accused of laxity in not "getting up the clubroom" enough. He's well aware of the ambiguity of THAT statement, but the answer is that at the moment he isn't fit enough and hasn't got the time! It seems that even Jack 'Goldmine' seems to behave himself these days. He doesn't have so many breakdowns with that decrepit 'CZ' since the journeys to Seaford have been drastically reduced. His comment "They're good bikes - you can see people pushing them everywhere", just about sums them up!

At the last count, revealed by the Kilby computer, the club had a membership of 68, the most in our history.

On that happy note we'll say au revoir 'til next time. Can't sign off without telling you about the Irish S.A.S. group who broke into London Zoo and released all the ostriches, and the two Irish soccer teams who settled a final on own goals!

Best of weather and wheeling.

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HASTINGS & ST. LEONARDS C.C.

I concluded my last notes with news of two of our older members, and unfortunately I have to begin this time by recording the death of Len Hughes, our oldest and most longstanding member, after a short illness, just a few weeks ago.

Happier news is that we are enjoying a full programme of racing, and we are also managing to fit in a few clubruns for our younger members by courtesy of Maurice & Esther.

Alan Brooks is certainly our fast man for 1980: already he has improved his best '25' time by 3½ minutes, going 'under' for the first time in the recent SECA event. He also has a near personal best time of 23.57 for a '10', and assured himself of the club 'Opening Trophy' for this year with 1.3.38 in the ESCA '25'. Colin Robilliard also means business this season, very early on he established new personal best times of 24.51 and 1.2.40, and more recently, 2.14.54 for 50 miles. Dominic Windsor is diversifying his racing this year, concentrating on road racing, with the occasional short distance time trial, interspersed with weekly visits to Preston Park, where he is already enjoying some success. It should be mentioned that Dominic was very unlucky in the Schoolboy Divisional Championships, when a puncture ruined his chances when well placed in the leading bunch. Misfortune struck Tim the following week in the ESCA '25', when he lost a crank soon after the start. Help eventually arrived, and he finished with 1.4.50, and has since been stuck on 4s. He is eagerly awaiting July, and, hopefully, the end of his schooldays, when he can get down to the serious business of training. Another victim of the examination system is Andrew Hillman, but his riding is improving in spite of this, and he did well to finish 9th in the Junior Divisional Championships. Richard Longley is improving his '10' times almost every time he rides, and is currently on 26.22. Ron is struggling to keep in touch, and it is noticeable that he has far less to say whilst he is actually racing in his efforts to lessen the gap. So far he has a commendable 28.23 to his credit, his best for many years. Esther had a moment of glory in

our Open '10' when she found herself the winner of the Lady's prize, and our prestige was further enhanced when it was noted that Alan, Tim and Michael Waite had won the team award. Maurice was allowed back to work in March, and at the same time started his build-up to fitness. He is encouraged by times of 23.47 and 1.2.9 for 10 and 25 miles so far, and a half share in the club tandem '30' record, which he obtained with Tim's help. Neil Mockridge has made a welcome return to active cycling after a year's absence, and got inside evens at his second attempt over the Broad Oak humps. Paul Greenhalgh, Wayne Spears and Miles Child are also performing well in the evening events, with best times of 30.17; 30.04 and 36.43 respectively. Another new member, Paul Mockridge has a best time of 28.01, which he did in the Becontree 10, and Dave Whiteside has lost no time in reducing his times since joining us, and was very pleased with his 26.37 in our Open.

It gave us a lot of pleasure to be able to enter six riders for the Sussex C.A. 25 Miles Team Championship this year, the first since 1936, and consider that Alan, Michael, Colin and John Willis did well to finish in fourth place. We were interested to learn that their time of 4.39.23 was 19 seconds faster than the then record set up by our winning team in 1930, when George Jenkins was also the individual champion.

Bob French paid a flying visit recently, fitting us in between a S.V-C.C. Rally in France, a quick dash back to work in Weybridge and a return visit to pick up the family from Tenterden. The previous weekend he caused a minor sensation when he rode his penny-farthing in a '10' on the Portsmouth Road, all part of his build up for the National Championship for that type of machine. His 33 minute ride on a 50" Ordinary must have given his opponents plenty of food for thought!

With little other news filtering through at the moment, I'll finish off for now.

Ragged Shorts

TOUR de NORMANDIE et BRETAGNE 1979

Wednesday 4th July saw nine members of the Lewes Wanderers descend on the Landless home at Seaford. The super supper Julie had put up for them went in a flash as the gannets roared round the table. A group photograph in the lounge, then down to Newhaven for the 1 a.m. ferry. Being first on the boat has advantages, and the forward lounge was soon taken over by recumbent Wanderers, some of whom were asleep before the boat sailed.

Tuesday 5th July. Dieppe - Bayeux 133 miles

The day was damp and misty as we disembarked at Dieppe just after 6 a.m. A quick look at the map and we were on our way. An hour later the sun came through and those who had started in long trousers stopped to change into shorts, and out came the cameras. The plan was to see the Deauville - Le Havre T.T.T. stage of the 'Tour', and to get as near to Deauville as possible and so reduce the distance to Bayeux. We had elevenses at Bolbec, and a study of Paris-Normandie gave us the route and times. Then off we went to the Tancarville Bridge. There is no cycle path over this bridge as over the Severn but never-the-less photographs were taken at houses, canal, roads and river a long way down. We had now got ourselves on the course and the crowds were beginning to gather. To cheers, shouts of encouragement and I suspect some mickey taking, we sped on, aided by a favourable wind. It appeared the race would be on good roads today but a short while later we found this was not so. At Foulbec the course came in from the coast. The surface here was rough, and made G834 look like a dragstrip. Soon after this we had our first brush with the local law. It appeared the road was closed with something like two hours to go. With much hand waving and jabbering and blowing of whistles, our man conferred with his chief. The outcome was a shrug, and we were allowed to go. The pantomime was repeated once more before we met the immovable one. It was soon made clear that this one meant "NO". La Riviere St. Saveur saw us lounging in the fashion that was to last throughout the ten days. French bread, cheese, remains of tatty sardines washed down with wine or cheese. Several stretched out in the sun to doze until the race

arrived. A loud shout was not the race but C.C. Davies, well known slide show exponent racing towards the bridge.

The cavalcade came and went, then the first team was upon us. With just under 30 kms covered they were all together still and moving well. Zonca Bradshaw was of the opinion that if these teams rode the Mitre 4 up he would show them a thing or two. The teams that impressed the most were T.I. Raleigh; Gitane and Miko-Mercier, who had Zoetemelk up front. We had picked the top of a small rise where the village ended and the riders then went down a slight, straight slope for about half a mile before they were lost to view. But how they went. Just like the proverbial bats.

The afternoon was advanced by the time we got under way, via Honfleur; Deauville; Houlgate; Cabourg to Pegasus Bridge over the river Orme and Caen canal. The notice board giving details of the para's battle looked in need of a coat of paint. The miles and heat were now making themselves felt, and there were some weary legs by the time Bayeux was reached. The Hostel uses a school for dormitories, with what must be the noisiest beds in France. The banging and creaking as tired bodies collapsed onto them was deafening. One snag was that the kitchen only had two gas rings, which made things difficult for our party, without the addition of the other residents. After some had gone out for a meal, the remainder managed to cook something.

A word about the organiser, Ian Landless. His estimated mileage for the day had been 115/120 - we did just over 133, and this was the way it stayed - always under estimated! We are arranging for him to go to night school to improve his counting.

Friday 6th July. Bayeux - Fougères est. 75m. act. 86m

The day got off to a slow start. Paul Cornford had a hole appearing in a tyre which had been part repaired the day before, and Zonca had a loose crank. What do you do with someone who knows the crank is loose before the holiday and does nothing about it? Answer, get him to buy a metric thread one in France. A certain Allin now has odd pedals - one new metric in new crank: one sadly neglected in old British thread crank. Zonca reckons that on the next tour he will need a new crank on the other side and will repeat this year's trick. Still, the picture of him

outside the Bayeux bike shop, wallet in hand and pained look on face, is worth seeing. While the crank was being fitted a local racer complete with rainbow jersey, rolled up. When we got under way he led us out of the town and rode with us to Villers Bocage. I found his English on a par with my French, but I think he said he had ridden with Dave Rollinson in the past. The day was getting really hot as we stocked up for lunch in V. Bocage. We took this a short while later in an old quarry, and then passed on to Vire. It was not only hot, but the road to Mortain was straight and very up and down. The river and gorge at Mortain was missed by some as they swept down into the town with sweat streaming into their eyes. A visit to a bar for a number of beers found us listening to the 'Tour on the radio. It was the Amiens - Roubaix stage, and Zoumelke took over the yellow jersey.

We then found some lanes which were a welcome change after the long slog on the main roads, and so came to Fougeres. This was a good hostel in a rather odd building, with a bar (closed) in the basement. Here we had plenty of hot water, space and cooking facilities. However, we decided to eat out, and all ten took off for the town. After the usual search and debate, we finished up in a rather elegant hotel. The staff overcame their initial surprise and got down to serving us. This was fine, as the waitresses were three young, attractive girls. Stuffed tomatoes, 'ot 'am with veg, and caramel, washed down with wine, was soon disposed of. After the cheese and coffee we were off for a stroll that ended in a bar. We slept well that night: as did an American, who snored! He copped two pillows that arrived in the dark like guided missiles, and was found with his arms wrapped round them next morning. Wonder what he dreamt about?

Saturday 7th July. Fougeres - Paimpont est. 55m act. 7

We started with a look at the Chateau at Fougeres. Very impressive rising above its moat. But at 5 francs for an hour's guided tour we did not go in. Instead we took to the lanes - pleasant, traffic free, undulating, sunny - it was great. Brian 'Coach' Wilkins punctured, and while this was dealt with, most took the chance to offer white bodies to the sun goddess. After a quick stop in St. Aubin du Cormier to purchase bread, etc., we were off again, stopping later for lunch in the Foret de Liffre. How peaceful it was until

a swarm of bees passed over, making a loud droning noise. We could have had problems if they had settled near us.

Once on the main road, a bit of a burn-up developed into Rennes, but sight of a cycle shop stopped this, and the adjacent little self service shop did quick business in fruit and drinks. We found Paimpont without trouble, after a cool ride through leafy lanes, hooted at by a large procession of wedding cars. The trouble was, we couldn't find the hostel, and Steve Kelly, with an 'O' level in French, was pushed forward map in hand, to get directions. Five miles later, his brother Dave swore we were lost, and was of the opinion that the only 'O' level Steve had was in stupidity. Such is brotherly love.

We finally found the hostel tucked away in woods at the end of a No Through Road. The warden, an attractive, tanned lady, in her early twenties, was surprised to see us, as no-one had told her we were coming. The boyfriend did not seem at all pleased to see us. Selfish devil! This was a basic hostel, to say the least: it did have mains water, but no loo. One of the sinks needed Ken Steven's attentions on the waste pipe. Still, when the floor flooded, the warden got plenty of help. Well it was one way of holding hands, with the boyfriend there. A photo taken there shows one Wanderer clutching at something in a darkened room. Zonca says he was being shown a folk dance. Oh yes!! A nearby farm provided some very cheap cider at a very cheap price. The glow from the cider probably helped to keep warm those who missed out in the rush for the blankets when it was found there were not enough to go round.

Sunday 8th July. Paimpont - Quiberon est. 75m. act. 88m

We got away to a good start, and taking a minor road through woods and peaceful Sunday countryside, made good progress, reaching Vannes by lunchtime. The old town with its narrow streets clustered round the Cathedral was made for the photographers. An old market hall was still in use, although some of the jewelry and pictures displayed looked very futuristic. On the traditional side were hand-woven jackets, looked after by a young lady who spoke English with a Birmingham accent, the result of teaching French there. The day by now had got very hot, and a slower pace along the D101, led us by a pleasant coastal route to Auray, where one of the ever open bars took more francs

from us for cold beer. From Auray one takes the straight, flat road to Quiberon: the inevitable happened and a burn-up developed in which Steve Kelly hit the road, leaving behind skin from hip and elbow. The hostel at Quiberon was of the seaside camp site variety - scruffy and crowded, with sand everywhere, and a high proportion of apparently permanent residents, one of whom, Chris, a young American, introduced us to a good cafe. After enjoying a slap up meal and several bottles of wine, we had a walk along the seafront and the young ones took off after the talent, whilst the old men found seats outside a bar and watched the world go by. This was entertaining, as there were a lot of 'sociable' bikes about, ranging from two people side by side to three couple jobs, the latter proved most amusing as the the steering proved to be of the 'if they get out of the way, we'll be alright' variety. Paul Cunningham found a friend, but paid for it next day, as he was struggling after his late night.

Monday 9th July. Quiberon - St.Guen est.65m. act.67m
(what went wrong?)

The day started with a slow ride round the Côte Sauvage, a rocky coastline with a variety of blues in the sea sparkling in the sun. This was another warm day, and we lunched at Ste. Anne-d'Auray, where we watched Boule being played. A mixture of main roads and lanes led us to Pontivy. A bustling market with a traffic holdup provided amusement, as the French way of dealing with this situation is to keep your hand on the horn until the traffic clears. The noise was deafening! We took to the lanes to St. Guen, and what was to be the best hostel of the tour, a large house. It was a large house, with uneven floors upstairs, but light and airy with plenty of hot water and good washing facilities. The large kitchen was put to good use, and after clearing up the bar across the road did a good trade. A feature of this bar was a display of Grandfather type clocks with ornate brasswork and pendulums.

Tuesday 10th July. St. Guen - St. Malo est.65m. act.70m

A fairly fast start on a cool morning saw us well on our way so that by lunchtime we had broken the back of the day's mileage. The usual picnic under a very hot sun saw semi-nude sunworshippers interspersed with sleeping wine drinkers. When the journey was resumed it was sluggish

to say the least. Dinard provided a welcome stop for beer, followed by cakes, waffles and icecream!! The bustling beach was investigated and found to be much like any other. An easy ride to St.Malo followed, where the hostel was more like a barracks converted to a holiday camp. A lad from Cumbria advised us to eat there, as he said there was plenty of food. Yes there was plenty of soup and bread. So far, so good. The main course was - two boiled eggs, two new potatoes and lettuce leaves. Even though the lads wound back the bread, this was not a meal for hungry bike riders. Ian 'Hulk' Burgess stamped out, muttering "that didn't last long." A walk into the old walled town followed, where we found a folk music festival in progress. A leader dressed as the Pied Piper with a drum on his back drew some applause, but not from hungry Wanderers who had just found the only chip stall closing up.

Wednesday 11th July. St.Malo - Les Genets est.50m act.58m

A fast start along the coast road and down to Pontorson saw us split in half. Geoff Boxall was heard to mutter about Coppers training for hundreds, but would not let the back wheel go, all the same. A wander round the street market at Pontorson provided food for lunch and a chance to compare prices. An easy ride down to Le Mont St. Michel followed. This must be the tourist trap to end all tourist traps. Judging from the cars parked, the revenue from these must be considerable. Once inside the walls, the narrow streets are jam-packed with people, hemmed in on both sides with gift shops, restaurants, etc. Impressive, but hard work walking round. Avranches, perched on it's hill, provided welcome rest and a mid-afternoon beer before a flat ride to Genets. Here the hostel, an old railway station, was small, and arriving fairly early we got beds in the main building, but a party of youngsters slept out in an open fronted shed. This annexe was next to the toilets, which did nothing for the peace of the place or it's perfume. One nice feature in the village was a water wheel turning in a pleasant green setting. Water power was obviously used a lot, as we came across several water wheels in fairly good order. In the bar that evening the lads were much taken by an attractive young lady in tight white tee shirt. Ian Burgess stuttered into French only to be told to speak English! The young lady was born in Canada and was visiting her aunt, the bar owner, with her mum and dad.

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go by. This unfortunately included English day trippers the worse for drink. Perhaps cross channel ferries should be dry. At least it might slow them down a bit.

The time to embark came all too soon, and the bikes were soon stored in the depths of the boat. The younger members passed most of the journey chatting to a bunch of girls from Manchester, with the result that certain households have had mail from the far reaches of Lancs.

It's funny how once some bike riders get back to England they can't get in a car quick enough. Still, four of us rode home, and that was it for another year.

Copper



