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EAST SUSSEX CYCLING ASSOCIATION

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EDITORIAL

What excuse have all our late contributors got this time? They can't still be marvelling that we've got the fastest 25 course in Sussex! Anyway, that's why we're almost a month late with this issue and having a moan about it, although it's a bit difficult to complain when correspondents get so much pleasure from being only a week or so overdue.

Anyway, having read the above ramblings, it would seem that the point has been made, so do try harder next time - it's lovely hearing from you all, and everyone wants to know what you've been doing.

Maurice & Esther

EASTBOURNE ROVERS C.C.

What a glorious summer, days and days of the most perfect cycling weather, warm, sunny, windless days, wishful thinking, I heard an expert say that this summer has been the mildest winter ever. Let's hope things improve a little for the end of the season.

Many things have been happening in the last few months, I'll try to give a mention of as many as I can remember. Back in April an old scrapbook of club paper cuttings came to light and made interesting reading, many mentions were made of Ted Godden and Bill Collins. The dates of the articles were 1938/39 and at the age of 35 Bill was referred to as 'a near veteran', I wonder what he qualifies as now? Next to one cutting were some handwritten notes which said that a party of six left Eastbourne on Saturday and rode all day, in heavy rain, to get to Portsmouth, they rode a 50 mile t.t. on Sunday in rain and then rode home, and all on 65 and 72 inch fixed gears!! Those were the good old days how many of us would do the same I wonder.

Talking about publicity for the club, we get terrific support from Eastbourne Gazette and Herald who publish our reports whenever they are submitted. We have also had two mentions on Southern T.V. one in March and one in August when our open events were mentioned on the Scene South East, Sports Desk, on Friday evening, the presenter Malcolm Mitchell seems quite interested to receive information about cycling in East Sussex, so for the price of a stamp you can get your event mentioned on T.V. So write to Mr. M. Mitchell, Sports Editor, Scene South East, Southern I.T.V., Russell Street, Dover, Kent.

In the E'bourne paper back in May was an article about a young lad who had spent £900 on a complete super new Peugeot racing bike, unfortunately he thought speed on a bicycle was relative to the amount of money spent, and said that he hoped to break a few club records, well he certainly broke one, nobody else has spent that much on a bike. Let's hope he can give his training the same dedication that he put into saving

the money, then perhaps he will break some real records.

At a committee meeting recently the discussion concerned what sort of event the club should promote in the Eastbourne Superstars competition, it was decided to run a cyclo-cross, but no-one could think of what to use as an obstacle, a gate, Stu suggested, that we use Charlie's old bike, as it looked like, and was about the same size as a five barred gate. Needless to say the event never happened as the town suffered the heaviest downpour of rain, ever, with 2 to 3 inches of rain falling in 1½ hours.

Thinking about Charlie he has been messing about with his new bike, C.P.3., all season even investing in a new pair of wheels, with contraceptive rims and aerodynamic spokes. He has even achieved some personal bests, but is never satisfied, and is always complaining about bike, course, weather, this, that and everything else. He likes the long distance events and has ridden 4 hundreds, and 2 twelves so far, it is being whispered that he even intends to ride the National '24'. Not bad for a bloke who convinced everybody that he had retired two weeks ago.

Dave Dunbar has had a great season to date, and has recorded many personal bests at 25, 50, 100 and 12s. He rode a 4.21 in the S.C.A. 100 and rode the K.C.A. 12 at exactly evens achieving 240 miles, just 9 miles behind Pete Howard, Dave reckons he did not do well enough but we all say it was a fantastic ride.

Cliff has had a quiet season, I think, and because of an injury caused by a road accident, has not ridden his usual number of races, he did, however, ride a 4.17 in the S.C.A. 100 and surfaced to win the S.C.A. 25 championship.

George Windsor, has among other things, earned himself 2nd place in the B.L.R.C. Two Day Memorial Road Race. It involved two r.r. stages of 53 and 55 miles and a 5 mile t.t. George did well in a field that included many ex-professionals. Dave Dunbar riding the same event came 18th.

Being a large club we have many members who race and although we do not make the headlines, often, many have had very successful seasons. Doug Roberts finished a Vets 25 on Q25/3 in 1h7m48s, his fastest time for twenty five years, unfortunately Doug has been unwell in recent weeks and has had a short stay in hospital and will be unable to finish the season. In the S.C.A. 50 Cliff, George and Dave D. broke a twenty four year old club team record with a 6.7.15, George doing a fantastic 1.58.48 for 2nd place. John Lehane, who has a great deal of enthusiasm, for someone who came to the sport relatively late has achieved personal bests at every distance from 10 to 100. These include a 26.27 on Q10/19 to a 5.3.53 in E.S.C.A. 100. Stu Greenway, who once boasted during the summer that he "may not be the fastest cyclist in Sussex but he did have the brownest legs"!!, has ridden 25.31 on Q10/19. On the same course but in different events Graham Lade finished in 25.58, Harold Manser 27.31, and Jon Cooper a 24.58.

Our Tuesday evening 10s and 15s have been very popular with as many as 35 riders from several clubs giving support each week, they have however been a little spoilt by the weather, with about seven of the sixteen events taking place in the rain. I would like to give a mention to our timekeeper Chris Stokes our very able timekeeper who has promoted all these events. We are lucky to have Chris who gives up his time so willingly. The timekeeping however seems to be secondary, he only comes along to show off his new Landrover. It is amusing to watch his vehicle gradually disappear beneath a mountain of track tops, T shirts, bonk bags, lights, etc. etc. while Chris is at the start, and even more amusing to watch Chris silently but patiently remove all the offending articles and place them tidily on the ground so that he can drive the thirty yards to the finish. Anyway thanks Chris, you do a grand job.

The youngsters seem to enjoy these events and it's great to see them progress through the season, I don't have the times, and to be honest I cannot remember all their names, but we have a very enthusiastic and keen bunch of lads in the club, I think there must be about

fifteen or twenty of them, all of whom have ridden their hearts out in the evening events.

After bending his old bike back in March, which was far too small for him anyway, John Groves has a new Phoenix which has a head tube longer than most peoples seat tubes a big bike for a tall boy, but it suits him very well and he has ridden many races on it, hope next season he will be able to achieve a little more.

Gavin and Simon have had a good season Gavin winning 3rd place in the Viking National R/R Championships at Liverpool for under 15s. Both rode their first 100 this year Gavin doing evens and Simon a 4.44, not bad for a first attempt. Both have done very well and Simon was all set to do great things, to hopefully win the schoolboys points competition at Preston Park, to ride at Wembley in the SKOL 6, and to ride the Viking Championship, but an accident occurred as the two were out training one evening and Simon broke a collar bone and will not race again this season. He is naturally very disappointed but not wishing to lose his fitness he borrowed a training bike, a stationary thing with friction wheels etc. and was happily doing his training in the garage, and was obviously going too fast, when the machine caught fire, and it needed a bucket of water to put it out.

Ray and Brian, the dads of Simon and Gavin, have also been doing their bit, Ray rode the E.S.C.A. 100 and when he was feeling very tired Graham decided to help him with a sponge and started to run ahead with sponge held aloft, but Ray, so I'm told, had to ask Graham to slow down as he was finding it difficult to catch him up. On another occasion he achieved a personal best in the E.S.C.A. 10 in spite of a terrific hailstorm that seemed to follow him round the course.

Brian is at the moment training hard as he intends to ride the Tour de Var again this year, an international road race for Vets. He admits that he is no hillclimber but as this race includes several mountains he is traing on High and Over and Exccat several times a week.

New member Mark Williams riding his blue Moser has had a good first season and has mentioned that it was not generous parents that bought HIS bike, but his own hard work and savings, sorry Mark.

During the last few weeks we have had a great many discussions concerning our club colours and there is a real possibility that the Rovers will be riding in new colours next year. So look out.

Poor old John Lehane had a terrible Sunday recently, in our Open 25 he had six spokes work loose in his rear wheel, which gave it a severe wobble, but he continued to ride and the movement of the wheel moving the rear brake managed to destroy his rear brake bridge on his new Russell, and to top it all on the way home the clutch on his car decided to give up, as they say everything comes in threes.

I must mention our clubruns leader Graham Dobbie, he has continued the Sunday runs right through the summer and has taken the lads on some very long days out. He also got a camera fetish, he is always aiming his lens and flasher at us, but I have not seen any photographs yet.

The Rovers have also been about in other areas, Doug went to Harrogate, there is a large party going to Leicester for the Track Championships, and others preparing to go to the 'Worlds' soon.

We have several events coming soon, a Bike Bits Jumble Sale at the clubroom on September 8th, the Beachy Head Hillclimb on October 19th, a freewheeling competition in November, a long hill with a pub at the bottom is being looked for, two cyclo-cross events on November 2nd and 16th at Arlington, a film night at the club on November 24th November, and I must not forget our Dinner on November 15th.

So as I'm exhausted that's all I'm going to write, I'll tell you the interesting things next time.

All the best.

Marc Miwerdz

BRIGHTON MITRE C.C.

For starters we should congratulate all the young lads for their efforts in training and getting up early on cold frosty Sunday mornings to meet for the clubruns. We all hope you enjoyed your training down on the beach. (I bet that was a laugh and a half).

Now here we come to the Hardriders which was ridden exceptionally well by all our riders, particularly Phil Murphy seeing as he won, with a time of 1.3.40. Next is the S.C.A. Two-up Time Trial which had twenty four teams, including two of our own teams - Martin Blake/Phil Murphy and Andy White/Mark Panton. Martin and Phil came third with a time of 1.10.49. Well Done both teams. We had two teams in the E.S.C.A. two-up, Martin Blake/Mark Panton and Steve Harkness/Robin Johnson. Martin and Mark doing 1.14.03 and Steve and Robin a 1.15.59.

Our Open four up on Sunday 13th April contained four Mitre teams: our first team of Mark, Andy, Phil and Martin came 4th overall. The weather was kind to us this year with our first taste of heat from the sun, but we haven't had much of it since. One extra team and we could have had a full field in this event.

In the S.C.R.L. road race Martin Blake was third and Phil Murphy was fourth, so our riders were doing well in the early season.

Sunday, April 20th, was to see the Sussex Schoolboys B.C.F. Championship taking place in Hove Park, with Ken Wells doing a marvellous job as organiser. It is the first time this event has been held in Sussex for a long while. Alan Green, Paul Craddock, Darren Butcher and Costain Murray all rode this event and it was a very good race. We also had the pleasure of having some representatives from the Evening Argus with us as they were celebrating their hundredth year, and had given us a generous donation for the meeting.

Now for the main course. We went to Ringmer for the club tea, for which we should all say thanks to Pearl and Ken Wells for arranging it for us, and

Wasn't it a jolly good spread!

Wednesday, April 30th saw the first track meeting at Preston Park, this year sponsored by Mainline Cyclesport. The racing at the Park has been of very high quality, and several of our lads have ridden the track as juniors or seniors for the first time. All have put up some very good rides and have been instrumental in keeping the pace high in the longer events. Dave Green, Chris Hill, Andy White, Martin Blake, Phil Murphy, Martin Leigh, Mark Panton, Mark Johnson, Graham Charlton, Bob Bicknell, John Fear (rode once and fell off once), Steve and Fred Harkness, and a newcomer to the South - Tony Stubbins, who has joined us from one of the London clubs. It looks as if next season our riders will all have more experience and we should be a force to be reckoned with again. Signs of this came in the 20km Championship this year when Phil Murphy took a flyer with just under two laps to go, caught the break and went straight by to win. This was our outstanding success of the year, and much excitement and joy was shown by everybody, especially Ken Wells who was heard on Bognor Pier, and all lifeboats were launched to his shouts of "Go-Go-Go".

This season we have had plenty of entries each week for our evening '10' and '25' series, certainly a lot better than last season, so keep up the good work. The times have been a lot better as well, so next season we are hoping some records broken. Alan Green has won the Jim Payne Memorial Trophy this year and looks set to be one of our top riders for the future. Congratulations Alan.

Our thanks, again, are due to Pearl and Ken Wells for arranging a treasure hunt and tea, and allowing us to clutter their house up with our bodies and eat all that food. (I wondered why you all looked a bit rounder).

For the second time the Mitre held a Kermesse in Hove Park, and we were pleased to have the Mayor of Hove with us to present the prizes. Ken Wells also organised this event, with financial help from PSI

Travel of Hove.

Who can forget the tea and frolics (what, you may say, is she going on about?) well I'll tell you. The club picnic at Henfield. Wasn't it a laugh? I hope you all woke up next morning fit and rarin' to go!! (Ha! ha!). Somebody I know could hardly move for a week. Jacquie and Peter Taylor organised all the cups of tea and squash that was drunk in some quantity.

Now to end this menu in the soft fruit season, we would like to say thank you to Jean and Ron Hill who opened up their garden to us for a midnight barbecue, with Ron acting as fireman with his little squizzer (no, not what you're thinking, either). A great time was had by all, and we departed on our way like smoke dried herrings.

On behalf of the riders we would like to say thanks to everybody who takes an interest in running the club events and helps to make everything possible.

Regular clubruns will be starting soon, so turn up and have some fun. Don't forget the Egg and Bacon '25', and I am sure Robin will be pleased to hear from anyone willing to marshall in our Open '25' in October.

Beauty and the Beast

Crow turned up at a Southborough evening event, and was heard complaining about being hungry. Those of us who know him well were astonished when he refused a handful of grass on the grounds that it was NOT macrobiotic, and expressed his intention of buying FISH and CHIPS on the way home!!

Rumours have reached our ears that the Eastbourne Rovers were offered sponsorship some weeks ago. To date, though, there has been no sign of Cliff Sharp turning up at events with P----x C--s on his sports jacket or logos on his grey flannels.

At last the day they've all been waiting for arrived. Still, warm and thundery, and an evening event on the Tonbridge by-pass! A crop of fast times resulted in half a dozen '22s', including some from the youngsters. Four ladies were inside 30 minutes, including 15 year old Rosemary Dunford with a '26'. With Shaun Yates breaking comp. record on the same course at the weekend, it was guaranteed that an army of privates would arrive at the next Thursday evening event. Sure enough 55 names were on the sheet, and although it was fast again it didn't quite produce the previous magic.

Racing has been a bit disjointed in the club this year. Early starters like Geoff Withers didn't keep it up, and some have failed to improve on times done in April and May. Pete Crofts has had a mid-season sag-off and others have gone stale. Not so our junior, Andy Verrall, who followed a 4.52 hundred in Kent with a 216 mile 12 hour. Nor Carole Gandy whose late season rush to form has produced a 4.21 hundred and a 57.36 twenty five! The Kent '12' was again a most enjoyable social event, where riders may not break records but they do make friends. There has traditionally been a large stake in running the event made by the Southborough Wheelers, and it was very nice to see representatives of Hastings, Lewes and Eastbourne there this year. I must say I was very amused to note that almost as soon as he'd dismounted, Ian Landless was calculating Vets standards and Vets B.A.R. prospects - and he'd only just qualified as a Vet.!

Clubruns have varied as usual. An invitation run in June produced four runs at varying speeds and a crop of new youngsters, a few of whom have stayed. One Sunday Pete Crofts and Paul Abraham led a lazy potter to Bewl Bridge reservoir where they each have sailing dinghies. The clubrunners were each taken out and shown how to sail, whilst those left on shore upset the yachting fraternity by throwing stones. Highlight of the day was the capsizing of one boat throwing Paul Abraham and Dave Adamson into the water.

The breakfast run to Dungeness met the fiercest hailstorm for years, but the wettest day was reserved for the recent Fairlight run. Eight 'B' riders met seven car assisted 'D' riders and together they groped through thick mist and pouring rain to the cafe near the church. The long suffering proprietors accepted fifteen dripping capes and anoraks in exchange for fifteen cups of tea. It was reminiscent of the days when socks were wrung out and laid to dry by the fire!

Regular Saturday 'D' runs have started for slower riders but response has been limited. The club again participated in the Tunbridge Wells 'Top Team' competition, which is a kind of 'It's a Knockout', our best performance being in the tug-of-war. Rather suprising this, as the team included six stone Rosemary! We are now in training for running the annual relay race on the Common in September - usual, followed by a rather stiff rounders match against the Fairies.

Final word must be to congratulate Curly Cavie. He stacked his bike up in a ditch near Battle on a clubrun. So mangled was the frame that it was thought to be unrideable. However, by turning what remained of the forks backwards, bending out the chainstays and jumping on the wheels, he managed to ride it home. It meant leaning out at almost 45° to steer the thing, and caused great discomfort. Who said the younger generation lacked spirit!

Roamer

Quietly active is perhaps the best way of describing our "doings" during the last few months. Our Sunday runs have included visits to gardens open to the public, which always make pleasant venues for riders. The gardens at 'Pheasants Hatch', Piltown were particularly attractive whilst the teas were plentiful and modestly priced; pity the weather was so indifferent. A goodly crowd from our section visited the Sussex Crafts and Small Industries Exhibition at Michelham Priory, and were impressed by the quality of the workmanship on view and the demonstrations being given - a warm day made it all so much more enjoyable.

Our monthly Sunday morning runs continue to be well supported from our modest ranks. We travel at a brisk pace (for us, that is), always find a nice spot for 'elevenses' which we carry, and everyone who comes agrees that they are very pleasant outings. Nevertheless, we seem to have had more than our fair share of mechanical problems what with a block that spun both ways, a broken bottom bracket spindle - Chater Lea at that, and punctures simultaneously in both wheels of the same machine!

On the holiday front some members have been camping and walking in the Glencoe area, whilst two more cycled in the Welsh Marches.

Early in July we were all concerned to hear that Bill Collins, our Chairman and one of the personalities of cycling, suffered a very mild stroke. However I am sure his many friends and acquaintances will be pleased to hear that he is well on the way to recovery and is already back on his bike.

Tourist

Dear Eds.,

Some years ago I discovered 'Bonk' in our club-room. At that time our club purchased six copies. On reading it I was impressed that here seemed an organisation worthy of support but I felt a little ashamed that despite encouragement, we at Crawley were the only club who seemingly did not contribute to the magazine. I therefore took it upon myself to write the articles from Crawley. At the same time I also held myself responsible for sales, any copies unsold being distributed to schools, etc., etc., at no expense to my club or ESCA. I considered it was a way of doing my bit for cycling, ESCA and my own club. During those years I have built up my circulation to forty and it would have increased to forty eight this summer had this idyllic state of affairs continued. During those years it has been myself who has attended the ESCA A.G.Ms. and meetings on behalf of the Wheelers, not as some ESCA officials seem to think at the request or directive of the Wheelers, but purely off my own bat as I thought it was an organisation worth supporting. I still think it is but not with it's current chairman and secretary. I have no need to give any reason for the cancellation of ALL copies of the Bonk magazine or of my unwillingness to in future write the Crawley articles for it, but in fairness to all the many friends I have made in Sussex I feel I owe you some sort of explanation.

As some of you know and others may not, I was stationed at the road works traffic lights during this year's Senior Divisional Road Race Championship. My instructions initially were to make certain no one went through a red light. I explained to the organiser that I wasn't happy that any riders would take notice of me, and stated that whilst I didn't mind going out there to keep an eye on things there was no way I was getting involved in arguments or fisticuffs with either riders or officials. The organiser agreed that just my being there would be sufficient. I and a couple of club colleagues settled down to enjoy the racing, if it can be called enjoyment alongside a road works in the middle of nowhere, with dust and fumes

from the traffic and an electrical generator blowing over us. All this as a result of asking the organiser if he wanted any help anywhere.

Halfway through the race a blue Austin Maxi hurtled unexpected close to us just missing our feet, literally, by no more than two inches (our legs were buried in long grass), to pull up in a four wheeled skid into a private gravel drive. From this vehicle emerged what appeared to be a raving lunatic, screaming insults and epithets at me because I'd encouraged riders to go through a red light. This gentleman turned out to be the Chief Commissaire of the event. We were eventually all asked to remove ourselves from the private property we were standing on, to stop shouting and let the owner of the property enjoy the peace of a Sunday afternoon. Just then the main bunch came by, and I was then to see the spectacle of this Chief Commissaire, almost beside himself with rage, screaming at the bunch to stop. At this stage I informed him that I would no longer marshall at that point and would return to H.Q.

Privately I wrote to Geoff Willcocks complaining of the disgusting, dangerous and completely unacceptable behaviour of this man, who turned out to be Mr. Betts. I asked for either an inquiry into his behaviour, or because his shouting had been witnessed by so many, a public written apology for his behaviour, with copies of the apology sent to all clubs. This has not happened, and I am led to believe, will not happen. Because of the manner in which Betts comported himself at H.Q. after the disqualification occurrence, my Crawley Wheelers committee unanimously asked that Mr. Betts no longer be allowed to act as Commissaire within the Sussex Division. This request, so far as is known at the moment, was ignored. As Roy Humphrey is Secretary of the Division and ESCA, I thought he could not wear two hats: others thought differently, but as a result I wrote a private letter to him in his capacity of Secretary of the ESCA, resigning as organiser of the ESCA '25' in September, and stating that I would not be encouraging any of my club to assist in any ESCA function should he continue to ignore my complaints

concerning Betts. He insisted that the two functions, i.e. BCF and ESCA were separate.

At the BCF Special General Meeting, despite the fact that Mr. Betts initially did not want to stand as Commissaire, Mr. Humphrey coaxed him and proposed him for re-election. That for me marks the end of my having anything to do with cycling whilst men such as Betts, and it would seem, Humphrey, remain in office. You may also like to know that the Chairman of ESCA has written to my Chairman asking whether my views are the views of my club. After our next Committee meeting they might well be.

Yours. etc.

Malcolm.

Dear Editors,

I am writing to add my comments on the Senior Divisional Road Race Championship to those, some of them most uncomplimentary, which appeared in the last issue of 'Bonk'. The following are my personal views, not necessarily those of the Brighton Mitre Committee.

I agree that the circumstances in which the event was run were most unfortunate, and that some people, including some (or should I say, most), of the riders, were guilty of errors of judgment in the heat of the occasion. I agree that the subject warranted an airing at a subsequent BCF meeting, but without all the ensuing fuss certain individuals caused us to go through. It should have been discussed, conclusions drawn, and then put down to experience for reference if similar circumstances arise again.

I do NOT agree that the riders were too hard-done-by, even from their selfish viewpoint, in being allowed to complete the distance. They had the benefit of the racing miles, and the "winner" was seen to prove that physically he was the best rider on the day over the course, something we all accept. Are we sportsmen, out for the joy of racing, and winning if we are good enough, or are we only interested in a

pot for the shelf, a "beer mat" to stitch on our track-suit, or a "personal" of something or other to brag about to the folks at work?

I have been involved both as rider and helper at most kinds of cycling competitions, and while on the subject of sportsmen it is sad to reflect how very rarely an official gets any sort of thanks from a rider at any BCF event. Plenty of complaints about the organisation, the judging, the prize list, or anything else which happens not to meet approval. For this reason alone, I for one will be having far less involvement in BCF events next year.

Yours in cycling,

Peter Taylor.

It would seem that Roy Humphrey still can't find enough to do to occupy his time, as he was seen in the recreation field adjoining his Framfield home, cutting the grass with his HANDMOWER!

Did anybody notice that the first team award in the ESCA '10' was offered to the club with the fastest 97 riders?

BONK DEADLINE FOR DECEMBER ISSUE NOVEMBER 20th

CENTRAL SUSSEX C.C.

Never seems enough time between the editions of 'Bonk' these days. At one time it was decided that notes would be made as and when odd things happened but this seems to have gone by the board, and here we are, late again and nothing on paper. First must be a brief resumé of the Racing scene as it affects the bulk of the members, and as I can remember it.

The club evening 10 series has come and gone and the Handcross course showed all sides of it's nature this year. 18 club members rode at least 3 times and qualified for the annual attempt to beat Don Awcock. They all failed and the three best aggregates of three best rides were Don Awcock - 1.5.41, Paul Lipscombe - 1.8.50 and Neil Rayland - 1.10.53. The handicap section was won by comeback man Robin Byrnes (remember him, but only if you are over 35), followed by juniors Clive Richards and Mike Crossett. Fastest time of the series was 21.36 by Don which is a new club 10 record. The evenings were also enjoyed by members of the Crawley, Worthing and Redhill clubs who added a touch of colour if not class to the proceedings.

On the record stakes the 10 record has had a rough handling again with Tony Goodsell and Don having a turn at holding it. The team aggregate was reduced to 1.8.2 in the Worthing Open event by Tony, Mark Jones and Paul Lipscombe. Tony took a few minutes off of the old Howard Burrell 30 record in the Leo event recording 1.7.35, which brings a new dimension to the speed at that distance. He also broke the 50 record in 1.52.39, but only after Mark Jones had reduced it to 1.57.1. With John Yates these two sliced over 20 minutes off the 50 team record which is now 5.54.12.

From the club's point of view the only ride of note in the Association 25 in June was Mark Jones who returned 59.47, but was rather overshadowed by another rider.

Albert Griffiths and Wilf How, each with a plus of about 14 minutes, have been picking up vets awards in some of the local events, and together, or with

some other old man, have had one or two team awards.

Mark Jones has tried his hardest to prove that the local 50 courses are as good as a lot and has returned times of under 2 hours on both of the local ones. He has also had a crack at the local 100s with some success, and is now well on his way to taking the club B.A.R. at a new record speed.

Vets B.A.R. seems certain to be our Albert, who is so old no one else can get near his overall plus. Shows what you can do if you still have that competitive urge.

John Palmer and Tony Thurman have had the tandem out once or twice and despite a lack of training have gone quite well. Claim to fame seems to have been being caught by all the best people.

The track season seems to have gone very much better than at first expected. In fact this is the best year in the club's history. Placings have been achieved in many of the Division Championships, from 1st downwards, with Paul Lipscombe, Mark Jones, Ashley Holding and Graham Kerr performing particularly well. Mark Atkins and Clive Richards have ridden on an infrequent basis and have turned into a pair of handicap snatchers, although with a couple of cuts things could be a little more difficult next season.

Ashley and Mark (Jones) went to the Championships at Leicester and were far from disgraced. Ashley's ride in the Junior Kilo was very good and he claimed some well known scalps.

Talking of Ash!! He went to Norway in the Tony Yorke organised Junior Stage Race team. He said that he was very impressed by the standard of riding and did his best to get noticed by falling off at the head of the field and letting the bunch ride over him. Judging by the scabs he left quite a lot of skin in Norway but apparently without any ill effects.

The Club Road Races took the road again after a break of some years and were ably organised by Paul and Helen. The Senior event was notable for the fact

that Sean Yates rode, and won, and made it hard for everyone else. The Junior race ended in a big bunch gallop with the finishers looking as if they were going into the pub at opening time.

The clubroom was open all day and it is understood that the nice weather created an eight gallon orange squash thirst.

The performance, it is hoped, will be repeated next year when everything will be bigger and better.

The clubroom is still well attended on a Monday evening at Staplefield Village Hall although a few more there would be nice. Mike Ryall, who usually rides down from Kingswood each Monday has been noticeable by his absence and it was found that he was suffering from a back complaint. So much so that he spent some weeks sleeping on the floor. Saves on beds I suppose!! He is back in action now and the canteen takings have gone back to the proper level.

That's about the lot then. Full details of our winter programme, including the Yates Gym sessions next time.

See you.

Blondie

EASTBOURNE ROVERS ARE SHOWING TWO FILMS AT THEIR CLUBROOM THIS WINTER AND EVERYONE IS WELCOME TO ATTEND. A SMALL CHARGE WILL BE MADE TO COVER EXPENSES. THE FILMS ARE:

THE IMPOSSIBLE HOUR - The attempt by Ole Ritter to break the hour record in 1975 in Mexico. The film shows his preparation and the three attempts. In colour and English. 49mins.

To be shown on November 24th at 8.30 p.m.

THE STARS & THE WATER CARRIERS - The story of the 1973 Giro, featuring Eddy Merckx. In colour and English. 90mins.

To be shown on December 22nd at 8.30 p.m.

A CYCLING FILM PREMIER IN THE SOUTH, yes it's exclusive to you for only 50p per head. The Stars and Watercarriers is our main attraction at our Annual Film/Slide Show - venue Shoreham Community Centre, Pond Road, Shoreham - close to Shoreham Station (between the High Street and Railway just behind St. Mary's Church). Time 7.30 p.m. for 8 p.m. prompt. To enjoy this ninety minute exciting award winning film, including Eddy Merckx, contact Val Stringer, 144 Downside, Shoreham-by-Sea. Tickets are selling fast, so write now - you can pay on the door on the night if you wish. The slides (not too many) will be good, as this year we've dug into our photographic archives for some Excel specials!! We've hired the Community Centre as it is larger than our clubroom, and we can give you more comfort for a cinema style presentation.

Our evening 10s were very popular and had utmost support throughout particularly from the novices. Most avaricious of the novices must be Ken Moffatt who has been racing most weekends and now has respectable results to put on his entry forms after riding several 50s and 2x100 mile events, as well as a host of 25 mile events (10s are not such good value for the entry fee). Simon Roberts also completed the Sussex 100, albeit outside evens, but he finished - previously he had ridden one 10 mile event and 2x25 miles - 26 plus minutes and 1.6 plus minutes respectively. Veteran Johnny Palmer got bitten by the bug and with his new Barccelli on the road was soon inside evens meeting the challenge from 'wondergut' Pete Knight. John has now entered the Vets 25 with an entry form that made interesting reading - last event 1948! Chris Myddleton has been keeping our colours on view at the track as well as riding short distance time trials in which he has been challenged by older brother Kevin. Craig, alias GOTH (Good On The Hills - so he tells us), has been putting on a better performance on clubruns than when left to himself in time trials, but he has improved and, like several others, has better things planned for next season (if he's

allowed on the Chris/Rick tour to see the Giro d'Italia he'll either be fit or dead). Val hasn't had a bad season either: consistently turning out 28 minute 10s and 1.13.12 best so far for a 25. With Rick to spur things on she did better with him on the tandem - 24.02 for a 10 and 1.2.39 for a 25. Duncan Wood, riding relics from the past made a brave effort on two occasions but as he now has a super new Peugeot we shall expect than 31 minutes next year. Judi, a bike owner for the first time in her life, has broken the magic barrier to get inside evens and is frantically saving for a handbuilt frame (probably a Thompson) and some rollers. Leon, pressured into extra training by Judi, has got his times down respectably and has even been known to catch people in events. Certainly seems like next year could be the big year. Brian Toghill, not exactly the doyen of fashion tried to get in a few events before departing again for New Zealand, and was relatively happy with his 25 minute 10 and 1.9.0 '25'.

We said farewell to Brian last Sunday when he came out on the clubrun. It was quite a day really, it all started in order to celebrate Rick and myself becoming of age so to speak - Vets - and both having been Excel members for over 21 years. I must congratulate Rick on riding his first Vets 25 in a personal best time of 1.1.25. He then went on the following week to win the fastest Vets award in the SCA Championship 25 in 1.1.40. To top this on Sunday's clubrun most of us travelled to and from Chichester by train for the celebratory clubrun - Rick rode both ways along the A.27 to get the miles in.

Assembling outside Chichester railway station we welcomed several old friends; Colin Hudson unexpectedly joined us, and we were pleased to see him on a clubrun again. We made our way through the lanes and up over Goodwood to Singleton, entering into the outback at Hooksway for a welcome lunch stop, 11.45 'til 2.20 approx. Struggling with our bikes we continued out through East Marden onto some very fast rough stuff, all bikes and riders becoming well vested in some very deep water as we sped for some miles towards the Hampshire border. No casualties so far, only one puncture,

we returned to the tarmac as we made for Havant and Langstone Harbour. Disaster struck as we neared Havant, Colin's front tyre exploded, he came off - hitting a flint wall and bringing down Pete Knight, Leon and Judi. Unfortunately Colin cut his head and he was dispatched to Worthing Hospital by train, and kept muttering about his new bike being damaged. A few scratches and slightly buckled wheels. We then continued to Langstone Harbour, and gradually made our way back through the lanes to Chichester. Brian's bike was filthy dirty and he was chatting on about going home to 'put it in it's box' to fly out next Monday to New Zealand, to resume his trolleybus career. Our other deep rural rider and explorer, Frank Godwin, after a lapse of a few months has purchased a new bike in order to resume an active cycling life in the Excel fold. Welcome back.

As the years peddle by, many people come and go, and although like many clubs one can lose touch with some, we are fortunate in having several members, who despite other things in life, continue when possible to come out on clubruns which basically haven't changed for years. As Brian said, "it's fantastic that I left the club and went 'down under' ten years ago; I come back with my bike for eight months and you're still at it, crashing through the Sussex undergrowth with the same enthusiasm and excitement. When I next return I hope it's just the same!!" Well, Brian, so do I, for in this impersonal micro chip world it's sports, associations and clubs like ours that make life special. We in the Excel endeavour to balance most aspects of cycling activity, and if you dear reader, get as much out of cycling as we do, then you can't ask for much more.

Michael, Bert and Pat have all been doing more social miles this year, whilst Chris Beckingham, despite his early morning training bashes (you've been seen) still complains that he's down on last year's figures - well, recession hits us all. Chris has already enjoyed two trips to France this year; a tour of Exmoor; a mini-tour to Suffolk; then there's the forthcoming Randonneur event in Rouen as well as the occasional 150 mile day run, little wonder many of us suffer in his wake.

Several members recently spent an enjoyable long

weekend. Travelling on Brittany Ferries from Portsmouth to St. Malo for the Tour de France proved a most enjoyable experience. We toured the surrounding countryside prior to the arrival of the 'Tour' on the Friday, on their rest day, and again on Sunday, having seen the riders on their way South. On Friday's finishing stage, Hinault was still with them but retired two days later with knee trouble. We ate very well, sampling different restaurants every night; met countless other cyclists from all parts of Britain, and had a thoroughly good time, none-the-less, we agreed that to really capture the full flavour of the 'Tour', one wants to see it in the mountains.

Before I go, just a reminder. NOVEMBER 6th, FILM SHOW - CONTACT VAL. JANUARY 10th, CLUB DINNER AND DANCE, SHOREHAM AIRPORT HOTEL, HARRY STRUTTERS ORCHESTRA/CABARET. PRICE £7 per head. TICKETS and further details from - DICK JONES, FLAT 2, 59 THE DRIVE, HOVE. TEL: 734506 or 70065.

See you on November 6th.

Roughrider

East Sussex C.A. Luncheon and Prize Presentation will take place on Sunday, January 11th, 1981, at Framfield Memorial Hall.

Details nearer the time from Roy Humphrey or club secretaries.

Greetings once again, and once again apologies to our long-suffering editors for lateness in delivering the goods. Of necessity this is a shortened version of our usual blurb due to information about what our mob has been doing, being hard to come by - even a direct request to the Racing Secretary has been met with a large amount of silence! Your scribe gathers that Ian Burgess has at last beaten the hour, having done a 59.30 in the SCA Championship, in which Clive Attwood came second to Cliff Sharp with a fine 58.17.

As organiser of the Association 100, your scribe wishes to apologise most sincerely to Mark Jones, of the Central, and Clive, for overlooking the need for a marshall at Arlington Road West, with the result that these two riders went straight down to Boship round-about and thus lost a lot of time. In Clive's case it meant the difference between second place and his eventual fourth, which was, to say the least, demoralising after such a storming ride. Glad to see that young Simon Prior grabbed the handicap and also counted in the Rover's winning team - some going at the ripe old age of fifteen, at that distance! Gavin Holt, a year younger, did remarkably well to finish over our far from easy course. Another piece of bad news was that three riders managed to go off course at the Highton round-a-bout, something that we hadn't realised might be possible. Your scribe knows very well that the onus is supposed to be on the rider to keep to the course, but, especially in long distance events, this is a harsh requirement, and certainly does not absolve the organiser from doing his job properly.

Re the outcome of the row over the Division Senior Championship, most readers will be aware of the repercussions that have left the future of the Division very much in question, most of the officials, including yours truly, having resigned and only agreeing to carry on until the A.G.M. in early October, in deference to President Charlie Lednor's request. Unless enough new blood can be found to do the jobs it will pose one big problem as to where we go from here.

Former President, George Rickards, died in August at the age of 76, having devoted no less than 56 years to the sport as a rider and in various official capacities - a truly remarkable record and a real example to others. All who knew George will be sad to hear about this, and he will be missed at Preston Park Track and at Division Road Races. He was a nice bloke to know.

Resumption of the Hove/Seaford journeys eventually proved too much for the infamous 'Goldmine' CZ and it expired in the grand manner with a chain projecting through it's casing, and attendant troubles. It's now a recumbent and derelict heap in the garden, while it's owner is sampling the joys of paying exorbitant fares and suffering the whims of public transport in order to fulfil his obligations in the east!! (He ought to buy a bike! ed.).

Re K.S.P.'s query mentioned last time, your scribe made a pilgrimage to that notorious Hastings soft rock and risqué postcard emporium and found the said Neevo quite indignant at being already a nonentity to some ESCAbods. The great man complained of not seeing many people these days and, very suprisingly, not even seeing the last few issues of BONK!! It was suggested that he could remedy the first by dropping the price of his wares, and the second by taking out a yearly subscription!! Readers will be sorry to hear that Mrs. Neeves died some months ago, so now Dennis is in sole command. Anyway, he brightened up enough to promise the usual bawdy missive to the Wanderers at Christmas.

A piece of hard earned advice from your scribe to all those who mess around with motors. Don't drop a sub-frame on your foot, cos they break 'em!! That's how he managed to find himself in plaster for six weeks with all the aggro consequent on such an injury. It's enough to drive an active person barmy, and especially in the middle of the racing season. Believe me folks - it's not worth it, even when you're taken to hospital by Rosalind!

We appear to have lost Brian Wilkins, who has resigned all official duties in favour of concentrating on touring with the East Sussex D.A. We were

sorry to hear of the untimely death of Bob Rix, one of the D.A. revivalists, and it's Secretary, who was one of the nicest people anyone could know. Our sympathies go to Ann and family, and we applaud Ann and David for deciding to carry on cycling and their good work for all local tourists.

Having been so much out of touch, your scribe will have to leave it there for this issue. However to avoid any disappointment to those who've skipped the above and dived straight to this bit, have you heard about the Irish glazier who replaced fifty windows before he discovered that his glasses were cracked? Then there was the Irish labourer who had a leg transplant but his wellington rejected it; the Irish presentation beer mug with the handle inside, and finally the Irish turkey that was looking forward to Christmas.

Cheers and good wheeling.

Alsoran

This space seems very appropriate in which to mention that the closing date for the next BONK is WEDNESDAY, NOVEMBER 19th, or words to that effect. If that date isn't convenient to all our contributors, just send the copy when you can and we'll try to get the magazine out for the ESCA A.G.M.

HASTINGS & ST. LEONARDS C.C.

Since my last notes, the purge on club records has continued and several members have accomplished personal best times. In the SCA '100', Alan Brooks lowered the club record by 2m 57s with his time of 4h 31m 59s; he achieved a personal best '50' time of 2h 10m 51s in the SCA '50', and accumulated a respectable total of 218.669 miles in the KCA '12', his first attempt at this event.

Dominic Windsor's dedication and determination are bringing rewards this season. He has been performing well on the track and in schoolboy circuit races, and took the best schoolboy award at Crystal Palace Youth Week. As well as winning several juvenile awards in local time trials, he has set a new juvenile club record for 10 miles of 22m 45s, and shares the team record for the distance with Steve and Tim Carpenter, with an aggregate time of 1h8m19s. We are looking forward to great things from Dominic next year as a junior, both in road races and time trials.

Tim reduced the senior '10' record with a new time of 22m 30s, and just to prove it wasn't a fluke, he got within 15 seconds another couple of times; he also managed a personal best '50' of 2h 15m 39s, in spite of one of his mechanical mishaps - now becoming a habit - as he was pushed off! Steve has lowered his '10' time to 22m 57s; his '50' time to 2h 14m 4s, improved his 12 hour mileage to 228.749, and finished in the North Road '24' with 374 miles. Maurice now has a best '10' time of 23m 4s, and a new best '25' of 59m 3s enhances his chances of acceptance in Vets events!!

Equally praiseworthy, because neither of them have the time to devote to their racing that they would really like, are performances this year by Keith Evans and Martin Chambers. Earlier in the season both won handicap prizes in the Ashford Wks. '25', and more recently, were pleased with their times in the SCA Championship '25'. Martin's

1h 8m 38s was very close to his best time since his comeback, and Keith's 1h 10m 8s was a great improvement on his last year's rides. Keith also did well to finish the ESCA '50' in 2h 29m 47s in what I think was his first attempt at the distance. Jack Southerden is another 'faithful' who continues to produce very consistent rides, his 29m 52s in the 'Rovers' open '10' and 1h 15m 38s in their '25' the next morning being representative of his riding this year, and his 2h 39m 03s in the ESCA '50' was also a good ride, giving him, as it did, a 'plus' of 4m 47s.

Andrew Hillman is as enthusiastic as ever with his road racing, and is gaining experience and improving his performances every time he rides. He promoted a road race for the KCRRL, and with help from his parents and other club members, chalked up a very successful event. Roy has also started racing again in recent weeks, after spending some time recovering from an unpleasant operation on his legs. Despite Andrew's opinion that Dad didn't take the ESCA '50' seriously enough, Roy's eventual 2h 44m was a commendable time.

Ron and Richard Longley have continued to race but have had their riding somewhat curtailed by holidays and Scout camps, and holidays also interfered with clubruns, which had been held regularly until the schools broke up for the summer. Some half a dozen of the younger club members joined Esther for gentle potters around the lanes, and tea breaks at their favourite cafe at Cripps Corner.

Mention must be made of Ernie Spray, Arthur Coleman, Dennis Coleman and Connie Longley, without whose help we couldn't hold our evening '10s' or any other club events. They turn out most willingly for timekeeping duties, and deserve the thanks of the riders. One person who has been missing from the timekeeping roster this year is Ron Powell. As a result of an accident at work when he fell over some bricks, Ron found himself with a very battered cheek, which required plastic surgery at East Grin-

stead to repair it. However, he was on duty at the KCA '12' in his usual marshalling spot, and hopes to see more of us next year. Dave and Audrey, although not very active on the clubrun scene with us, turn out for marshalling duties when asked and enjoy their riding with the C.T.C. Audrey has been seen out on her solo upon occasion, but gives the impression that she prefers the back of the tandem! We don't seem to have many tourists in the club these days, but Steve enjoyed one or two youth hostelling trips to Southampton and Leeds. On the first ride he was nearly drowned on the way home through torrential rain, and suffered sunburn on the second trip.

On the social side, visits were made to the Ashford Wheelers clubrun to see the two films - 'The Impossible Hour' and the 'Stars and the Water-carriers', both well worth seeing and thoroughly recommended, and later in the summer another trip to Ashford for a Barn Dance - enjoyable, but not very good for supple cycling muscles!

For the future, Alan Brooks has organised a coach trip to the SKOL 6, and it seems that the response has been very enthusiastic. We have a pre Christmas '10' on our Broad Oak course on December 21st at 10.30 in the morning, and presumably our get-together will be afterwards in a suitable pub. A little further ahead is our club dinner, booked for January 31st, 1981, further details of which will appear in the next issue. The other empty days between the Brighton Mitre '25' and the ESCA Hardriders will no doubt be filled with hillclimbs, reliability trials and sneaky training rides, as all our riders try to make next year THE year.

Having got over the shock of being asked for an extra page of notes - something to do with Also-ran being three weeks late with his, I'll have a drink of Dynamo and sign off with a flourish.

Ragged Shorts

WHITSUN TOUR TO WALES

This year's tour to mid-Wales was taken on by five riders, John Honeyball, Terry Jenkinson, Geoff Boxall, myself (Pete Burberry), and the one and only Crow. (We don't mind who comes with us as long they ride bikes). Four of us left Crowborough en route for Turners Hill to meet up with Crow.

Mist and drizzle was the order of the day. Crow was waiting complete with green tracksuit. Then, Terry never having met him before, was in for his first shock of the tour. Crow stripped off to reveal his TARTAN shorts. Having recovered from this shock we all made off for Crawley, and then on to our first cuppa stop at Guildford. Before reaching this point my knees were complaining of the load and I was off the back - Terry and John, the youngsters, were stirring it up front.

Crow suggested an excellent establishment (coffee, health foods and not expensive), and after a circuit of the one way system, a walk up the high street (where has it gone?), two alley ways, and finally there it was - minimum £1.50, and we were soon out of there and into the next one, where we took coffee and cheese sandwiches, with Crow having Russian tea of course.

We left Guildford with our sights on Reading for lunch, keeping to the B roads whenever possible. Geoff provided the first puncture of the tour, and Crow offered a spare tube (red in colour), and it was duly accepted and fitted. In less than 100 yards we noticed Geoff's tyre was flat again. Crow stated that the tube was O.K. and he'd had it for years. We stopped to pump it up and keep things going into Reading. Again this became a Crow Tour, taking in the underground car parks eventually arriving at the shopping centre and lunch.

At lunch Crow made an analysis of my aching knees, and decided after tracking my birth date, that it's a weakness of Aquarians. After lunch, Crow was seen coming out of Woolworths with food (far from a health food shop). Geoff purchased a new tube and replaced the dodgy red one, which he returned to Crow, of course.

With full tums and saddlebags, we got the wheels

E.S.C.A. POINTS COMPETITION

(up to, but not including, 31st August)

Individual	Pts.	Club	Pts.
M.P. JONES	115	CENTRAL SUSSEX C.C.	109
C.L. Attwood	93	Eastbourne Rovers C.C.	89
C.V. Sharp	74	Lewes Wanderers C.C.	77
A.R. Brooks	71	Crawley Wheelers C.C.	39
I.M. Burgess	71	East Grinstead C.C.	21
D.F. Kitching	70	Worthing Excelsior C.C.	21
D.A. Dunbar	69	Southborough & District Wheelers	17
C.J. Taddon	63	Hastings & St. Leonards C.C.	15
I.R. Berry	58	Brighton Mitre C.C.	7
P. Lipscombe	57	V.C. Etoile	2

Table compiled by Stan Shirley

moving in the direction of Inglesham Hostel (Leclade). The afternoon passed off uneventfully (knee still aching), with a quarter of an hour stop on the river bridge watching boats go through the locks. Terry, off the front as usual, missed this view, and when we arrived at the hostel Terry was surveying the first five miles of the next day's ride, having missed the turning to the hostel.

The hostel was full, and everyone was a cyclist. There were a couple of very nice tandems that took Geoff's eye, and no doubt a few ideas will emerge from this. Food was next, after a quick look at the wash-basins. Cooked and eaten in usual cyclists fashion. Mileage covered was 117, and my knees feeling better for the rest.

Sunday 25th May saw the Lewes lads up first: breakfast, packed, jobs done and away by 8.40, with another 100 plus day which should find us in Builth Wells by evening time. The route to be taken was Cirencester, Gloucester, Hereford and into Wales. Cirencester was reached and coffee taken, plus a walk in the park behind the Cathedral, with a talk on local bye-laws, the wide variety of trees in the park and the ducks on the pond. We're not just cyclists! Gloucester was the next stopping point, with a good turn of speed (knees feel good) we reached Birdlip and took the short cut down the very steep descent to the 12 Bells Pub. Enjoyed by all, particularly John. He really suffered two years ago, walking up it in blazing sunshine.

Lunch was on our minds, and with the bikes secured and in view from the cafe, we were soon demolishing fish and chips and fruit pies. Crow was seen passing mystical hands over his food before eating. Geoff was heard to say, "it's O.K. his hands are cold".

Soon our trusty irons were carrying us on our way out of the city and onto the B roads, taking us through Newent and many pretty, neat villages to Hereford. This was a quiet road, and Hereford was almost as empty. We spoke to a local in the square, and he told us of a very nice cafe almost next to the river. We ate scones and drank tea in very enjoyable surroundings. The lady

owner very chat with Crow, who was offering to pay the bill. His totting up came to £5.40, and three times he offered this amount to the lady, even though she told him it was £2.40. In the end she offered him a partnership in the business on a 50-50 basis, as she reckoned between them they'd make a bomb.

The road to Hay-on-Wye was a little busy, but we were still able to ride in pairs. On this section we overtook a young lady cyclist TOURING. Some way on we stopped to consult a map at a junction which was causing us some confusion. Whilst getting the map the right way round and putting things in the proper place, the young lady (not needing a map) turned left, and we agreed our way lay in that direction too. We caught the young lady again, and I, not being in such a rush as the others, passed the time of day, and she told me she had trained (B.R.) from London to Hereford, and was cycling to Aberavon on the S.Wales coast for a sponsored cycle ride further down the coast, then home to London for work on Tuesday (this was Sunday afternoon). By this time the lads were getting worried, and stopped further up the road to waylay the lady and rescue me from her clutches. Two of my 'friends' were behind a hedge, and not waiting to jump out, I'm sure.

Crow was beginning to feel the miles, but as the scenery was improving and we were not far from the Welsh borders, we began to stop and take a few photos, and in general go at a very leisurely pace. The last fifteen odd miles to Builth Wells were really glorious with the evening sunshine on the eastern slopes of the valley. Somehow John and myself found enough energy to sprint for the town sign. John won.

Before evening at Mrs. Jones' (our digs), we called on an old club member who runs a guest house in the town, one Paul Turner (early fifties era), and found staying with him, a Mr. & Mrs. Burgess and their young son, Ian, down as usual for the cycle racing weekend. A welcome cuppa and a chat about the 10 and 25 which both ridden, by which time Crow was fast asleep in a chair. A book of Paul's 'Drove Roads of Wales' caused a lot of comment, and Mick and myself looking forward to some more adventures in the future.

Onto Mrs. Jones, and the usual warm welcome. The irons were unloaded and stabled for the night. We unpacked and had a really good wash and brush up. Crow was once again doing his thing, this time Yoga up the bedroom wall, effectively stopping Terry from getting out. Four of us, Crow was reclining and declining, went off to the local for a meal and drink with the Burgesses and Paul Turner, then a lot of chat about the riding and places visited, and useful tips about places of interest to visit on the morrow. We returned to Mrs. Jones and found that she had prepared us tea and scones. Crow joined us for this supper with a new name, Mrs. Jones had called him "No.5. He a queer one".

A very good night's sleep, and as we had promised the good lady on our arrival, we woke up to RAIN (very badly needed). After a very hearty breakfast we went into town, and filled up for the day ahead (saddlebags that is). Heading north on the Ryhader road, we found a bridge over the river leading into some narrow and twisting lanes. Away from the main road, we now had to contend with a flock of sheep and a string of ponies, but this is better than lorries and cars any day. (We are minus Crow, as this is a rest day for him).

The lane eventually led us to the village of Elan which was built for the workers in the early part of this century who came to build the famous Elan Valley Dams. Still raining as we climbed out of the village onto the Elan Valley road, and the first dam was soon in sight. The water level was lower than John or I had seen it before, at least twelve inches below the Dam. The Rhodendrons along the roadside were very nice as we approached the beautiful single span bridge which has to be crossed to continue to the second Dam. John and Terry were well on the way, with Geoff not far behind, but as usual I was off the back, taking photos.

We all felt a little hungry, and found a suitable tree to give us protection from the elements. We had just passed the third Dam, and noted marker boards on the hillside three hundred feet higher than the existing Dam. This is the proposed new water level which will flood two other valleys, and would need another Dam at the western end of the Aberystwth road (also under water), to stop it flowing down towards Devil's

Bridge, but first they must find money for the project. Under the dripping Oak tree (it's a new variety), we ate our lunch and a few drops of rain, and finding nothing else to keep us, made the move up to the head of the Elan Valley and the steep climb onto the mountain road to Devil's Bridge. Capes off again, and a fast descent along the deserted road. Cape up again, and this time the road is really awash, and as usual sheep start running in every direction...on the road. Passed the old mine workings and empty houses to Cwmystwyth Post Office cum General Stores. This shop is run by an English couple and sells almost everything you might need in the way of food. This hungry lot (we'd only just had lunch) were soon into cream doughnuts, bread pud and cups of tea. Chips were available, and one lady was purchasing fresh fish and prawns!! We decided that whilst the rain was holding off we ought to be on our way. Terry decided otherwise when he looked at his front wheel, as it looked very flat. Terry set to, and we devoured some more food (bread pud, you can't beat it). We bought a copy of the book 'Drove Roads of Wales' at this shop, and hope to investigate them on a future trip. We also kept an eye on the sky for a sight of the very rare red kites that John and I saw last year, but this time we were out of luck. On with the capes again, and John was beginning to get browned off. We struggled up the long climb from Ystbtw-y-wyth on the Tregaron road, with Terry and Geoff well up and John and myself tottering further down. Capes off for the last time, and Geoff had trouble with his double clanger - clanging and not changing! Into Tregaron and left without stopping, onto the mountain road, east to the Towy valley and the Devil's Staircase.

This road has plenty of wild, open country on either side and very few buildings. The climbs on this section are long, and as John and Terry made off up the first one, Geoff and myself dismounted to look at the view behind us and to take more photos. After two more climbs, we caught up the young 'uns and retired to the grassy slopes to enjoy the scenery and the remainder of our food. 'New forests' are springing up on the bare mountain tops, and more motorists are finding the road, making it a little less wild than fifteen years ago when I first rode across.

The Gamallt was next, with Geoff giving us all a lesson on downhill speed - taking in hairpin bends, narrow bridges, gravel and all. The lonely youth hostel lay down in the Towy Valley, and our way lay up, and up, and up, to the top of the Devil's Staircase. This time we all walked, for 1 in 4 for three quarters of a mile can really take it out of you. John and myself, having done it both ways last year, know what to expect, and it still seems never ending. The descent, the Staircase, saw the Milk Race Mountain King walking it two years ago; it's 1 in 4 and 1 in 3, with two hairpins also saw the ambulance pack, and one team car and a motor cycle marshall also came to grief.

The view east from the top covers five miles on the valley ride homeward, wild and uninhabited countryside. The Ifon River on our right was rushing on it's way to meet the Tywi, and then onwards to Carmathen Bay.

Past Abergwesyn and Beulah, and we were back in a built up area; sprinting for hilltops a couple of times, and we were back in Builth.

This was a seventy mile ride, and in spite of the morning's weather, we enjoyed it all.

(to be continued)

Pete Burberry

FOR SALE

Two Bike SABA Roof Rack. Used Twice.

Offers Considered

Dennis Blackman, 3 Churchfield, Westfield, Sussex.

