ESTHER 25

BONK!

THE OFFICIAL JOURNAL

East Sussex Cycling Association

PUBLISHED QUARTERLY

PRICE

15p

EAST SUSSEX CYCLING ASSOCIATION

-oooOooo-

New Series No. 25 Summer 1983

President: Brian Phillips

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. TN 37 7 NA

EDITORIAL

Looking through past issues of BONK it is appalling to see how many words have been devoted, either in editorials, articles or obituaries, to accidents involving ESCA riders. Alsoran in particular has been critical of careless and wanton drivers and on page 17 of this issue you can read a particularly bitter outburst from him. Read it! because he voices the feelings of us all. We have all known riders who have been killed or seriously injured by motorists. Riders of experience, sometimes many years of experience, not clumsy novices on clapped out bikes but riders with experience of all kinds of bike riding. Giles Ree is the latest fatality we all mourn and a few days ago Jean Smith of the Southborough Wheelers was lucky to escape with her life when she was hit from behind by an oaf on the Tonbridge by-pass of all places. Four miles from the start of the race, on a wide, straight stretch of road with excellent visibility, where the driver must already have passed ten or so other riders, then he had the audacity to run her down.

Please, take Alsoran's advice, which is the advice offered in the cycling press generally. Write to your M.P., the newspapers and television, anybody who might be able to exert influence, and ask for stiffer penalties and ask that pressure is put on our Justices to impose them.

On a happier note, it's good to see that our President seems to have made a full recovery from his spill. Good luck for the rest of the season, Brian. And the news about Basil Chilcott is heartening, we all hope that he will make a good recovery and be back in circulation very soon.

Maurice & Esther

Way back in March Stu Greenway had arranged the usual Sunday morning run with John Dutson (Dave Dunbar had decided to miss this one) and having waited for some time and there being no sign of John, Stu cycled to his house, where he arrived just as J.D. was getting up. "Come on John, you lazy so and so" quipped Stu. "Forget to put the clock forward then?" "No, of course I didn't alter it, that's next weekend you silly whatsisname", replied John. With that Stu had to make a hurried telephone call to his wife Joan, telling her to reset the cooker so that their lunch wouldn't be an hour too early!!

We have an international rider in our Club now. Harold Manser returned recently from a holiday in America where he rode in a Crit., winning the Vets prize, a gigantic silver cup. I think the airline rubbed their hands together when they saw it, all that excess baggage!

Our schoolboys, namely Steven Willis, Duncan Geals, Andrew Purser and Chris Waters, are improving steadily. Duncan has been getting the better of Steven the last four rides but knowing Mr. Willis Junior he will not let things rest. He won't be happy until he can reverse the results and put Duncan behind him. Andrew Purser has given quite a few seniors a shock with some rapid rides across the Marsh. He already has a couple of long 25 '10s' to his credit.

I think a new set of wheels and tubs are being negotiated in the Waters camp to replace Chris's pressures, which should bring his present good times down even further.

The senior riders of our Club are as keen as ever and our one Lady rider, Jane Lade, continues to improve with several rapid short distance times recorded early in the season. Husband Graham continues riding T.Ts. and track, together with Ray and Simon Prior.

Our Vets are flying the Club colours to good effect. First year Vet, Clive Willis, is gathering momentum after a nasty bout of shingles. Dave Dunbar is getting it together in T.Ts. and road races. Jim Fuller has taken some stick because he wears a go-faster skin balaclava. Someone quipped that if it was a red one he would look like a Swan Vesta match! Cheeky devils. Jim did say that he had put on weight over the last few weeks (2 ounces). At least he says it saves him running around in the shower to get wet.

Cliff Sharp still rides with all the enthusiasm in the world. He was saying that last month's Worthing Excelsior 25 was his TWENTIETH and that next year he will be a Vet, which should make the Rovers very strong in the Veteran department. Perhaps this won't be such a good thing, though, someone pointed out after digesting the early season Club and open event results that, except for Simon Prior, the first Rovers places were filled by your over-fortys, must be the tablets you know.

Dave Pickard, yet another rider from Bexhill - bringing the total to seven - rode his first ever time trial recently and recorded 26.34 across the Marsh, which can't be bad for starters!

M. Brocation

WORTHING EXCELSIOR C.C. WESTERN REVUE

Well, I'm back again and after the last exciting episode I'm sure you can't wait to read on. So, I won't hold you back because if you are raring to go you won't want to be delayed by a load of twaddle about anything else. Off you go!

The Club's season opened on February 26th with a medium gear 10 on the Steyning by-pass. On the Sunday, 27th February, we had our annual circuit event consisting of two laps of the Longfarlong, Offington, Findon circuit, a total of seventeen miles. There were the usual new bikes, resprays and even old bikes having the cobwebs dusted from them after being put away for good. There were mechanical and physical failures on both days with chains not running and also legs not running. To the annoyance of most, Yours Truly was the victor on both occasions with Paul Toppin in second place in both.

The first Open events to receive entries from our members were the ESCA Hardriders and Central Sussex Hardriders. In the latter event Paul Toppin gained a creditable sixth place behind under-the-hour man, Brian Phillips. As has happened for a lot of the season, the prizes went down to fifth so Paul missed out. In the ESCA event Richard Shipton was placed fifth and Paul Toppin, sixth but unfortunately there was no good third man to help us in the team competition where we eventually finished third.

Since then, Dream Toppin has gone from bad to worse by winning no less than all three SCA promotions up to the Team Champs. In the two-up he and I were the winners by seven seconds from Paul Lipscombe and Colin Tamon of Central Sussex. The following week Paul won the SCA 10 and, after an evening's removals and a late night party, he then won the 25 the following morning. We also had our first team prize of the year with Richard Shipton and Yours Truly.

There have been four notable personal bests already this year, with Dream Toppin recording 21.48 in the Redmon 10 and his first sub-two hour 50 on the H50/13 on not the fastest of days. One of our increasing number of ladies, Angela Walker, recorded a 28.36 on the Portsmouth Road while Coachy Gibbs claimed he caught his minute man after four and a half miles and then broke his crank. His minute man did a short 26 - and he still claims a 23 was on the cards (well, we'll never know, will we). A few weeks later, with new cranks attached, our Coach recorded a speedy 1.3.53 on the E72, his fastest since 1953 I believe. For the second year running we clinched the Team Championship and also the 'B' Team as well.

Away from racing and Ray 'Krona' Douglass returned from Australia, rather brown after a few weeks down under. A week in Wales for Wally Gibbs, Hen-pecking Jukes and Tricycle Olive of the Brighton Excelsior proved to be more of a booze up than a training week with 'at least twenty miles a day' claimed Wally.

High Speed journeys on four wheels to Bournemouth and Salisbury have met with great interest. The Bournemouth trip to see the Milk Race Prologue was attended by no less than sixteen members and the Motorised run to Salisbury on May 30th amounted to thirteen riders who covered sixty miles at a gentle pace over the hills of Wiltshire.

Finally, don't forget our Open 10 on July 2nd on G914. Entries to Paul Toppin.

Until next time, cheerio.

Yours Truly

CENTRAL SUSSEX C.C.

I'm writing this during a break from preparing for next week's mega-ramble to the West Country. There don't seem to be any last minute panics, unlike last year when I found a cracked rear hub the day before 'lift-off'. At the latest count there are four of us going: Ron Ewart (who organises the whole thing), Adrian Jones, Roger Smith and me. It was to be six but unfortunately Robin Maclagan's job requires him several thousand miles away and Mike Ryall's back requires much gentler treatment than Porlock Hill. In fact, it's come close to being three because I heard yesterday that a motorist had knocked Adrian off his bike. Luckily no serious injury to Adrian - just a mangled bike. (What CAN we do?). I'll relate the interesting bits of the mega ramble next time.

Talking of rambles, Ronnie's Saturday morning affairs were a great success as usual, attended on average by about 12.8692 people. They're coming from as far afield as Exeter now to join in and Mike helped set another record that day by bringing the British Telecom contingent up to three. The Saturday before Christmas ramble always finishes up in a pub and this year was great fun because we took a short cut across some very muddy fields and Ashley Holding fell into a river.

A raging blizzard delayed the start of the Club's reliability trial on February 13th. We were all getting comfortably warm in Staplefield Hall when Ron Ewart and Mike Wood announced that as there was four inches of snow outside perhaps they ought to knock it down to around fifty six miles. Which is what we did. Luckily the snow decreased as we progressed south and disappeared altogether for the final stages.

In complete contrast, the hilly 25 on the 5th March had absolutely beautiful weather. It was won by Brian Phillips and from our lot Colin Tamon, Adrian Jones and Mike Crossett came third, fourth and fifth. Despite the good weather Brian Hendry, riding over to help marshall the event, found the only patch of mud in Sussex and somersaulted off his bike. We placed him in the intensive car bus shelter at Warninglid and he was soon able to take up his duties.

On the road race scene the 'regulars' - Paul Lipscombe, Gary Moore, Colin Tamon, Paul James, Ashley Holding and Keith Bulmer - have obtained thirty two placings between them so far this season, including five wins. The best win was Ashley's in the second stage criterium during the 'Launa Windows' three day, five stage event in Devon. Having broken away with John Oakes in the last quarter of the race he convincingly won the sprint which subsequently put him into second place overall behind Oakes. Such names as Mark Bell, Steve Lawrence, John French, Pete Longbottom, Steve Poulter, Ray Pugh, Callum Gough, Ken Hill and Robert Kennison were left to fight out the minor places in the bunch sprint.

The previous week, Ashley had won a Surrey League event from a five man sprint, Colin leading in the bunch for fifth place. Two wins have marked the successful return to racing by new member Paul James. Both Surrey League events, Paul won the first after a near race long break, dropping his rivals in the last fifteen miles to win alone.

Colin won a close sprint for second place having been chasing the break for half the race, while Paul led in the bunch for fourth place with Gary and Keith well up in eighth and tenth respectively. Paul's second win saw him outsprinting his two breakaway companions again, having been out in front for sixty of the sixty six miles, Colin, seventh off the front of the bunch with Paul taking the bunch sprint for eighth. After placings of third, third and fifth in the Southdown Velo series in March, Paul (James) finished second to series winner Alan Green from the V.C. Etoile.

In the London Fire Brigade event, Paul (Lipscombe) got across to the break after ten miles had gone and was joined first by Ashley, with fifteen miles to go, then Colin with eight miles to go to make six in the break. A late attack saw Paul finish alone for his first win of the season with Colin and Ashley sprinting in for second and third respectively.

Gary took fourth in the Rovers event in March, after a long lonely chase, with Ashley fifth. The following week in the Hastings R.R., Gary claimed second behind an on-form Brian Phillips. Had there been a team prize we would have got it with Ashley fourth and Paul Lipscombe sixth. Gary's most recent placing was another fourth in a Surrey League after 'going from the gun' and instigating the winning break. The Club's R.R. organised superbly by Mike Wood, saw Colin away with another rider for thirty miles but fading badly in the last two hundred yards to finish second. Paul J. came in in a small chasing group to take fifth place.

Keith Bulmer chose to sneak away in the last few miles to gain second place just ahead of the bunch in another Surrey League race.

Mark Jones made a rare appearance and after a thirty five mile break with two others, finished third on the first stage of the G.S. Europa Two Day, Colin claiming sixth on stage two.

Latest results were Colin getting yet another second at Lingfield, half a wheel down on Terry Morgan, V.C. d'Or, while on the Ninfield circuit on the same day, Paul J. had the misfortune to puncture while in the winning break, but Paul L. saved the day for the Club by leading the bunch in for third place, supported by Keith (sixteenth) and Gary (seventeenth) to claim the team prize.

Nigel Gregory, Mike Crossett and Don Awcock have all ridden regularly but with no placings as yet, finishing in the bunch most weeks.

Rambler

Too ugly to be kissed

IT should have been a beautiful moment for cycle ace Marco Bresolin after his victory in one of Italy's top races. But the organisers took one look at his craggy face and barred him from the winner's podium where Miss Italy was waiting to kiss him. An official explained: "To be blunt, he is too ugly. It would make a bad impression to put such an ugly champion on show." The handsome runner-up received the kiss instead.

"You've got a beautiful bike—she'll kiss that"

I WAS astonished at the decision of the organisers of a top Italian cycle race to bar winner Marco Bresolin from being kissed by Miss Italy because he was "too ugly."

Beauty is not in the face but in the character, and he must have had plenty of that to win the race.

So-called beautiful people usually bring only heartache and misery to this sad world.

D PEREIA,
London, SW.

TIME TRIAL TOPICS

No.6: 2Ups, 4 Down

I make no apology for returning to the subject of defending our government given right to time trial on the highways and byways of this country. It is a right that was hard to come by but which could be lost so easily. If it were to be lost it would herald the end of time trialling as we know it.

Our right to time trial is enshrined in regulations which came into effect in 1960 when the Minister of Transport exercised his powers under the Road Traffic Act of 1956 which has since been re-enacted several times. He was persuaded that competitors in time trials are not really racing but merely exercising their right as individuals to cycle along the Queen's highway. I am sure he was influenced by the RTTC National Officers at the time quoting the RTTC Constitution. This states amongst other things that "The purpose of the Council is to control unpaced cycling time trials on the public roads of England and Wales". As a result we are able to organise time trials where and when we like subject only to the promoter giving twenty eight days written notice to the appropriate police authorities. Clearly our right must be exercised responsibly because it could easily be rescinded by an Act of Parliament if ever we became an excessive nuisance. Then we might find ourselves having to obtain police approval for all events, even the humblest Club event, and having to hold them where and when the police told us.

What then are the biggest threats to our present freedom? Perhaps the most serious threat will arise from us provoking criticism by being a danger to ourselves and other road-users. Criticism from the wrong quarter, however unjustified by the facts, could be a proverbial nail in our coffin. Our cause would become doubly difficult to defend if it became known that our sport included events in which we are not required to ride alone and unpaced with due consideration for other road-users.

Thus in my view the biggest single self inflicted danger to our sport is the team time trial. Firstly a TTT is essentially contrary to the RTTC constitution in not being an unpaced event. Secondly the extra width of road taken up by a team riding in echelon (let alone in the process of changing) must represent a considerable hazard to other road users. Thirdly, TTs were non existent in 1956 when the M.O.T. Regulations were drafted and I have no doubt that subsequent Ministers would have legislated against us if they were aware that TTTs had been added to our activities. Fourthly, experience up and down the country indicates that riders in TTTs are considerably more accident prone than those in solo events. Thus in this district since the beginning of 1982 I can recollect seven reportable accidents. Four of these have involved riders in 2 ups falling off and a fifth involved a rider in a 4 up colliding with team-mates and crashing. Fortunately none of the fallen riders were struck by other vehicles and no other innocent road-users were injured taking avoiding action. How long can we go on trusting to such luck?

One feature of a well run organisation is that it recognises dangers to it's well being and voluntarily takes steps to minimise them long before solutions are imposed by

outside authorities. The time must have come when we question the wisdom of promoting TTTs. The London South District Committee has in 1983 decided that giving approval to a course for solo events does not constitute automatically approving it for TTTs. In fact a number of courses have been declared unsuitable for TTTs and Clubs must not permit 2 ups in their Club events without obtaining clearance from the District Secretary.

In my opinion London South have grasped the nettle and done the responsible thing but I doubt whether they have gone far enough. The time has surely come for the RTTC to cease authorising TTTs under it's Rules and Regulations. TTTs have a lot in common with road races and I for one would be quite happy for the RTTC to hand them over to the BCF so that Clubs could promote them under BCF Rules. If subsequently the authorities banned TTTs or required the promoter to obtain police permission as for road races then perhaps the RTTC and solo time trials would escape unscathed.

To many people TTTs are fun events which bring out the best of Club spirit and comradeship in adversity. Nevertheless at present the statistics read,

2 ups, 4 down

4 ups, 1 down

Total killed or seriously injured: None.

Is now the time for the RTTC to say that none is enough?

Insider

****

Though Spring may ride the wind and not return
To warm the heart and mind, our flame still burns
The brighter for it's passing; youth is strong
Within us still; if tooth be long or hair
Be thinning, grey or gone, we never care,
The call we answer still, we heed it's song.
The way we followed from the start lies straight
Before us yet, while swift as swallow's dart
Some stay, and flying, lift up every heart
That beating time, denies the years their weight.
The race is often to the swift, and yet
A greater plus, available to all
As faithful, free and forty-plus they call
For more, is gift of friendship as a Vet.

Dave Nuttall (Medway Velo)
(First appeared in KentVet)

SOUTHBOROUGH & DISTRICT WHEELERS

1983 began for most people with the serious threat of a prolonged water strike although for all our Club enthusiasts it was a time for planning their training programmes to be ready for the early season Hillys and 2 ups. The less energetic of us had an enjoyable time sampling other Club/Association Dinners and Luncheons.

In January we challenged the Ashford Wheelers to Netball/Basketball matches at Sandown Court School. After a few minor differences in the rules had been mutually agreed upon both games got under way and were closely fought, with the Southborough girls just winning the netball and the Ashford boys pipping our lads at the post in the basketball. Then at the end of the month eight members enjoyed a windswept YHA weekend at Salisbury with everyone returning weary but, hopefully, fitter.

In sharp contrast to this, Peter Crofts organised a trip to Herne Hill track on February 5th which was supported by twenty two members. The day was a great success and a good time was had by all. The highlight of the visit came when a stray dog appeared unexpectedly on to the track causing a few problems for the inexperienced riders.

We were sad to see John Lewis leave the Club at the end of March. Following his remarkable recovery from his recent illness, he has decided to return to home pastures, where the accent is broad and the ascents are steep.

For the past few years the Club has had an Easter tour which is usually great fun and this year was no exception. Plans were made for a spring tour of Wales in mid-April starting from Llangollen. The proposed programme for the six days was to ride on Tuesday from Llangollen to Bala via the Wayfarers Pass continuing on Wednesday to Dolgellau, visiting the Tall-y-lyn railway en route after tackling the Bwlch y Groes Pass. During the next two days the party hoped to visit many places including Transfynnyd, Ffestiniog, Portmadoc, Beddelgart and the Llanberis Pass where they might take a trip up Snowdon. After leaving the Llanberis Hostel on Saturday morning the group planned to have a sprint across the Telford Suspension Bridge over the Menai Straits to Angelsey and then head inland to Capel Curig and Betwys-y-Coed before the final day's ride back to Llangollen via Corwen and the River Dee Gorge.

Throughout the tour there were the usual collection of delays, including punctures, people getting lost, forgetting to pick up everything after stopping, mechanical trouble, minor collisions and the slower riders deciding to walk up some of the hills on the hilly terrain. Unfortunately no one went up Snowdon because it was so expensive and only four members went for a ride on the Ffestiniog railway. All in all everyone who went enjoyed themselves and are looking forward to next year's trip.

Since the formation of the West Kent CTC late last year our own clubruns have rather petered out although some of the members have been riding Audax UK events, which are a sort of reliability trial with distances ranging from 100km to 400km.

Now that the season is in full swing and the results are appearing thick and fast. Our Club has had it's usual high standard of good times on the time trial scene including a number of firsts, seconds and thirds, numerous team awards and some good placings in road races. In particular, Paul Abraham and his brother David have been in the top three in many time trials and Paul won the 34th Nomads [illegible]

Malling airfield. Alan Ashby improved his personal best for a 25 to 57.27 in the 34th Nomads event on Q25/3 and David did likewise in the same event reducing his best to a 56.21.

Finally, the surprise of the year so far must be the sight of a DUNFORD riding a road race. This was when Rosemary rode the Club handicap race on West Malling Airfield the other weekend. When the girls lined up for the start one spectator turned to another and said, "Do you see what I see, a Dunford riding a BCF event!?". It was her first road race ever and she did well to finish. We wish her good luck in the next one.

Mis-Anony-Mouse

THE NEW BOY

You've joined a Club, one in your area, gone to the clubroom, looked at all the other chaps bikes, decided that yours bears favourable comparison with any there, had a cuppa at the tea-bar, etc., and in short gained a good impression of Club life.

Now, early in your Club life there is one very important thing to do, that is - READ THE RULES! Take your time over it and when you get to the last page and possibly thought to yourself "What a bore; all this to run a Cycling Club," etc., READ THEM AGAIN, especially the small print. Doubtless the Sec. will give you a copy of the Club rules and you will be able to borrow a copy of the others issued by the bodies that govern Time Trials, Road Racing, Track, Cyclo Cross, Cycle Polo, etc. There will also be handbooks issued by the various National and County Associations to which the Club is affiliated.

You may think, "What are these really for?" The plain answer is: to safeguard the sport and indeed every aspect of Cycling Club life. You will run across the 'wise guy' who will tell you, "Don't bother about this one or that one, nobody does". Don't they? Your Club officials, and indeed all the other Clubs officials in the ESCA, are right on the ball and can pick out a 'whiz kid' a mile away. So be sensible, if you don't know - ask! and enjoy your Club life safe in the knowledge that you are well looked after. Good health, good luck and happy days.

Bill Underhill

experience for me to see how professional their organisation was. We had a bit of a do at the Town Hall before they went and we hope to make a return visit to Holland some time.

Our Open '25', although not attracting many riders went very well as did the first road race of the year which Brian Phillips rode very well to win. The second of our Open road races attracted a full field and turned out to be a good event to watch. Andrew was unfortunate to puncture on the first lap and Pete gave up his wheel to ex Hastings star Dominic Windsor but he was unable to get back on. That John Willis and our new hope Robert Allen who was riding his first event in over three years, well they both did well and finished in the bunch with Robert saying that he enjoyed it. Anyone who can ride round with a load of good second cats and finish up with them must have some potential.

In the Open '10' we had most of the riding including new member Vic Butler who turned in a good time but the promoter who went off number 1 just to make the numbers up suprised the rest of the Club riders by beating them all. The suprise being that for the last two months the only type of interval training Alan has been doing is a bit of painting then a bit of wallpapering all part of the process of moving house.

The evening events have started now but don't seem to be attracting as many people as in previous years, maybe if the sun was out a bit more it might help.

A few snippets of some of the other things that have been going on seen through the eyes of a poser. In the early time trials of the '83 season Nigel Davies has emerged as the man to beat on several occasions. It's always interesting to find how the 'greats' among us attain physical perfection. Several of us on the Sunday morning run were privileged to be allowed an insight into his previously unknown method of circuit training. First cycle five miles before stopping outside a house with a fire escape, then proceed to run up the steps briskly and knock on the window pausing for a few minutes before returning to the bike. Maybe there is a further secret phase in his training that Sean, as he is known, is not prepared to disclose because he was then heard muttering something about HER being deaf or something.

Rumour has it that during the Spring Road Race Keith Evans who was driving the lead car was so concerned about his ability to keep ahead of the bunch on the fast downhill section that he was seen to feed his Cortina a Mars bar. In the same event most of the riders watched the sun lower towards the horizon as they completed each lap. Poor John Willis however watched the spoke nipples in his rear wheel lower themselves into the rim during each lap.

Mechanical friend to many Club members, Ken Apps, has discovered a new type of brake, after examining a set of modified 500s he reckoned there was so little left of them that they should be renamed 375s.

It was unusual to see Alan Brooks almost on his knees at the start of one of the Club 10s. Don't worry, Lofty Alan was not in a state of collapse, just adopting a new stance to push off our shortest Club member Geoff Smith.

Well the time is now getting on and I've still got to finish papering the hall as well as type out the result sheets, of the 10 maybe I should get the rollers out of the garage. Anyway hope you vote for the right lot this week. Bye for now,

Ivor Bigrum

HASTINGS & ST. LEONARDS C.C.

Hello Folks, I don't seem to know where the first half of the year has gone but it's less than twenty four hours to the Editors deadline so I had better try to think of something to say.

Let's go back to the beginning of February when believe it or not there was snow on the ground. Pete Baker arranged a training weekend down to Arundel and John, Andrew, Robert, Russell and myself (Alan) all set off on the Saturday lunchtime. The weather was quite nice considering and we all made the journey very comfortably. After cleaning up and stocking up with grub for the return journey the next day we found a nice pub to get some food. Some of us shouldn't have had the beer as we found out the next day. On returning back to the digs and getting over Andy's silk pyjamas we eventually got some sleep. Breakfast was good and we were joined by John Willis who had travelled down in the evening just for the ride. Pete decided to take us round the World's circuit which was when some of us wished we hadn't drunk so much beer. We seemed to go on for ages on roads which we were not familiar with and stopped for coffee at about 11 o'clock. "Only about sixty five miles to go", says Pete with groans from the back of the group, after about three other stops at little village stores to raid their counters we eventually crawled home just after 4 o'clock. Anyway now that we have recovered thanks a lot Pete.

On to the racing scene now and it seems that it is the younger members who seem to be going well. Keith Burden has picked up at least half a dozen prizes in Open events as a schoolboy. Russell Walsh did a '1' up on the Q25/3 and young Geoff Smith in his first season has ridden up at Eastway and done very well. On the subject of road racing Andrew Hillman has at long last come out of his shell and been rewarded with a third place in a Kent League event along with a number of good placings up with the bunch. I'm not sure if it's his new Olmo bike, which a lot of people would need a step ladder to get on or his new sponsor the DHSS, anyway whichever keep it up Andy.

On the subject of new bikes , the saga of Ian's Flying Gate has finally come to a close. He has actually ridden it but he tells us he now has to get some new components for his body which now seems to be cracking up under the strain. There must be something in being unemployed, all these new bikes I don't know. Wayne on the other hand seems to work all hours under the sun letting our good friend Ken Apps take it easy in his ever increasingly busy shop. Anyway Wayne has bought himself a very nice 753 Holdsworth along with Dave getting himself a new bike. Keith Evans eventually got his wrong colour frame and was I'm sure intending to ride it last week in our Open '10' but Roger had other ideas. They were both out training in the evening but after a small mishap Keith has now got a cracked collarbone and even if he had been selected has had to miss the Milk Race.

At the end of last month we were visited by a group of De Mol cyclists from our Twin Town of Dordrecht in Holland. Nineteen of them rode one hundred and seventy miles on the Friday to Hastings only to stay the night and ride back the next day. The standard of cycling over there is, so different, they told us they were just part of the touring section of six hundred members in the whole Club, it was certainly an

LEWES WANDERERS C.C.

If these notes, written on deadline date, make the summer edition it will be solely due to the kind indulgence of the editorial staff.

The last notes went in just as the 1983 season was due to start. In the case of the Wanderers that meant Lewes/Newhaven/return (silly name really because it starts and finishes at Southease). There were fifteen starters for this long established classic. Martin White did his Poulidor bit and was again second to Ian Burgess. The times were 35m 32s to 33m 24s. In third place was Matt Rabbetts in 36m 31s and he just got the better of Darren Goldfinch with 36m 33s. Still, Darren took a handicap award and was also a few seconds up on Simon Barnes, 5th with 36m 48s. Back among the rest Brian Samworth made a rare appearance and did 40m 29s which won him the battle of the beards as Gordon Higginson did a 46m 32s. Dave Sims, another beard, found some reason or other for not riding and Ken Savage was not then out of hibernation. Young Steve Goldfinch did a creditable 50m 23s, and if he put his mind to a bit of riding would do well.

A week later and it was the ESCA Hardriders and Brian Phillips showed just how it should be done with a course record of 38m 53s. Ian B. took second spot but was nearly two minutes down. Darren and Matthew continued their personal battle with Matt coming out on top by four seconds this time with 44m 13s to 44m 17s.

The SCA 2 up saw Simon and Darren the best of our pairings in 1h 3m 16s just in front of Martin White and Andrew Attwood in 1h 3m 19s. The right wing and young socialist pairing of Rex and Rabbetts managed to stay united just long enough to do a 1h 5m 45s and beat the aged conservative fixed wheel duo of Pete Burberry and Mick Burgess who did 1h 6m 17s.

The ESCA 2 up was run on one of those better days when although it seemed to rain all the time, it only rained really hard some of the time. Pete and Mick, again on fixed were the fastest of our three qualifying teams but only because Simon and Darren had a late start. It is rumoured that they were looking at wetsuits instead of skinsuits. Gordon Higginson and Paul Cornford made it round but I think they used Paul's canoe.

An interesting trip at Easter was to the Bishop Stortford Hilly '27' by the Burgess household. After a pleasant Sunday with the Phillips family and some sun, the Monday morning produced snow. The 9.30 a.m. start was put back and a section re-routed. This lovely undulating course in lanes on the Essex/Cambs./Herts. border makes for a fascinating event without any help from inclement weather. Ian finished up with 1h 8m 46s for ninth place.

The Danehill Hilly Circuit '22' was the next Club event. Simon Barnes pushed Martin White out of second place with 56m 00s to 56m 46s. However, Ian B. had done a hat-trick with his 54m 11s. Darren finally got the better of Matthew R. - 57m 33s to 58m 41s. They were split by Andrew Attwood in 58m 10s, despite a heavy cold. Jon Brenchley and William Sim both did good rides even though heavy studying for exams has curtailed training rides.

The ESCA '10' saw the return of Paul Higginson from the football field with 27m 42s and no training miles. Don't worry Gordon, you soon get used to the time

they put into you. Nice to see Marcus Ross riding while on holiday from a far flung seat of education. Phil King and Sam MacKilligan also did reasonable rides.

The following day's '25' was something of a red letter day for Martin White when his 1h 4m 41s put him in front of Ian Burgess on the result sheet. The Barnes, Goldfinch, Rabbetts war continued when they all did '5s' finishing in that order. In the world of family battles Peter Kilby got the better of dad, Mick, by a couple of minutes.

We had a couple of teams in the SCA Team Championship but I don't have the times to hand as the result board scribe was too busy playing at grandma. I think Simon Barnes was our best with a 5.

The Club '30' for the La Valletta Cup went to Martin White with 1h 16m 52s. Second was Andrew Attwood, 1h 17m 56s and they were the only ones inside 1h 20m oos. Terry Jenkinson emerged from hibernation for this one and surprised a few with his 1h 25m 29s. The Willsher family from Cycle Revival supplied the tea making waggon and it was good to have them at a Club event.

Our evening 10s have started and seen quite a few welcome visitors from the Brighton Excel. Clive Oxborrow has also ridden and says he wants his course record back. This could all make for some interesting Mondays. 7.45 p.m. at the Stanley Turner Ground, Lewes (on A275 Newhaven Road) is the place. For the non riders the Holly Bush Pub at Rodmell is right on the course.

Before leaving the time trial scene, Martin and Andrew have been pushing Martin's new tandem about. In one event they had a second place. Well done, lads, how about a win?

I have to deal with the time trials first or Pete Burberry won't speak to me and charges me double for Club events but our massed start riders have been in action (I think they're called 'road racers' nowadays. Mrs. Ed.) Gary Sims had a win and quite naturally was well pleased. Pity the result didn't get in Cycling. I wonder if some event secs. realise just what that one line means to many people. The dreaded West Malling circuit still will not release our riders from the puncture bug and all have fallen foul there this year. By the time this lot is printed Darren will know what it's like to ride a two day and Gary will have healed from the latest fall.

Preston Park has got going again and we've been there even if not setting anything alight. I think the standard has gone up and so has the speed. I'm further off the back than ever. By the way, what's happened to the stand judges? I haven't heard one voice raised in dissent at the judges decisions this year. So to all who sit in the stand - give the lads a shout and the judges a bit of stick, it might just liven things up.

Now to things social. After the Danehill event Vanessa Attwood and friend put on another lunch for us and again did us proud with some fifty people sitting around after a visit to the Crocodile across the way. Loud laughter from one table was caused by a visitor from St. Neots recounting how a certain lady stood up in her bath to let the cat in. Sorry, no cat, only a very startled window cleaner who didn't know what to make of her saying, "Pussy, pussy, pussy".

Gary Sims has been to a roller disco again - but not to any more if the management can help it, he's too lethal.

Matt Rabbetts is now a Managing Director. The firm, Jarvis Brook Services, will undertake gardening, landscaping and various odd jobs. Nice to see a bit of enterprise. Best of luck in the venture Matthew.

Geoff Boxall has a new tandem. This has had quite a few airings with various stokers and I can vouch for the fact that it rides really well. A little pigeon tells me that three riders, GB, TJ and JB collapsed at the end of a thirty mile hostel ride and slept all afternoon; and that was without wine. Three wise men?

I was very remiss in the paragraph about the evening 10s. We have two more of the fair sex riding, Beth and Inez. Nice to have you along girls. While on the girls, we could do with seeing a bit more of Hazel B (you can take that which way you like) who has not been out much on a bike this year. A candidate for the wooden spoon award did just say that Hazel met a certain bike rider in a Brighton Night Spot and showed a turn of speed not seen when on a bike.

The touring season got under way with another Ian Landless tour 'sur le Continent'. As I didn't go, I hope someone will be able to supply the details for the next issue.

Pete Burberry went up to Lancashire and the Lakes and returned somewhat bemused by the fact that it was as 'beautiful as North Wales'.

Now the final paragraph is by way of being an open letter to Ronnie 'Rambler' Ewart of the Central. I have just returned from riding the Tilff (Liege)/Bastogne/Tilff Cyclo in Belgium. This was 225kms long with 3,385m of climbs. Ron, you think you can find a few climbs - come and ride this with me next year. It will make one of your Saturday rambles seem like a potter down a dragstrip. I stayed with a 71 year old who made it without any trouble, so even you are not too old. It was a terrific day out, even the sun shone on the 4,000 participants. The route into the town at Bastogne was cordoned off for the cyclists. The climbs made you sweat but the views were superb. My thanks to the Le Cyclo Bon Coin of Seraing for letting me ride with them, the vet section, that is. I look forward to a good Fleche Wallone next year with them. The seal was set on the tremendous Belgian hospitality when staff of Townsend Thorensen supplied Sherry and shelter from the wind on the quayside at Zeebrugge. It's no good, I shall have to go again before next year.

Copper

****

CLOSING DATE FOR AUTUMN COPY WEDNESDAY, AUGUST 31st

****

May 19th: TUNBRIDGE WELLS MEETING

There was some capital racing in both Club and Open events at Tunbridge Wells on Whit-Monday. In the half mile scratch (Open) final heat, four riders started: Messrs Foulger, Shaw, Stevenson and Gomme (the mid-Surrey record breaker). Stevenson, who is an Eastbourne man, led throughout, and won by two lengths, time, 1m 22s. The other Open event was a two mile handicap for safeties and the following started in the final heat: Messrs. H.P. Maffert, H.S. Head, F. Shaw, P.F.A. Gomme, W.A. Heasman and H.J. King. Shaw made the pace from the start until the bell, when King went ahead and won a grand race by inches from Shaw. Heasman made a brilliant dash for third place, which he secured a few yards behind the pair. Time 5m 31s. The Mayor's daughter presented the prizes at the conclusion of the meeting.

July 7th: EVENING RACES AT EASTBOURNE

Success crowned the efforts of the Eastbourne B.C. on Wednesday last, when their 4th evening meeting was carried out. The mile, open to Sussex, was won by Wingfield of Hastings, Wren of Lewes being 2nd and C. Gardner of Brighton, 3rd. The scratch half-mile, open to the county, was a win for J. Christmas, Brighton. Turner, Brighton, being 2nd and Wilfred Stevenson, Eastbourne, 3rd. The Club champion is not yet in his best form.

July 14th: SEE TO YOUR CHAINS

On Sunday last an accident happened to a tandem safety, whilst descending Dale Hill (seven miles from Brighton), which might have been much more serious. The accident occurred through the front rider's chain being much too loose (a common error with riders of late). The machine was travelling at about eighteen miles an hour, and, there being very little power on the chain to keep it tight, it mounted the cogs, trailing along the ground until picked up by the rear rider's crank; it then became entangled with the back chain, and pulled that off also. The speed then increased as control was entirely lost, the front rider maintaining the presence of mind to keep the machine going straight, though the pace was terrific. This continued until both chains were drawn between the back forks and blocked the back wheel, which commenced to do considerable damage to a yard or two of the Brighton Road. After this the machine was soon brought to a standstill, when it was found to be unrideable, as both chains were considerably damaged. After a four miles walk to Hassocks station the riders had to wait two and a half hours for a train. It should be a lesson to cyclers to see that their chains are not too loose.

July 28th: A SOUTH COAST CIRCUIT

Here is a nice little racing trip, Brighton, August 6th; Worthing, August 7th; and Hastings, August 8th. The Bank Holiday meeting at Brighton will include a half-mile handicap, with a £10.10s first, and scratch and road and novice events, with four prizes each event. The track is reported much improved, and better banked.

(To be continued)

Soggy greetings from this cornerstone of ESCA after just about the worst Spring that most of us can remember. And it hasn't been much better on the Continent, what with the near freezing conditions that forced retirements in the Vuelta of all unlikely events to be hit like that. So as you wring out your sodden kit and try to stop cold and waterlogged muscles from shaking like jellies, take a crumb of comfort from the fact that, for once, we aren't the only victims.

Sadly we were once again shocked, this time by the death of former member Giles Ree, mown down in daylight by yet another half blind moron, driving an articulated lorry, and we extend our sympathy to his family and the V.C. Etoile in their sad and unnecessary loss. This sort of tragedy is bad enough in itself but when, as all too often, the perpetrators get away with little or no retribution for their crimes due to the official attitude that "it's just another accident that can't be helped", it's virtually an encouragement to such irresponsible rats to carry on as if nothing had happened.

Therefore we commend the suggestion in 'Cycling' for an all out campaign to do as much as we can to stop the rot by hammering away at M.Ps, etc, with letters and at meetings. Has YOUR Club committee discussed this? If not, remind the members of the two killers of cyclists, one of them deliberate, who received derisory 'punishments' that were in each case an insult to the memory of the victim. Every bikerider should realise that with this sort of 'justice' in operation he or she could well be the next statistic unless drivers of vehicles are forced to take more care by the threat (AND the implementation of!! Mrs. Ed.) adequate penalties for not doing so. With television the obvious medium for reaching most of the public, cyclists are justifiably puzzled as to why there has never been a Public Information film on this theme similar to the one dealing with seeing and avoiding motor bikes. We should press for something on those lines at the earliest opportunity as a positive start so that "I didn't see him/her" ceases to be accepted by the courts as a legitimate excuse for careless or reckless driving.

We're all very glad to hear that Basil Chilcott is on the mend after collapsing at an event. All who know Bas as a dedicated and tireless worker for the sport will join us in hoping that it won't be too long before we see him out and about again. He'll have to take things a little easier in future, though.

News has filtered through on the jungle telegraph that after "trying the wares" all over the place, and with enough candidates to have formed their own fan club (unintended pun!) former member Jack 'Goldmine' once more took the headlong plunge into matrimony in mid-May. Certain Wanderers were disappointed when the news came too late to mount a fitting guard at the ceremony (a rusty old CZ would have been ideal)! Moreover your scribe got a card from the honeymoon venue at Sorrento referring to the wartime campaign and saying "after this, Casino will be a pushover"! Anyway, we all wish him and Ruth a happy and lasting 'second time around'.

A suprise visit to the 'Alsoran Repair Emporium & Irish Joke Factory' by Ken and Iris to exchange their conked out mower for something a little more responsive had it's lighter side when Ken spotted that the loaned one was a different make and insisted on giving Iris a crash course on it's operation "so that she can't say that she doesn't understand it and then let ME in for doing the garden". Efforts by the proprietor to flog Ken another Dormobile met, not with the expected nostalgic affection but an outburst against the purgatory of doing any work on the engine that included the sort of language that makes mothers hurry their children away out of earshot, and pious people (like Roy Humphrey?) pale visibly. The Copper would have rung up 'No Sale' with a triumphant leer.

Mention of the latter brings to mind a typical observation he made when yours truly said that he'd pulled a back muscle climbing out of Rosalind's mini . Not repeatable in BONK but doubtless will excite the Editors' curiosity at their next meeting!

Time once again for M. Brocation to cross himself and turn away as yet another consignment of Erse humour is unleashed. First we have the one whose wife demanded to know why he'd come at 3 a.m. He replied "It's the only place I could find open". She then said "AND what's the idea of coming in half drunk?". He said "I ran out of money or I'd have been paralytic." Then there's the one who was late on his first day in a new job and said "I was told to set the alarm for 7 but there's 10 of us." Another, told that a girl was a lesbian, asked her, "What part of Lesbia do you come from?" Yet another at a bus stop threw his glass eye into the air to see if there were any seats on the top deck, while a police recruit was found standing in the middle of the tracks outside Waterloo Station after he'd been assigned to point duty. Also we mustn't forget the farmer who was asked by a job seeker if he could use him on the land. He replied "Not now, we've got enough manure for this season." The final pair are the L driver who knew when he was getting near a town as he knocked down more people, and the cross eyed harpoonist who won the Miss Wales contest!

Well, can't think of anything else to follow that except to wish all ESCAbods some better weather than the rubbish we've had so far. May your wheels gather dust, not mud.

Alsoran

****

Good news for Alsoran! We think Neevo may be preparing himself for the Chainwheel Creek contest as rumour has it that he has been making enquiries about skinsuits.

Roy Humphrey has been elected to Framfield Parish Council. Whilst offering Roy congratulations we must express the hope that he won't be too busy 'pressing the flesh' to gain future political success to the detriment of his cycling activities.

ESCA POINTS COMPETITION UP TO, BUT NOT INCLUDING, THE '50'

INDIVIDUAL	PTS	CLUB	PTS
D.M. ABRAHAM	57	SOUTHBOROUGH	58
P.A. ABRAHAM	51	EASTBOURNE	26
I.M. BURGESS	44	CENTRAL SUSSEX	17
M.C. CROSSETT	34	EAST GRINSTEAD	17
S.P. PRIOR	34	LEWES	16
S.C. DENNIS	33	V.C. ETOILE	13
C.V. SHARP	32	WORTHING	12
R.F. SHIPTON	32	BRIGHTON MITRE	9
S. PAPUCCI	27	HASTINGS	8
C.R. HILL	23		

CALLING ALL HE-MEN

The event of the year for Men With Muscles

RIDE THE ESCA HUNDRED IF YOU DARE!

The event turned down for the Classic League because it was thought too hard for Dave Lloyd!

FLOG UP TO FIRLE!!

SUFFER AT SELMESTON!!!!!

And afterwards.....deliver your excuses into the receptive ears of the beautiful women who will ply you with food and drink in the Upper Dicker Village Hall. And all for £1.50!!

THE DATE: July 24th ENTRIES CLOSE: July 12th

EVENT SECRETARY: Mick Rabbetts, Jarvis Court, Mottins Hill, Jarvis Brook, Crowborough, Sussex.

****

Poms frites

A traveller recently returned from Australia tells a story which he swears, hand somewhere near his heart, to be more or less close to the truth. At the entrance to a Safari Park somewhere in Australia is the usual huge notice warning drivers of the perils of entering. The animals, he read, are Truly Wild, and as a result those in cars must keep windows firmly wound up, radio aerials down and take anything removable off the roof rack. In case of trouble Do Not open a window, or attempt to leave your car; try to drive to a warden's control point. If you cannot do that, Stay in The Car and We Will Come and Rescue You.

Right at the bottom, and in rather suspiciously official-looking lettering were the words:

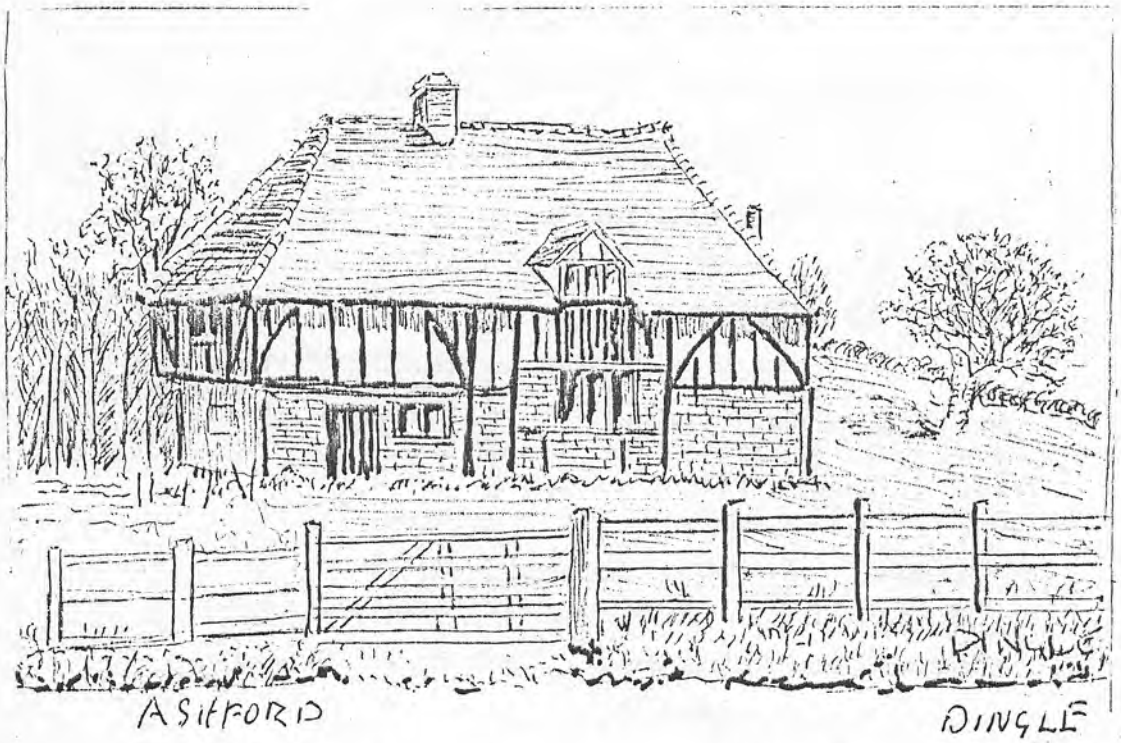
"Poms on bicycles welcome."

Vernon Hyde found this cutting in Autocar!

This page was reserved for an advertisement for 'memory boards' produced for charity by a friend of the Central Sussex Maclagan family. Unfortunately, the letter that was sent to us describing the work done by the 'Macs' friend has been mislaid so we can't tell you the name and address to contact. However, the boards have a braille alphabet and the deaf and dumb sign language on the back of them which would help with communication with people with these disabilities. The maker of the boards also suggests that perhaps some of us might have ideas for raising money for disabled people, perhaps buy a tandem for a blind person.

Hopefully, in the next issue we will be able to print full details, in the meantime 'Mrs. Mac' has a supply of the boards and BONK readers can buy them from her at events. Price £1. (?) but check that.

****



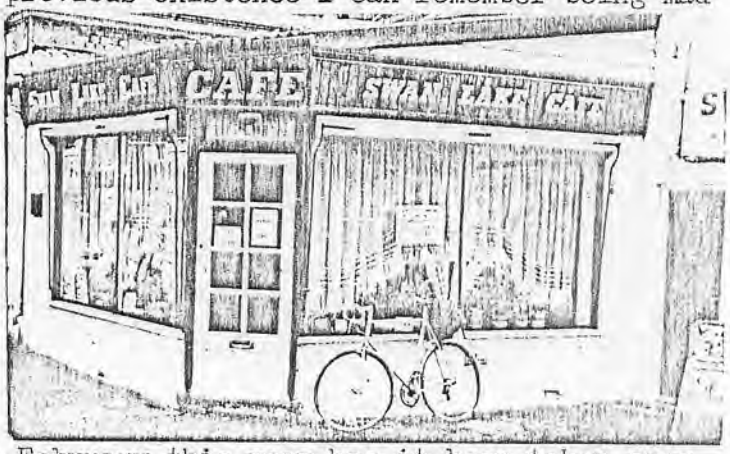
****

Martin White denies that he has to have his socks taken in to accomodate his thin legs but admits that his trouser clips rattle round his ankles!!

One reason why this issue of BONK is late (the other one is late contributions!!) is that Mrs. Ed was glued to the television trying to see if Peter Sharp was being arrested at the C.N.D. demo. He had promised to marshall Ringmer turn in the 50 just so long as he was a free man on the day. He sent a note after the event saying 'dragged off the road twenty five times but not arrested'! It was a tense week but thanks for turning up, Peter.

CHARLIE'S CAFES - Series 1. No. 15 SWAN LAKE CAFE, 2 HIGH STREET, WESTHAM, PEVENSEY, SUSSEX. Tel. EASTBOURNE (0323)766971

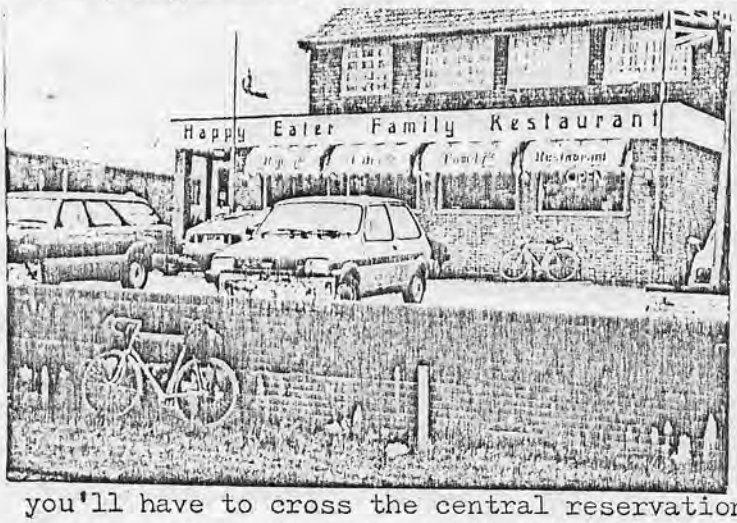
When I did a few seasons time trialling in a previous existence I can remember being mad about the ballet and although I never wanted to be a ballet dancer I was wondering the other day how many frustrated ballet dancers are in our midst masquerading as time trialists. After all, you've only to go to the start of any race and you'll see more pairs of black tights than anywhere I can think of except a ballet school. What's all this got to do with cafes you may ask? Well you will see from the heading that this article is about the Swan Lake Cafe at Westham. Situated on the A27 on the corner where the B2191 comes in from Eastbourne, the cafe has been there for many years, but only since February this year has it been taken over by Mr. & Mrs. J.F. Cassidy.



Opening hours are now 9 a.m. to 5 p.m. Sundays, 8 a.m. to 9 p.m. Fridays and 8 a.m. to 6 p.m. the rest of the week. The menu might have been designed especially for cyclists. Tea is 15p a cup, 20p a mug or 30p a pot and Rombout coffee is 30p. Cola (for Mrs.Ed.), squashes and ice cream are also available. The food is equally good value with sausage or cheese sandwiches at 45p and bacon sandwiches at 50p and you can have the same innards in rolls at about 5p less. The homemade rock cakes at 16p are not to be missed and a slice of fruit cake is only 22p. Freshly cooked hot meals and snacks include beans on toast 50p, 2 eggs and chips 85p, 2 eggs and bacon £1.15, ham, egg and chips, £1.40. The cafe seats 17 people so clubruns of 15 or more are advised to ring in advance and the proprietors will get in extra supplies if necessary. In the summer (if we get one) there is a tea garden at the back where you can take your drinks and snacks. All in all an ideal venue for cyclists and within easy reach of every Club in East Sussex, perhaps too easy for Eastbourne riders but they can always go via Tunbridge Wells. One vital bit of information I forgot to include is bread pudding at 20p a portion. I know many cyclists will ride 5o miles or more to get this!

CHARLIE'S CAFES - Series 1.No.16 HAPPY EATER FAMILY RESTAURANT, HORSHAM ROAD, A24, MID HOLMWOOD, SURREY. Tel. DORKING (0306)889872

Happy Eater Family Restaurants really do cater for all the family and many have a playground outside with giant toys for climbing in and on and thro' or sliding down. In future articles I will try and include one or two of the special delights for cyclists with young families and for vets in their second childhood. If the weather is bad there is often a table inside where you can play with Lego.



The branch I am featuring this week is on the A24 about 2 miles south of Dorking. If you approach this restaurant from the Leatherhead direction and you are cycling down the A24 you will pass a snack bar called Ryka's a short distance before the RAB where the A25 crosses. Ryka's is a hut in a large car park and coaches and motor cyclists and even if you are getting the knock my advice is to press on until you reach the Happy Eater even though it means climbing the hill from the RAB. The Happy Eater is on dual carriageway, so if you are heading south you'll have to cross the central reservation - easy with a bike if you take care, but in a car you have to go on a bit and then come back down the other way. Remember if you're low on funds, that all Happy Eaters have some items which you can take away at lower prices including a hot tasty butter griddled sandwich of cheese dressed with tomato relish and served with a garnish of lettuce and coleslaw for 70p (80p inside the restaurant). All young Happy Eaters receive a free badge or lollipop on every visit.