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**East Sussex
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

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President: Ken Wells

Secretary & Treasurer: Roy Humphrey, 4 Ebenezer
Cottages, Framfield, Uckfield, TN 22 5 NR

Editors: Maurice & Esther Carpenter, 10 Maplehurst
Road, St. Leonards on Sea, Sussex.

EDITORIAL

It's time once again to wish all our readers a very happy Christmas and good fortune in the coming year. Incidentally, if anyone feels a glow of seasonal benevolence spreading over them, would they get in touch with Mick Burgess at the address on page five, and offer their services as event sec. for the Association '25' on June 28th. There must be someone who likes nothing better than to worry and fret, and organising an event is ideal for that person.

Roll on the Hardriders!

Maurice & Esther

WHITSUN TOUR TO WALES (Part II)

Back at our digs, we found Crow lying on his bed, indulging himself in a book. His day had included an eleven mile ride, a visit to the local castle (and a quiet read), and a chat with the Vicar.

After a wash and brush-up, the four of us (Crow was still resting), were off to the 'local' again for sos and chips and a couple of well earned pints. We staggered back to Mrs. Jones, and once again we had a pile of scones and tea and more talking, with Crow joining us this time. At around 10.30 we retired for the night, thinking of the following day's trip.

Tuesday dawned dull, and looking full (of wet stuff). After a very hearty breakfast, as always, we reloaded our bikes, bade farewell to Mrs. Jones, and made our way via the riverside walk, to the town. A little shopping - food again - and away onto the Upper Chapel road, walking at first (photos to prove it), and then a steady climb of something like seven miles. Grey skies and very dreary scenery. We managed to stay together as I could find nothing to photograph.

We reached the open and desolate top, and passed on almost without a second glance. Terry was away on the first descent - 1 in 6 - with Geoff and John following, and thenBANG! not Concorde, but Geoff's front tyre exploding. He wobbled to a stop, and found a three cornered rip in the cover, and to make matters worse it was some odd sized foreign thing, but Geoff had a tub with him just for such an accident. The front wheel complete again, and on we went to Brecon.

Brecon is always full of traffic and people, and that day was no exception: it was quicker to walk between cars and people. We parked up and found a coffee house. Further shopping followed, with Geoff hunting in the rain for a cycle shop. On our way again and after a few miles we were off the busy A40 and onto a B road, then a stop by the canal/riverside for lunch and repairs to THAT tyre and tube. Crow

dozed off on a pile of railway sleepers; John and I walked alongside the canal and Geoff and Terry sat and watched the boats go by. The afternoon ride was a very easy affair, with slow speed and plenty of stops for viewing canal tunnels, river scenery and table mountain. We arrived in Crickhowell to the deafening roar of three R.A.F. fighters skimming the town. We crossed over the fourteen arch bridge into the town. Too early for the Hostel, we looked around and bought more food. A quiet day at the Hostel, and the Warden had time to tell us a little of the history of the building and the castle. Whilst we cooked the evening meal, Geoff, having made a call to Abergavenny (Marine & Sports Shop), was speeding four miles down the road to get a new tyre before closing time. He returned with precision timing, as the meal was on the table, ham, beans and pots; fruit and custard followed by a large pot of tea.

Crow retired to bed to read and we toured the town, castle and river, before turning in after yet another pot of tea. During that evening trip round town, we found a shop of great interest to Crow. It had all the usual foodstuffs plus some eighteen different bottles of curries. We showed him this shop in the morning, but unfortunately it was closed. Ahh! We were away early on Wednesday as our destination was Overton Y.H. and on our sheets (Geoff's work) it showed 109 miles.

It was sunny as we made our way to Abergavenny and then on a very pleasant B road (even if a little hilly) to Monmouth. The views looking back were very interesting - the distant Brecon Beacons; green hills, valleys, and pocket size villages on the slopes. Monmouth was busy and we stayed no longer than it took for a visit to the loo, and to take a photo as the bunch came through the archway. The road now led us on a gentle downhill ride, following the Wye to Tintern Abbey. Still sunny, but with a chill in the windy conditions. We stayed awhile for coffee and rolls. Two more photos and then on our way to our lunchtime stop at Chepstow. We arrive at 12.15 only

to find that it was half day closing. A quick check on what was needed for lunch, and dinner that night, and we were on our way to raid the local stores. I was looking for apple pies and custard, and Geoff for spaghetti and some greens. Apple pies were not to be found in any of the five shops visited. We retired to the riverside for lunch, finding two benches, even so, Crow made use of Mother Nature and sat on the bank with his food and, yes you've guessed it, a BOOK. Lunch was taken at a leisurely pace, and we reluctantly repacked our bags and returned to the road once again for the last section.

Up the long climb out of Chepstow, onto the Severn Bridge and into the lanes for Chipping Sodbury. This section was to find us raiding yet another shop: this time cakes and, at last, a giant APPLE PIE, homemade and the only one left. By this time it was raining, and there was to be no let up. Chippenham - coffee and scones, still raining; Devizes, and the work force on it's way home, with plenty of cycles around; Upavon, and the rain stopped at last, and by this time we were convinced that Geoff's mileage should have read 190 NOT 109. A very dreary ride to Andover, and we were all very tired, with Crow and myself riding some way behind the three youngsters. The miles seemed never ending. Whitchurch, and only five to go, then, at 8 p.m., Overton, but where was the Youth Hostel?

We found it at last, and in we went, ready to drop onto a bed and sleep, but first we had to prepare dinner. John was in charge of spaghetti, and Geoff the remainder of the main course; myself - apple pie and custard and a very large pot of tea. We checked the route, 120 miles. Geoff's comment, "well it was only a rough guide". One whole packet of spaghetti; one large pack of mixed frozen (now well thawed) vegetables and corned beef was demolished in no time, and the apple pie and custard went just as quickly, by which time, 10 p.m., beds were calling. After an excellent night's sleep in a full hostel, we were up at 7.15, feeling refreshed but a little stiff. A good breakfast; the usual hostel job; load up for the last time, and we were on the home section. Crow

was going his own way, via Guildford, to browse round a shop. We said farewell, and turned south into the lanes. It was the first cold morning, and we heard later in the day, that a frost had been recorded in the area. We reached Alton, resisted a stop and went straight on to Selbourne-Liphook, and called a halt at Haselmere for coffee and scones. With the scent of Sussex in the air, we were away again, taking a zig-zag route through some very nice villages and gardens, to Billingshurst. There we reached the busy A272 West Grinstead road. I was the next to leave the group at the next crossroads, to make my way via Steyning, to Portslade, and the end of a very pleasurable six day tour. The remaining trio, John, Terry and Geoff, took lunch at Hickstead before their last stage to Crowborough for the latter two, and Newhaven for John.

Pete Burberry

NOTICE - URGENT

AN EVENT SECRETARY IS REQUIRED FOR THE ESCA '25' ON SUNDAY, 28th JUNE, 1981. COURSE - 835 CIRCUIT. VOLUNTEERS PLEASE CONTACT MICK BURGESS, 7 SANDRIDGE, CROWBOROUGH. TEL: CROWBOROUGH (08926) 61754.

NO ORGANISER - NO EVENT

Alsoran has now found out that his clubmates have been riding road races and track events. I suppose he can be forgiven for not knowing much about this as he always arrives after the events are over and everyone has gone home. His clubmates have long accepted this, and the fact that you never see him at early morning time trials. Those with long memories will recall he is still ESCA 'D.N.S.' Champion.

On the road racing front Clive Attwood and Ian Burgess both had placings in our evening Criterium series, won overall by the Toilets Dave Barnard. The promoter, a certain Alsoran, was noticeable by his absence, as is his lack of report on the series of which he was kept informed.

In the second Mitre promotion at Hove Park, newcomers Ben Lowden and Derek Connors both bit the dust inside four laps. Happily no serious injuries were sustained, although one front wheel went to the scrapyard in the sky. Not the least hazardous part of the day was five bodies and five bikes being crammed into and onto a certain cortina for the journey home. Ian picked up the fastest lap prize; Steve Phillips got placed in the schoolboy event, and the Copper got a share of the Vets prize, so the day was not all bad.

On the track scene, Ian has been a regular at Preston Park, and also among the places. One bad night saw an open safety pin!!! embedded in a brand new £10 tub. Mick Burgess also rode several times, and studied how it should be done from a safe distance off the back. A search through the Burgess archives showed that the last time he rode at Preston Park was 1959.

The time trial arena must be Clive Attwoods. He has set new club records at 10, 25 and 100 miles and 12 hours. This has seen him way out in front in the club B.A.R. Several team records have gone as well, with Clive, Ian and Martin White at twenty five miles; Clive, Ian Landless and Martin at one hundred miles and the Poole Wheelers event saw Pete Burberry help

out Martin and Clive at twelve hours (must be all that apple pie and custard! Ed).

Steve Phillips looks like being our club junior B.A.R. this year. A skinsuit came his way, and eagle eyes noticed that on his lanky, schoolboy frame, it was not quite the snug fit it should have been, and he took quite a bit of stick. Sadly Steve has moved to the St. Neots area, and we shall miss his serious mathematical study of the result board. Best of luck Steve. Can Mum put us all up when we come up to ride those fast courses you have told us all about?

Our last club event of the season saw twenty eight riders line up for the '15' on the Cooksbridge/Sheffield Park course. Ian Burgess won from Steve Phillips, with newcomer Andy McDonald, 3rd. Greg Cornford beat big brother Paul, and all the young Crowborough crowd did good rides over this 'rolling' course that some have described in more picturesque terms. Paul Lindsay steered a tandem stoked by girl friend Linsey - her first race - what a way to start.

Going back to Greg Cornford, this young lad has the 'drill for lightness' bug. It has been suggested this is why his gear cable snapped in the SCA '25' when on a P.B.

Ian Burgess paced Dad round the Redmon G.P. des Gentlemen. The latter said it was the easiest ride of the season, but could still not take the final sprint. Graham Seymour should have paced a certain Geoff Boore, but due to family illness he was D.N.S. Funny lad, Graham, if you take him training he wants to know where you are going and then says, "it's too hilly", so he's not told where, just to "follow that wheel". In between puffs and grunts, he can be heard muttering, "Crawley was never like this. It's flat there".

The club trip to France took place, well organised by Ian Landless as usual. This trip was supported by Nomads, Limbrey and Boore. All enjoyed the event, even Boore who nearly had his Central Sussex bottom pinched by a French admirer. New line in sartorial elegance is red tracksuit trousers for

wear in plush restaurants. Guess who?? Zonca Bradshaw and Gary McManus met the others at Rouen Hostel. Gary, a newcomer to cycling, was lucky, as no mechanical trouble beset them on the outward journey. Still, I expect ace mechanic Zonca had the famous Mafac toolkit with him.

The Copper, along with a number of other ESCAites rode on a Nev Channin organised visit, in the Rivers de la Seine Radonneur at Rouen, which he much enjoyed. After this, he had a week's tour of Normandy on his own.

Ian Hamilton, from Lewes, and a mate, spent seven weeks cycle camping in France, and despite some wet weather enjoyed themselves. No doubt viewing the 'Tour' in the mountains helped.

A Hostel weekend at Arundel saw twenty eight of us fill up the members kitchen, from Friday evening to Sunday. The group included our President Sylvia "Mum/Auntie/Old Dragon Burgess, who rode more miles in two days than in the past ten years. We were lucky in that we had a mens dorm to ourselves, as there was a running battle between Clive, whose skin shorts fit so well he wears them to bed, and the Denton Desperado, Greg Cornford. I think they ended up even. The once legendary gannet, Ron Russell, would have been proud of Crowborough's Gary Sims. The lad never stopped eating from a large cardboard box taken down in the support car. It's rumoured that all this eating is so that he will grow into Dad's old Kent Road Club racing vest.

Matthew 'Skinhead' Rabbetts from Jarvis Brook had a solo tour of Scotland and is sending his written account to a certain mag's competition. A very determined this, who has done some fair rides on steel rims and heavy tyres.

Steve Kelly went to University at Oxford and has graduated at falling off buildings. A drain pipe he was scaling in the early hours came away from the wall and he fell some forty feet. The resulting injuries put him into intensive care but with the help of a few metal pins he is now out and about. In fact

he has gone to Australia to work as a ranch hand before returning to Oxford in 1981. The other Kelly, Dave, went off and joined the army. He was heard to say the other day, "I haven't had any problems since I stopped riding with you lot", this despite being found at the side of the A1 on a 'V' course and spending several days in hospital, but unable to account for what had happened.

John Honeyball of the short hairy legs, has been at clubmates to visit him at his Denton eyrie. Two did call and found no-one at home. It was noticed, though, that there was a brick by the deep kerb, presumably to help our hero reach the pavement from the unfinished road.

There will be several new bikes about the club next year. Ian Burgess went to that well known Eastbourne shop to collect his new frame. The lad was obviously looking round for it when the rotund proprietor said, "you can't see it, can you? It's because it might be just the shade of colour you had in mind." The shades went from mauve lilac to pink lilac. It is understood the shade of lilac depends on the ground it is growing in, or so the man says.

The deadly duo of Melanie Attwood and Hazel Burberry went Youth Hostelling on their own - is the world of Hostel wardens ready for such an onslaught I wonder. Any bike riders in Western Road, Brighton, are invited to visit Hazel in Millets where she works on Saturday mornings. However if trousers are required you will have to know your inside leg measurement, as she told certain Wanderers there was no way she was going to do the measuring.

Is it true that the tandem recently transferred from Hailsham to Crowborough owes more to the world of plumbing than frame building?! Talking of Hailsham, Old Man Stevens can be seen dealing in tubs and blocks most club nights. He will soon have to replace the head gear of cloth cap with the traditional black skull cap. This would go better with the way he rubs his hands together.

Mention has been made in past BONKS of the number of sheds in Ken Savage's garden. He now has a rival in shed proliferation - Geoff Boxall. As yet, the Wheelwright of Woodbine Villas has not got a shed just for wheelbuilding, but it can only be a matter of time. This shed would join a garage that is a cross between a carpenter's shop and a motor mechanics nightmare; a bike repair shed and a palatial, carpeted masterpiece that is drawing office and cycle showroom. The latter is due to be fitted with shutters/curtains in an attempt to prevent nocturnal coppers from putting snotty noses against the glass in the hope of being offered cups of coffee.

Uckfield members, Martin Wilkes and Ben Green, were featured in the local press when they did a charity cycle ride. They both covered 140/150 miles each in twelve hours. This time includes what sounds like a bike rebuild. In fact, one bike was still being put together at 10 p.m. on the evening before.

Kiat Huang, after globe trotting to the Far East, put his Condor up for sale in the 'comic'. The advert referred to his need for a Saxophone. This, we understand, is so that he can take his place in a band named "Skinny and the Stripes".

That must be all for now. Season's greetings.

Copper

LEWES WANDERERS DINNER/DISCO SATURDAY, 14th
FEBRUARY 1981 at LANFORT COMMUNITY CENTRE, LEWES.
TICKETS, ABOUT £4.00. FROM - MICK BURGESS.

HASTINGS & ST. LEONARDS C.C. DINNER, SATURDAY
31st JANUARY, 1981, at THE ROYAL VICTORIA, ST.
LEONARDS ON SEA. TICKETS, £5.50. FROM ESTHER.

C.T.C. - HAILSHAM & DISTRICT

Twenty members attended our recent Annual General Meeting which turned into quite a lively affair. The existing officers and Committee members were re-elected and it was decided to increase the Committee by one. This 'spot' went to Ray Gearing who also agreed to represent the Section at the District Association Committee meetings.

Apart from sitting on chairs at meetings we have also sat on saddles from time to time, mostly to wend our way to Arlington where we meet at the "Yew Tree" most Sunday lunchtimes for a drink and a 'natter'. One Sunday in September a few of us set off from Hailsham on what was intended to be a leisurely morning run, but we soon had several members of the Eastbourne Rovers, who were out on a club-run, tucked in behind. They were content to stay there for a few miles (perhaps they were lost!), but when we came to the first 'incline' ('hill' is putting it too strongly), we were left standing by a bunch of stripped-down fanatics. Nevertheless, some of the Rovers managed to stay behind us - or we managed to stay in front - until our ways parted. On that day we had our 'elevenses' on the Downs overlooking Denton and then found a good roughstuff track to West Firle. It was quite something to see Ray Gearing descending very fast to Firle on his trike.

In October, four members undertook a mini-tour of Dorset. Despite rain, torrential at times, we traversed as planned the roughstuff track from Salisbury to Shaftesbury - perhaps boats would have been better than bikes. How pleased we were to dry out by the fire in a friendly pub, only to get soaked again in the afternoon. However the other days were dry, and we all voted it a successful tour. The Youth Hostels at Cranbourne, Litton Cheney and Swanage are to be recommended. Three of our ladies walked part of the North Downs Way, also in October, and by all accounts had an enjoyable time. We are looking forward to seeing some of their exploits on the screen when we have our members slide show and tea in the New Year.

Crow rides with us when he can, and we were sorry to hear that he has had a bike stolen. He is looking for a replacement - frame only or complete machine - 22"/23", and would welcome any offers. Telephone Edenbridge 2393.

Compliments of the season to all our readers.

Tourist

E.S.C.A. EVENTS 1981

March 1st	Hardriders	Mrs. V. Stringer (Brighton Excelsior)
" 29th	Two up T.T.Ts.	J. Dutson (Central Sussex C.C.)
April 25th	10 miles	R. Humphrey (Eastbourne Rovers)
" 26th	25 miles	R. Humphrey
June 7th	50 miles	J. Hutt (East Grinstead C.C.)
" 28th	25 miles	<u>EVENT SEC. REQUIRED</u>
July 26th	Open 100 miles	M. Burgess (Lewes Wanderers C.C.)
Aug. 16th	Open 50 miles	Mrs. E. Carpenter (Hastings & St.L C.C.)
Sept. 12th	Open 10 miles	M. Burgess (Lewes Wanderers C.C.)
" 13th	Open 25 miles	M. Burgess
Oct. 4th	Hillclimb	R. Howard (Southboro' Whs.)

Full details in R.T.T.C. Handbook

CENTRAL SUSSEX C.C.

Winter being now upon us it is a time to reflect on things that might have been and remembrances from the past, and so it must be time to record some of the odd happenings in the Central.

A brief run down then on the last of the season's escapades. Once again there has been an assault on the club 10 mile record, the main protagonists being Tony Goodsell and Don Awcock. In the Kentish Wheelers '10' Tony reduced the record to 21m 37s only to lose it to Don by one second in a club event. Then at the end of the season Don cracked out a 21m 19s ride in the Rodney C.C. '10', and there at present it stands. On the same day Mark Atkins brought the Junior '10' record to 23m 01s in the Glade C.C. event and, just to add a little spice, Tony Goodsell, Mark Jones and Paul Lipscombe got the team record down to 1h 8m 2s in the Worthing Open on a rotten evening, with the wind blowing about force 8.

Still on the record stakes, Tony reduced the '30' record to 1h 7m 35s, a time which used to be respectable for twenty five miles. My, how things have changed.

Mark Jones has been quietly finishing off a good season, although a chest complaint has not done a lot for his speed. He was fastest in the Association '100', or was it '104', and seems to have clinched the B.A.R. doing so. His points total in East Sussex events is enough to win that trophy, too, and out of the local scene he grabbed the Southern Counties B.A.R. for good measure.

Just to fill up a couple of odd days Mark made attempts on several of the club Place to Place records, and made inroads into the Cuckfield/Handcross and back (23m 47s) and the Chichester and back (2h 58m 07s), the latter is a particularly ride, crossing several main roads and climbing Haughton Hill and Fairmile on the way there and back.

With a reasonable ride in the last ESCA '25' Mark Atkins scraped home fast enough to take the

Association Junior B.A.R. and so provide a home for the old man for another year.

Another highlight of the past season was the last SCA '25'. This event coincided with the best afternoon of the year and resulted in a whole host of personal bests for members, from the winner, Paul Lipscombe - 56m 53s; handicap man, Pete Brown; Vet on standard, Bert Griffiths, and the team - Paul, Ash Holding, 59m 53s and Gary Moore, 1h 0m 31s. Mention must also be made of newcomer Mark Christian, who couldn't make up his mind which way to go at Arundel Hospital round-a-bout and now includes a lap record in his time of 1h 3m 40s. Rod Laker came out of hiding to ride his annual '25' (1h 8m 18s), and then promptly sickened for mumps along with his children. After the good day came the Mitre '25' and what happened to all the fast times then, I wonder. Still it was the usual good event, even if you do prop up the rest of the field. Thanks to Robin Johnson's efforts the Central will now smell nice and have cleaner bikes for yet another year.

Now that the sporting side of the season has ended, unless the 'Cross men and the nuts that ride the Xmas '25' that is, clubruns have again come into their own. Ronnie's Rambles have started each Saturday, and a good crowd have rambled into the lanes and to places few of them knew existed. One of the first was to go to Jarvis Brook, when Gary Moore did funny things with his gears. This broke into two pieces, and three members paid a visit to Geoff Boxall for the use of some tools and space so as to enable them to get home without a lot of pushing. Many thanks Geoff and Jennifer for the hospitality!! A list is being kept of all outlying places where assistance can be obtained, so beware!! Another aside of those runs is that the incidence of punctures is on the increase once again and route planning now includes an amount of time to mend same. Tub men are known to carry up to three spares.

An experimental session of runs are being held on Sundays, but at a much more gentle pace and distance. This has resulted in a couple of new members

and it is hoped will net a few more.

John Yates' Gym Classes at the Forest Boys School in Horsham have started again each Monday evening and are well supported by members and others. Since these are held before the Monday club nights the results are seen on a regular basis. I don't know just what they get up to over there but the creaking racing cyclists are a sight to behold.

As with most other clubs in the area we had a visit from Tony Yorke and his infernal machine. This created a lot of interest plus a lot of hard work. Sean Yates visited us that evening and gave a display of power riding being about a minute quicker than everybody else for the exercise. Yours truly mopped up half a pint of sweat from the floor afterwards but it was worth it for the entertainment.

On the social side, John Yates is organising a slide show at the clubroom on Monday 22nd December, and this will be a chance to see yourself in action or otherwise during the past year.

The Annual Dinner and Prize Presentation, which is the 50th, will be held on Saturday, January 17th, 1981, at the Hassocks Hotel. Ticket lists will be circulated shortly and it is hoped for a bumper turnout to celebrate our anniversary.

Next year's programme has been altered a bit. The Hilly event is in its usual place, but this year is restricted to a '25' only, on Saturday afternoon. This promotion will be run in the usual Ron Ewart immaculate style, and will be followed later in the year by two lots of road races organised by the Helen Jones, Paul Lipscombe, Asley Holding combine. All these events will be held in the Staplefield area, and the clubroom will be used as event H.Q. Full details will be available later, and as usual, as much help as possible will be needed to make these arrangements go with the swing we have come to expect from the club promotions.

Just one last thing, Paul and Helen had a party the other evening. The bulk of the club went, as did

a number of other guests. Those who didn't know the way to Balcombe just followed the noise from Crawley.

Well, you can't win 'em all, see you at the A.G.M.

Blondie

LEWES WANDERERS RELIABILITY TRIAL, SUNDAY
1st FEBRUARY, 1981. START AND FINISH IN
LEWES. DISTANCE - APPROXIMATELY 52 MILES
REVERSE OF LAST YEAR'S COURSE. DETAILS
FROM: IAN LANDLESS

BONK DEADLINES 1981

Wednesday, February 18th.

Monday, May 18th.

Tuesday, August 18th.

Wednesday, November 18th.

EASTBOURNE ROVERS C.C.

Read the following notes with great care, consider and study every word, every thought, every spelling mistake, enjoy the concise candid and ever so slightly humorous account of the Rovers activities because this, yes I know it's a shock, this is the final ramblings by yours truly, Marc M. I know it's upsetting, will BONK ever be the same, please, please don't cry, can the Rovers notes get any worse? Will there be any Rovers notes? To be a little serious family happenings make it a little difficult for me to continue writing these notes in the future so these are to be my last. I have very much enjoyed the job, and a job it certainly is, and hope that you have got some enjoyment from my offerings, both of you.

The last lot finished back in August and several things of note have happened since. One of the most prominent things is that it has been agreed to change the club colours, the old colours of sky blue and chocolate brown, that have served the club for such a long time are to become part of the club's history. The new colours are to incorporate the sky blue and chocolate brown but not in such large quantities and in a different way. After much discussion, for and against, over a long period of time, forty four different designs using the colours blue, brown and a golden yellow! were presented to the Committee and eventually a more modern design was picked. It is to have a blue vertical panel back and front edged by a band of brown at each side, the side panels and arms being golden yellow, so look out for brighter Rovers next year. We have also added another modern innovation, which I'm not going to tell you about, you will have to wait and see.

Club competitions have all finished for the year with Cliff being B.A.R. for the nth time with an average speed of 25.168 m.p.h. followed by Dave Dunbar with 23.61 m.p.h and Dave Kitching 22.694 m.p.h. Ten riders qualify including schoolboys Simon and Gavin and their dads. Charlie is the vets B.A.R. with a plus 22.39, Dave Dunbar, in second place again, has a plus 18.44, Stu Greenway, Bob Christie and Ray Prior

also qualify. The evening '10s' were won by Dave Kitching with Simon Prior first schoolboy in the series, and Nigel Swaddling first junior. The track championship goes to Graham Lade and Andy Leach, Dave Dunbar the long distance pot for his epic '12' at evens. Our most improved novice is a young man called Andrew Winter, well done. Finally Graham the club's most complete cyclist won the clubrun attendance cup.

Cliff set a new club record on the A3 near Cobham when he beat his old ten mile time trial record, set in 1974, by 5 seconds, with a time of 21.47. In our local paper it said 27.47 much to the disgust of some and delight of others.

Last time I mentioned Simon's accident, the broken collar bone, which threatened to make him miss the end of season races. Well young Simon is not to be put off by such trivial things as broken bones. Within days of the accident, which was caused by trying to do madison type slings with Gavin at the ridiculous speed of 2½ m.p.h., he was to be seen on the bike, I think he even rode an evening '10', anyway to quote our local paper again he "came back with a bang". One way is as good as any other I suppose, lucky lad. He rode a fairly fast '25' and several other races and also rode at the SKOL 6 schoolboy races.

Mark Williams, our very tall and extremely good looking (he told me to write this nonsense) novice, he only started riding with the club to keep fit has had a great season, he has a 1.9.2. for a '25' and amongst other things finished 11th in the Sussex C.R.L. Battle road race.

We have our hillclimb between Birling Gap and Beachy Head, a well known and well loved stretch of road. Last year, 1979, Dave Dunbar won with a time of 8m 35s. This year however Gavin Smith, recently returned from France and showing no obvious ill effects, went storming up the hill in just 5m 39s, a fantastic ride, Dave D came second with 6m 23s. Ray Gearing and Simon Prior in 3rd and 4th places. The hill was tackled by seventeen club riders and everyone of them including all the schoolboys and George Dicks in 16th place and

Ray Prior in 17th beat last year's winning time by over forty seconds. Just goes to show how much fitter have us Rovers have become recently, the times have nothing to do with the force 8 westerly wind that blew on the day.

You may remember reading how the CX disease struck the Rovers last year, the knobbly tyres reaching epidemic proportions, well we had a lot of fun, and thought that you may like to join in and organised an open CX in the nice central East Sussex venue at Arlington, and the only ESCA clubs to be represented and only by one rider each were Central S.C.C. and a Brighton club. We have another in February hope you can come to ride or just to watch this time. Details from Jon Cooper the CX handbook or the comic nearer the date. Go on have a go at CX at our next open event, the last one attracted a few riders from London, I think they enjoyed it, they took home most of the prizes.

The clubrun scene is very healthy with an enormous line of Rovers snaking it's ways through the lanes every Sunday. Visiting many places of interest and refreshment.

The Eastbourne Motel was the venue for our dinner on November 15th and was a great success with one or two minor exceptions. Stu had done a great job, and with great persistence and determination made sure that all of the one hundred and thirty people present got a meal that was both warm and equal in size to all the others and edible, no mean feat, well done Stu. After many letters and telephoning he managed to persuade Geoff Wiles to come and give us a talk. Here comes exception number one, as he started to give his speech the part-time waiters and waitresses decided to collect in one hundred and thirty coffee cups and saucers, and to give out thirty odd metal ash trays, and to walk back and forwards, in what sounded like hobnailed boots, across the wooden dance floor. Geoff gave us a very eloquent speech, in spite of the opposition, exclaiming the virtues of a Mr. X whose bike he just happens to ride. John Pratt also gave us a speech telling us all how great we are and how the club ought to

press for a cycle track in the town. It took us long enough to decide on new club colours, God knows how long it would take to agree on the strategy for getting a cycle track. It's a nice dream, John, maybe one day. Thank you to Geoff and John for very nice speeches. Then we had the music a local band that cost a small fortune very loud and lively. They appeared in shirtsleeves and the women in sequined in one-armed Tee shirts, here is exception two they played for about fifteen minutes then walked off stage and complained they were in a draught and were cold, poor things. After what seemed an age, accompanied by some slow handclapping, Dave Carter ('34th Nomads) appeared on stage and began to play some jungle rhythms on the drum kit, anyway they returned to finish the evening playing some goosepimple ballads, Rock, Shiver and Roll, and even some D-D-D-D-Diissccccoo music. You did a grand job Stu these little things being out of your hands and planning. Thanks.

Remember Mark Bergin well he made an appearance, the first time we've seen him for twelve months, looking like Bexhill's answer to David Bowie. George Dicks said the most extra-ordinary things about bow ties and even threatened to make one!! he also said that once he not only owned but wore in public a teddy boy drape suit, that had lime green trousers and sky blue jacket!! Mark Williams announced he is to become a dentist and said John Pratt has promised to become his first patient.! Pete Baker arrived in a black suit, plus a very natty embroidered shirt, we all thought he was the waiter. We were very honoured to have as one of our guests someone who seemed to be called Admiral Splendor, must be Charlie's twin brother as it looked almost like him, just a bit better looking. Ray Palin and friends came with one of their wives wearing a very nice pink vest we all thought it was very nice. Chris Stokes made the silliest statement of the evening when he said that his reason for not wanting his rough, rugged Landrover covered with clothes and things at the evening '10s' was because he did not want the delicate paintwork damaged, because his friend the painter would be most upset!! Graham came on his own because Jane went to her Health and Beauty Club 50th annual dinner some people

were even rude enough to suggest that perhaps Graham should have gone instead. Anyway we had a good dinner and a good night out.

To be serious again I would like to refer very briefly to the Sussex Division R.R. Firstly I don't really think BONK being an ESCA publication not a Sussex Division publication is the place to have lengthy discussion about the whys and wherefores about the last event. I rode the race and like many others understand Malcolm's grievance. But we are now nearer to next year's race than this year's, and it's time we all took stock, take the lessons learnt from last year's race and worked together to make sure next year's, 1981, is a perfect day's sport. I am sure that competitive cycling in this part of the world will be much poorer if we don't work together and even withdraw our knowledge and expertise. This is my opinion not necessarily the Rovers.

Now for the adverts we have a film on December 22nd Stars and Watercarriers at 8.00 at our club please come. In January on Sunday 18th we have our annual Reliability Trials over 60 and 100 kilometres starting from the Sundowners, Pevensey Bay Road at 9.00 a.m. again please come. The open CX in February. I think we also have a trip to Calshot and a roller competition (I can't wait for this) sometime after Christmas.

So once again I have finished my brief notes, this time for the last time. Thank you Rovers for being such an interesting club to write about, and thank you ESCA for giving me the opportunity to write about them, thank you Maurice and Esther for printing it, and thank you, both of you, for reading it.

Good luck for 1981. All the best.

Marc Miwerdz

RESULT OF INDIVIDUAL POINTS COMPETITION, 1980

Name	H.R.	10	25	50	10	25	20	20	100	50	25	H.C.	Total
MARK JONES (Central Sussex)	-	18	17	20	20	20	20	20	20	20	-	-	135
A.R. Brooks (Hastings & St.L.)	9	7	7	3	14	15	16	16	16	16	16	12	115
C.L. Attwood (Lewes Wanderers)	20	-	19	-	19	18	17	-	-	-	-	-	93
I.R. Berry (Crawley Whs.)	-	-	-	8	16	16	18	15	17	-	-	-	90
I.M. Burgess (Lewes Wanderers)	16	17	11	-	17	10	-	-	18	-	-	-	89
C.J. Tamon (Crawley Whs.)	17	16	-	16	-	-	14	18	-	-	-	-	81
C.V. Sharp (Eastbourne R.)	18	19	20	-	-	17	-	-	-	-	-	-	74
D.F. Kitching (Eastbourne R.)	14	12	-	14	15	-	15	-	-	-	-	-	70
D.A. Dunbar (Eastbourne R.)	13	-	13	13	-	11	19	-	-	-	-	-	69
P. Lipscombe (Central Sussex)	19	20	-	18	-	-	-	-	-	-	-	-	57

RESULT OF CLUB POINTS COMPETITION, 1980

Club	H.R.	TTT	10	25	50	10	25	100	50	25	H.C.	Total
CENTRAL SUSSEX	17	20	20	9	23	8	14	9	8	7	8	133
Lewes Wanderers	14	13	7	9	-	16	9	7	8	8	-	91
Eastbourne Rovers	12	9	9	20	14	4	5	17	1	-	-	91
Crawley Wheelers	9	-	4	-	8	6	4	8	9	5	-	53
Southboro' Whs	-	16	-	-	-	1	-	-	-	8	19	44
Hastings & St.L	-	1	3	-	-	4	3	6	10	10	7	44
East Grinstead	-	7	-	6	3	-	2	-	10	9	-	37
Worthing Excel	-	-	-	4	-	6	10	1	-	-	-	21
Brighton Mitre	-	3	1	-	-	-	3	-	2	1	-	10
V.C. Etoile	-	2	-	-	-	-	-	-	-	-	7	9
Brighton Excel	-	-	-	-	-	-	-	-	-	-	1	1
Sussex Nomads	-	-	-	-	-	-	-	-	-	-	-	-

Our thanks are due, as always, to Stan Shirley for keeping the records throughout the season. Congratulations to Mark Jones for winning the competition, and to the Central Sussex team for regaining the club trophy.

MY HOLIDAY IN FRANCE

On Friday, July 25th, we drove down to Emsworth, arriving there about 8.30 p.m., then rode to Portsmouth Harbour and arrived there about 10.15 p.m., expecting to get on board the boat about 11.00 p.m., but the Sealink Channel Island Ferry was in our boat's berth, so our boat sailed about an hour late.

Unfortunately they didn't let the cyclists and motor cyclists on until last, and by the time we got into where all the seats were, they were all taken, so we went up on deck, but as we got further away from Portsmouth it got colder, so we slept in the cafe all night; luckily it was a smooth crossing.

We arrived at Cherbourg around 6.30 a.m., the weather was dull and chilly. After we had climbed the long hill out of Cherbourg we headed to the west coast over a very hilly but scenic route. Eventually we set up camp on a farm site near Barneville. The day had been cold, hot, dull and even rain, but it cleared up by the evening. After dinner we went for a walk, then we went back to bed for we were all very tired.

On Sunday, after a very late start, we rode through quiet lanes and sleepy villages, the weather getting warmer all the time as we moved south. That night we stopped at Blainville-sur-mer. It was a big camp site and very near the sand dunes, so before tea we walked across the sand to the sea. Then we had a refreshing swim in the warm sea, much warmer than the sea back home. We realised that the tide came in very fast so we left our clothes high up on the beach.

After we had had dinner we walked up into the village and bought some chips to eat.

Monday morning looked like being a very hot day. We set off towards a place called Granville. At Coutainville we went shopping, and me and mummy bought a sunhat each. From there we went on to Mont-Martin to have our dinner in the shade. From there we set off again in the hot sun, to Granville.

When we eventually got to Granville we went into the aquarium which was on top of a hill. In the aquarium we saw a lovely seal. Then we set off to find a camp site in the lanes.

The next day was Tuesday, and we rode through scenic lanes; the weather was warm but rather cloudy. We were just outside of Avranches when it started to rain, and we ended up having our dinner in a shelter in the beautiful gardens of the Jardin des Plantes. After about two hours the rain eventually stopped, and we were able to find a camp site in Pontaubault where we stayed two nights.

The second day we were at Pontaubault we went to see Mont-Saint-Michel. When we got there we looked around it with thousands of other people breathing down our necks, and most of the shops were gift shops which had a lot of junk in them. Luckily we found a quiet place on the rocks to eat our dinner. The tide was out and we could not even see the sea. We left there in the middle of the afternoon and went on to Ponterson to get some food, and we also went into a salon de thé (cafe) and had some delicious cakes. After our evening meal we chatted to some English cyclists and also a Danish one; after that we went for our usual walk. We went down beside the river and my dad said "let's go and see what all those people on the bridge are looking at". Then suddenly there was a rumble and we saw a tidal bore about 50 cms high. The river reversed it's flow and rose about another 2½ metres. It was something we had never seen before and perhaps never will again.

Next morning we packed up and left at about 11.00 a.m. hoping to reach somewhere near Dinan that evening. We had our lunch by the river at Ponterson. This meant we had only travelled about twelve to fifteen miles and I was a bit worried about whether I'd make it or not.

We left the busy main road, and off into the countryside heading for the River Rance, and found a quiet little camp site, which was only a 1 star

site, near Pleudihen.

We were staying a couple of nights at Pleudihen so we were able to tour the area. We followed the River Rance to come into Dinan Port, and walked up the steep cobbled streets through the gate and into the walled city. We spent hours walking around because it was so pretty, then we went up a clock tower which made mum feel a bit odd, but the views were magnificent. I bought a pretty leather neck purse with the Bretagne coat of arms on the front. We rounded the day off by going into a salon de thé which was very expensive. From there we rode back to Pleudihen to get some food for dinner that night.

Saturday we woke to a misty start so we knew the day was going to be hot. We rode downstream to St. Malo where we went swimming, and after we had come beach we bought some chips. Riding back on the other side of the river we went over the suspension bridge which we could see from the camp site.

On Sunday we left the River Rance and set out for Dol and Mount Dol. At Dol we visited a museum then we went on to Mount Dol which we climbed up and joined lots of other people to look at the view. We came off Mount Dol and took the wrong turning, but eventually got to Ponterson, where nearly all the shops were shut so had difficulty in picking up food for that night. After a few miles we found a nice farm site near Macey.

On Monday our target was to reach Villedieu les Poeles that night. The route was very hilly but fortunately we had the wind behind us. We reached Villedieu about 2.30 p.m. and found a three star camp site for only 17 francs 50 centimes (under £2). After setting up camp we went into the town to see the museums and to buy some food for dinner. Villedieu is famous for it's bell foundry and it's copper making industry and we were able to look around both places.

We spent next morning in Villedieu because it was market day and the place was crowded. Later we made our way to St. Lô through pretty but hilly lanes.

When we reached St. Lô we looked round the walls of the old town and visited the Cathedral, which was half destroyed during the war, as was the rest of the town. That night we camped on a municipal site just on the outskirts of St. Lô. From St. Lô we headed towards Carentan where picked up food for that night, then we headed to Pont l'Abbe to camp. It was a municipal site and was in the middle of two smelly rivers, also it was very expensive.

Next day was Thursday; we left Pont l'Abbe and travelled 10 Km to Ste. Mere-Eglise where it was market day. There we visited the American Airborne Museum. Ste. Mere-Eglise was the first town in France to be liberated by American troops. From there we headed towards the coast and followed the quiet D14 and D15 to Barfleur, which is a very pretty fishing port. When we had set up camp we watched the fishing boats unloading the mussels they'd caught that day, and then reloaded on to a big lorry. The camp site was on the harbour wall, and at that moment the sea was four or five metres from our tent.

Our last day in France started dull just like the first one as we followed the coastline to Cherbourg. The camp site was about four miles from the dock. It was awful and scruffy but as we had to be at the dock at 7.30 next morning we had no choice. On Saturday morning we were up as it was just getting light, and packed and buying croissants in Cherbourg at 7 in the morning. Arriving at the dock we were sent to the front of the queue of motorists. It was daddy's birthday so he opened his cards as we were waiting to get on the boat. This time we were first on.

Heather Stevens

(age 12)!

Our club suffers with a very obvious generation gap. Well over one hundred members in total with nearly all of them in the forty plus group or the under twenty group. This has led recently to the formation of a junior sub-committee to arrange the things THEY want to do, particularly in the social line. Competitions at darts and table tennis, slide shows at the clubroom and an auction of cycle equipment have all proven popular. The barbeque was lucky to catch a fine evening after prolonged rain allowing twenty five youngsters to enjoy themselves. Seniors have been persuaded to give lectures at club nights on cycle maintenance (very necessary for some of our youngsters who really beginners in every aspect of cycling), first aid, clothing for riders, etc.

A recent youth hostel trip attracted twenty seven riders to Telscombe, most of them juniors. It necessitated two separate runs. Pete Crofts and Anita led the party and their presence was required to sign in those youngsters who did not belong to the Y.H.A.

One event which always attracts a big field is the Kent C.A. Reliability ride. It consists of 62 miles to be ridden on a circuit around Kent in 3½, 4 or 4½ hours. The last of the club starters were soon decimated when Giles Membrey and Ian Silvester crashed on ice four hundred yards from the start! They weren't badly hurt but neither of them could continue. The groups of riders soon merged but with Pete Crofts and daughter, Paula, forcing the pace they soon splintered again. A party of very young riders, several of them girls, rode at a better pace than most and qualified comfortably for the four and a half. Showman of the faster group, Dave Adamson, elated at being only three miles from the finish with half an hour to go sat up to ride it no handed! Pride comes before a fall, literally. His crash cost him the chance of qualifying and ended in hospital for stitches in the scalp.

Somehow the social season seems to offer better events than the racing season, which would have ended

dreadfully with the same old succession of ten mile races on the by-pass, but for a fun '10' in October followed by tea at the clubroom. In this event a new course record was set by diminutive but lively youngster, Clive Surman Wells. His 57.47 for the 10 miles beat the previous slowest time by nearly ten minutes. Andy Verrall chose to ride most of the way on the grass verge at the side of the road but still produced a creditable 44.18. The forty finishers included no less than six mothers of children who were also riding in the event. A seventh mother, Carole Gandy, was fastest lady but her son doesn't yet race. Pete Wall presented a variety of awards at the clubroom afterwards.

Another well supported social season event is the club touring competition which this year saw well over thirty competitors. It was superbly organised by Brian Barrett, himself a regular and successful rider in the B.C.T.C. events. Despite rain at the start and a dull, cold day, much fun was had by all. The roughstuff was not too rough, the map reading caught most people off-course at some time but rarely by much, and the questions were as hard for everybody. Andy Verrall emerged the winner of the individual event but the real stars were Robin Howard and his wife Karen, on her first club outing. They scored most points and won the team event.

The hill climb season produced four finishers in our club competition which is held over three climbs, ESCA, club and Catford. Andy Verrall was again the winner which makes him chief award collector this year despite being only just 18. His B.A.R. win was, perhaps, a little hollow since he was the only member to complete the '12' which is a counting distance. A sign of the times, I suppose, but it's the first time since the club re-formed after the war that we've had only one finisher.

In the national B.A.R. scene Carole Gandy was unfortunate to drop a place in the ladies event when her 57 minute '25' was disallowed due to a technicality over number of entries allowed. As the rule book gets bigger the chance of loopholes gets greater, and the need is felt to enlarge the rules even further to avoid the risks. It is a never ending vicious circle

which must eventually be scrapped to start again, or cause us all to employ lawyers before we compete in an event.

For those who wish to play racing in the winter, the club can thoroughly recommend a new venture we tried recently. We borrowed the bikes and track facilities at Paddington for a whole Saturday morning just for club members to have a go. About twenty riders, mostly youngsters, tore round, both for fun and in pursuits organised by Pete Wall and Pete Crofts. The start was very tentative since most had not ridden a track and indeed very few had ridden fixed wheel. By the end, however, they displayed great confidence and rode themselves 'til weary. A dull day, a cold day but an exhilarating day for all. Try it sometime.

Roamer

EAST SUSSEX CYCLING ASSOCIATION ANNUAL
LUNCHEON AND PRIZE PRESENTATION WILL
BE HELD ON SUNDAY, JANUARY 11th, 1981,
AT FRAMFIELD MEMORIAL HALL. MEET AT
"THE HARE AND HOUNDS" FROM NOON, AND
GATHER FOR LUNCH AT 1.45p.m. AT THE
HALL. TICKETS - £3. 30p. CLOSING
DATE FOR BOOKINGS - JANUARY 6th, 1981.

HASTINGS & ST. LEONARDS C.C.

Our activities for the past few months have been, as always at this time of the year, a mixture of social and racing events with the added excitement of the meetings of the various bodies we are affiliated to.

I'll begin by listing the final statistics of the racing season. The highlight of this period must have been our team win in the September ESCA '25', which came as quite a pleasant surprise to us. The following Saturday, the Rodney C.C. '10' on the by-pass was the scene of a personal best 22.48 for Alan Brooks, and next day Alan, supported by Dominic Windsor and South Eastern R.C. renegade, John Willis, represented the club in the KCA '25'. As the season drew to a close, so conditions deteriorated, and hopes of personal best rides began to fade. Tim managed yet another 22 minute ride in the Basildon C.C. '10' on the E.8, with Stephen who had just returned from a week's walking in the Peak District, returning 23.27 and just managing to pip Maurice's 23.42. Our final club '25' was held the next morning, and Alan was the best club rider with 1.6.42. Over at Headcorn in the VTTA '25' Maurice recorded 1.4.4., and riding "privates" in the supporting S.F.A. club event Tim finished with 1.3.57 to his credit and Stephen with 1.4.14.

Came October and the hillclimbs. Dominic and Alan were our sole entrants in the ESCA promotion, and scampered up the road in 7m 2s and 7m 27.6s respectively; the previous afternoon Alan had finished in ninth place in the S.C.R.L. road race at Ninfield. Back to Sunday and the Portsmouth Road, where, riding in what felt like sub-zero conditions, Tim shivered round in 1.1.47, followed by Maurice in 1.3.28. Next week was the ill-fated Southboro' '25'. Along with about a hundred other people Dominic was D.N.S., whilst riding the tandem, Maurice and Tim had a new wheel collapse going up Bean. Tim's troubles were not over, as he punctured a brand new tub in the Mitre '25', although he managed to clock 1.2.47 and led Alan (1.3.49) and Michael Waite (1.6.31) to third team spot. In this event, his last as a schoolboy, Dominic reduced his own club record to 1.3.7, a fitting end to a very good season. Maurice had decided to support the Ashford

Wheelers G.P. des G., a new event in this area. Faced by a partner supplied by the promoters, he rode to fifth place. By now the last events of the season had arrived, and in the ECCA '25' Tim earned himself a handicap medal with a season's best of 1.1.40. Maurice managed 1.4.0, saving himself no doubt for the Redmon G.P. des G the next morning. Like most of the vets, he finished that event in far better condition than his partner with 45.03. Tim actually finished some way behind!! Dominic had bravely committed himself to ride in the Catford and Bec hillclimbs over on Sevenoaks Weald, and did well to record times of 2m 36s and 2m 33s. Before our own hillclimb in November, we held our fifty mile reliability trial, and a clash of dates with the local Angling Festival ensured wild, wet and windy conditions, and the lowest number of finishers for some years. The Maurice/Tim tandem combine were lucky and slipped round in just over 2½ hours; the solo riders had to endure their punishment for rather longer, as trouble of various kinds meant that they were hard pressed to finish within the limit, and Alan, Dominic, John Willis and Jack Southerden were the only qualifiers. Riders in the ESCA '100' next year can probably look forward to similar weather conditions, as the Fishermen are considering changing the date of their competition!! By contrast, conditions at Willingford Lane the following week couldn't have been more mellow, and we had a good entry for our hillclimb. As expected, Peter Baker was fastest overall, but Tim won the club championship from Dominic, with Jack in third place, only a handful of seconds separating them. After such a long season as most of our riders have had, they could be excused for feeling rather jaded, but this is not so. In an ecstasy of excitement for 1981, new frames have been ordered, old ones are being renovated, and Alan Brooks has gone to the extreme lengths of having his ear drilled for lightness.

Our social season got off to a good start with a trip to the SKOL 6, supported by club members and friends. After the aforementioned Ashford G.P., a few of us attended their Dick Poole Ergometer Lecture at Bethersden, and found it very interesting. More relaxing, though, was the Southborough Wheelers annual

dinner attended by two of our number. The meal was super, especially for Tim who was seated at the end of the table, and was served everything that was left in the dishes. There were no speeches afterwards but Pete Wall repaired that omission, and the disco afterwards saw the floor packed with dancers, acrobats and others, and it was good to see Mr. Hayman freaking out with the best of them. The morning after that little shindig was the occasion of the Belle Vue C.C. five mile cross country run, and a quartet of Carpenters took on three hundred other cyclists, including the mighty Central Sussex team. As it happened their challenge failed miserably, as just before leaving base camp (the South London Harriers clubhouse), Esther broke her glasses and was D.N.S. Tim was eventually D.N.F. and it was left to Maurice (our oldest entrant) and Toby (our youngest), to stagger round on the club's behalf. It was a great day out with a large number of ESCA members competing and prominent among the spectators. The weather in Hastings wasn't so good, with heavy overnight snow. None-the-less, the largest clubrun of the winter assembled and enjoyed a good day's riding under Andrew Hillman's leadership.

The most important meeting to us, is of course, our own A.G.M. There were several changes this year among our officials, the most notable being our new President. Esther's term of office ended and we had to find a successor, and who better we decided, than Barbara Powell. Barbara has worked hard for us over the years, and is remembered gratefully for club dinners, Christmas parties, barbeques, refreshments at our open events and for performing many other tasks necessary for the smooth running of a club. When asked if he had any special reminiscences concerning Barbara, one of our club elders - of failing memory - said that she had always been a quiet, respectable sort of girl, and it is true that the only thing known to her discredit is her stubborn refusal to enter Canterbury when on a clubrun, because of the barrage balloon hovering over the city. Otherwise she's been no trouble at all.

We hope you enjoy the next three years Barbara, and look forward to seeing a lot more of you and Sid. Another important change came with the election of our racing secretary. Jack has performed the duties connected with this post for several years, but decided that it was time to hand over to someone else, and Alan Brooks is now the incumbent of that office. Tim is our new social secretary, Roy Hillman is club captain, but otherwise Committee members are as before. Subscriptions were raised by thirty three and a third per cent, and we are going to award a trophy to our best road racer next year, but the best business of the evening was done in the bar afterwards. Esther made history in a small way when she attended the Sussex Division B.C.F. A.G.M., the first time ever that one of our members has been present, and Andrew Hillman went to the K.C.R.R.L. meeting. They raised their subs too! There are still a few more of these thrilling functions for the dedicated to look forward to. Arthur Coleman for one is already sharpening pencils and polishing his gavel.

The winter racing session will soon be underway, and we are holding our '10' on December 21st. Several notable local 'testers' have promised their support, so why not come along and have a ride and join us in the 'Plough' at Udimore afterwards. Our club dinner is January 31st, 1981, and tickets are available at the bargain price of £5.50p. This includes the meal!

Clubruns will continue throughout the winter, and hopefully we will all be ready and willing when the 'Hardriders' tempts us out to Hellingly for the start of the new season.

I will leave you with very best wishes for Christmas and the New Year, and on that very polite note, sign myself

Ragged Shorts

BRIGHTON EXCELSIOR C.C.

Twenty three - twenty four - twenty five - done it. Yes twenty five laps of Preston Park Track was the target of the sponsored cycle ride in which most BECC members took part on a Sunday morning in October. Several other cyclists also rode during the day, raising money for the E.N.T. Hospital, Brighton and for handicapped children. Our efforts raised around £140.

The youngsters are continuing their support even now the inclement weather has arrived, and a record number of eighteen turned out for the club hillclimb championship. Roger Hughes won the event in 5m 28s, which is almost a foregone conclusion, but young Craig was only nine seconds behind him and shows promise for the future. The day continued with map reading and speed judging as part of the Clubmans Trophy competition, with an enjoyable tea at Isfield.

A mini-bus trip to the National Hillclimb Championship was a most successful and enjoyable weekend, and we thought the atmosphere in Lancashire outshone last year's West Country event, although the weather was pretty atrocious. We met Andy Thompson and Maggie there, and Rick was able to collect his renovated Dave Moulton which saved sacrificing it's smart finish to the mercy of British Rail.

We've had more than our share of punctures lately, Adrian's being the most dramatic as his front tyre went whilst cornering and he sprained his wrist in falling, so the club mechanics had to step and mend the puncture for him - he can mend his own wrist, being ex-hospital personnel (Adrian is now studying for 'A' levels which he hopes will entitle him to a place at Exeter University next year). Mind you, I'm concerned about this puncture business as on club recommendation, including Adrian who supplied them, I've been convinced to change to the Leo tyre, which are very good for rough riding and punctures are rare. I must admit I tried them out the other Sunday on the clubrun with a fast descent down 'off' the Southdowns Way on a long downland track to Burpham, along with the other ten members, puncture free. Craig punctured but he wasn't using the super Leo tyres.

The club 50 in 4 reliability trial which forms part of the Clubman's Trophy saw fourteen members start at the Old Steine and seven finish near Slaugham. The new route devised by Frank took us into the foothills of Leith Hill in Surrey, and whilst things started comfortably, the finish was a tough one. Roy unfortunately broke a gear cable and Adrian's kindness in stopping to offer him a spare led to him arriving outside the time limit. Duncan still seemed quite fresh at the finish and was the youngest competitor.

We did not enjoy quite the same atmosphere for our slide and film show at the Community Centre, Shoreham, where they also failed to provide the excellent refreshment service we are used to, none-the-less the film, "THE STARS AND THE WATERCARRIERS" attracted an audience of two hundred who sat spellbound throughout. We were not really suprised that Robin Johnson won the lucky ticket first prize of a tub.

Everything is now in hand for the club dinner at Shoreham Airport Lounge and the place has even been given a lick of paint (not in our honour but because the Aerodrome AND the Harry Strutters Hot Rhythm Orchestra are the subject of Southern Television on December 10th).

Christmas Lunch at Amberley will be a "shared" affair with the local C.T.C. group, and the Black Horse will play host to sixty cyclists.

Dave Elson has now left to emigrate to Australia, and we hope that he keeps riding like Brian Toghill in New Zealand. We welcome Roy Whitehead, a record holder in the years 1949/1953, who has rejoined the club after a lapse of some years. Generally there is an air of keenness for the forthcoming season.

My thanks go to Val for assisting with the BONK notes for another year, and the tolerance shown by Esther and Maurice for my late submissions. We hope to see you all at the club dinner - 10th JANUARY, 1981, ORGANISED BY DICK DENMAN (BRIGHTON 734506).

Merry Christmas and Happy New Year Cycling for 1981.

Rough Rider

