

BOINK!

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Cycling Association

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EAST SUSSEX CYCLING ASSOCIATION

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Autumn 1983

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EDITORIAL

Here we go again! trying to win the quarterly struggle to prepare an editorial. There must be an easier way to introduce each issue of this magazine.

One of the highlights of this summer has been the City Centre racing on the tele. Watching from the comfort of our floor it looked as if everyone was there, well, everyone except Roy Humphrey. Are we to assume that he was swigging a litre of whiskey behind a straw bale somewhere? Perhaps, in some future issue, we can look forward to a report on 'cities where I had extra sausages'.

This is the time of year when our thoughts turn to A.G.Ms. and the administration of our sport. Rightly so, as this is the time of year when all the important decisions are made. Mention of R.H. in the previous paragraph reminded us that the important decisions at BCF national level are taken after a night spent drinking (litres of whiskey) and playing cards - or so we are told. Can we hear someone mutter "that accounts for a lot!".

Anyway, that's just a foretaste of the rubbish you're going to read in the ensuing pages. Enjoy the reliability trials.

Maurice & Esther

EASTBOURNE ROVERS C.C.

For those riders who started early this season it's been a long battle against the weather. At the time of writing we are enjoying a 1976 type Summer with long hot spells and fairly gentle winds but up until the middle of June it was the same old story - strong, cold winds, wet and generally miserable. Although most of us live at, or near, the seaside and are often buffeted by the old Southwesters I think the Q10/19 Tonbridge by-pass takes some stomaching on a blustery day, which is just about the conditions that prevailed at every Open event held there this season. July brought the sun and I looked forward to the Ashford Wheelers 10 on the old dragstrip, but! couldn't breath - so hot and heavy fumes; funny game isn't it?

One rider who isn't affected by the weather is our Club ace, Simon Prior. He has had a fantastic season on road and track, with notable rides in the Sussex 100 (beaten only by John Woodburn), ESCA 100 and 50 - two firsts - and going under with a short 57 ride on the Portsmouth road and nearer home, winning all our Club events except one; on that occasion he was riding a road race elsewhere.

Except for Simon, most of the other Club placings in Open and our own events have been acquired by the old men of the Rovers, namely Jim Fuller, who secured 2nd over all and best Vet in the Summer evening series and also won the early season 10; Clive Willis, who was 3rd in the evening series and several good rides in Opens but at the time of writing still strives to go under. He has been so close with 1.06 but I'm sure he'll get there before long.

Dave Dunbar still rides the occasional road event and time trial, he rode exceptionally well in the ESCA 100. Stu Greenway has kept the wheels turning during the Summer in readiness for his Winter of 'cross events.

Harold Manser is pleased with his season and has achieved a couple of personal bests. Geoff Baker in his comeback season improved with every ride and obtained a couple of placings and team prizes as did Richard Thomas, who, due to problems with his car, was forced to ride to work which added a lot to his weekly mileage.

Bexhill now provides a good percentage of the Club membership. Joining John Lehane and Jim Fuller are Mick Purser and his son, Andrew; Alan and Chris Waters, who are in their first season and Dave Pickard, also in his first season. Dave's first 10 time was 26.30 which he has improved to 25.30, not bad for his first year. Another rider still making the trek across the Marsh road is George Dicks, who although he says he doesn't train much, manages to put in some good rides.

Our schoolboys have ridden well, with Andrew Purser not quite getting to grips with the twenty five mile distance time trials but getting within a gnat's whisker of going under 25 minutes for a 10. Steven Willis has got under 27 minutes and competed in a road race and track event, which should help his development and add to his experience for next season. Steven's friend and rival, Duncan Geals, didn't quite break 27 minutes this year but has it all to go for next season.

With the Winter 'cross season nearly upon us, John Hooker will be joining Graham Lade, Jon Cooper and Stu in their mudlarking. Graham's wife, Jane, having completed a full season of time trials to good effect will, I believe, enjoy watch-

ing her good man getting plastered with all the other riders/runners in the mad world of cyclo-cross.

1983 has been a good season for the Rovers. Ray Gearing can still seem to ride anything, from tandem to trike, in time trials and still fits in the odd road event and Sunday ride with the C.T.C.

Cliff Sharp I believe, will still hold most of the Club senior records and has completed the fastest rides at 25, 50 and 100 miles to win the annual trophies again. Simon Prior, Though, has a clean sweep in the new Club Championship named event series at distances from 10 miles to 100 miles.

Well, that's about it. No Irish jokes or any other sort come to that. Just one reminder - that John Pratt will be kindly arranging a trip to Calshot, so anybody interested should keep their ear to the ground or ask a friendly ROVER.

M. Brocation

NOTES FROM THE RACING SECRETARY

PROMOTERS REQUIRED FOR 1984 EVENTS - DOES YOUR CLUB PROMOTE AN E.S.C.A. EVENT?

ANY VOLUNTEERS PLEASE CONTACT MICK BURGESS, CROWBOROUGH 61754.

Will all promoters please ensure that the Racing Secretary has a copy of the result and start sheet, in addition to his own if he happens to be riding. This is so that tabs can be kept on the B.A.R. and Trophy situation.

EDITORS NOTE

A suggestion was made at a recent Vets event that Clubs should appoint a Marshalling Secretary to their list of officers in an effort to ensure that marshalling duties are shared around the various Clubs and their members. The biggest headache for promoters is usually trying to find an adequate number of marshalls and similar assistants to help run events smoothly.

Ah, there you are, have you had a good Summer? Us lot in the bottom right hand corner of the County seem to have spent most of the time lounging in the sun rather than getting on with serious bike riding, anyway it won't be long now before we have to get the thermals out and the overshoes on.

I've been trying to think what I waffled on about before, oh yes, since the last scriptures we've got two second cats, Robert Allen didn't take long to get his points with a 3rd then a 4th place before a win at West Malling in 3rds and Js Kent League events. The following week in the 1/2/3 he romped away to another win. Since then he's been a bit down not being able to shake off a virus. I'm sure it won't be too long next year before he's a first cat. Joining him is Andy Hillman (Van der Beenpole) after a lot of effort this year he's had two 3rds and a 4th place along with some good bunch finishing. John Willis is also collecting points with three 6th places and a 4th, they've been backed up by Alan Brooks, Robert Sier, Russell Walsh and Pete Baker. It's nice to see so many of the Club taking an interest in road racing at long last.

Pete Baker has promised to do a personal best ride on September 3rd, well that's what he told me, best of luck on your wedding day Pete and Anne and all the best for the future. Don't think that's the end of him you lot, because he plans to ride the Div Champs the following week, what a way to train ey. Actually Pete has done some good rides this year, he lowered the Club 50 record to 2.2.4 in the SCA event and got 3rd in the ESCA 100. He made two successful attempts at Club place to place records, first the Hastings-Eastbourne-Hastings which took him 1.27.8 and the Hastings-Worthing-Hastings in 4.27.53, both of these had stood since the wheel was invented, well not quite that long, anyway well done Pete. He also polished off the evening event series although not riding in the last couple he thought he'd come out to watch. He has now learnt not to lay his bike down on the grass verge in front of a parked car. Especially when the car belongs to Keith Evans, as Keith got in to drive down to do the turn Pete's bike was transformed from an average training bike to a cross between curly Hetchins and one of these new 'funny bikes'. Have you ever seen M shaped cranks before? Luckily it didn't damage the Cortina.

We seem to have lost Dave Blackman, someone said that he had gone to work in Israel, I hope he's taken his bike with him.

The younger members of the Club have been fairly active with Keith Burden reaching the Final of the GHS with 3rd place in the South East heat. Jeff Smith has had a few trips up to Eastway as well as reducing his 10 time to a 28. Miles Child has got himself a new bike and straight away sliced six minutes off his best to just outside 30 minutes. Also with a new bike is new member Vick Butler adding a bit of glamour to the Club events.

Back in July we had a barbeque, kindly staged by Roy and Eileen Hillman, we found the miseries in the Club, they just didn't turn up, anyway we all had a lot of good nosh and Gumby seemed to have something to do with some of us having more booze than we should have. He had to leave the plastic pig behind and get a lift from Ian.

In the first week of September a few people in the Club are helping the Town's Mayoress in a sponsored cycle ride around the Town, cor what a load of posers just to

get in the local paper.

Also in September we've got some cyclists from Schwerte, which is our Twin Town, coming to stay with some of us for a weekend with the intention of us going over there next year, that should be a good experience even if it's to try the beer.

Looking ahead now to December, that's right not long now till Christmas, we've changed our format on social function formerly known as The Club Dinner to the new 'In Thing Buffett' with live entertainment. I know what some of you might be saying about our previous so called live stuff but this year we've got our very own Nigel Davies (Sean) and his Group to play for us. There will still be the usual Club Prize Presentation all for around £4, the date is Saturday 10th December at the Royal Victoria Hotel, St. Leonards, if you are interested.

Stop Press.....Two of the young stallions, Russell Walsh and Rob Sier have just returned from touring in North Wales, rumour has it that they plan to get these new mountain bikes just to ride the Christmas 10 on.

Well I've come to the end of the third lesson and am already a day late getting these notes to Esther, that is her real name although she keeps getting called Ethel in the Comic, still it's good publicity for the Club.

Bye for now,

Ivor Biggun

WANTED

22/23 inch 531 frame or complete bike for beginner, condition immaterial, up to £150 cash, will collect. Please contact Anthony Ing on 0424 441303.

We've all heard of women who plead headaches when their husbands become romantic. Well! Joyce Dunford (you may have heard of her, she's in the Southborough Wheelers), not only SAYS she has a headache when Spider becomes amorous, she bashes her head against the bedside cabinet just to make sure it's true.

Overheard at an event:

1st rider (with pride) "I've got my second cat. licence now."
2nd rider "Well done." Pause, then "Do you mean you're a PROPER second cat. rider or a Kent League second cat?"

SOUTHBOROUGH & DISTRICT WHEELERS

As everyone thumbs frantically through the 'Little Red Book' for a 10 or 25 to make a last effort for a higher position in the Club championships, it is time to reflect on a season when the Club 10 mile record has been broken no less than four times and there are no finishers in the BAR competition.

The first KGA 100 was held in mid June and of the six members who entered only Paul and David Abraham and Roy Windall completed the course on a very windy day. This was emphasised by John Harding when he said that it must get better after fighting the wind to Chilham/Canterbury, not realising that there was going to be a fresh wind on the Romney Marsh, needless to say he didn't finish and neither did his son, David, who packed after puncturing on the Marsh. Our other entrant, Don Robb, had thrown his chances away the previous week when he broke his collarbone trying to make friends with a stationary vehicle. During conversation at the local hostelry after the finish, the subject of why one rides a 100 was raised - to most people it is a step towards their Club BAR Championship but to Pete Wall it is an event he has ridden once, some years ago, for fun!

Now back to distances everyone can cope with, 10 miles. Whilst the average family has to be quiet during the detailed weather forecast so that dad can hear what the following day will be like, Southborough Wheelers listen intently to see if it could be a good evening on the Tonbridge by-pass. This has occurred twice this year, the first time in early July when David Harding reduced the Club record to 20.51 and then again in mid August when he did 20.37, only to be bettered by David Abraham with 20.36.

Since the beginning of the year the Wednesday Wanders to local pubs have changed to Wednesday Jazz nights at the Rose and Crown, Brenchley. One evening a group of the Club members decided to have a small bet on what times they would do the following evening on the by-pass with the winner being the onwhose estimated time was nearest to their actual time. Because it was the first float evening the majority of the times were way out! However, David Harding did manage to get within one second of his bet of 20.52 with his record breaking 20.51.

On the road racing scene the Club is still doing very well with five members now 2nd cats - Paul Abraham, Andy Verrall, Matthew Miles, Alan Ashby and David Harding. Alan, Andy and Rosemary Dunford (Rita to all Cycling readers), decided to ride the Hollies Criteriums in early July and Rosemary did very well to finish 10th out of 16 in the Ladies event. The thirds was a real nail biter with Alan just beating Roly Crayford on the line after Roly had jumped with three laps to go following the numerous attacks from his San Fairy Ann team mates. The highlight of the afternoon came in the first and seconds event when Andy, after sitting at the back of the bunch for most of the race, went from last to first in one lap (this may have been the result of persistent cheering from an attractive young lady from the V.C. Deal in the finishing straight).

Now for the more serious matter of failure of equipment which appears to be a current problem, not only with first claim members but second claim ones also. The Carpenters seem to have had more than their fair share of punctures and equipment fatigue, particularly Steve, who has managed to fold up a wheel and break a relatively

cheap alloy crank. Another victim of alloy snapping is Rosemary Dunford, who sheared her saddlepin at Biddenden on the way home from the San Fairy Ann 50, which she had been watching with her sister, Gillian, earlier in the day. Unfortunately, nobody could be contacted at home (poor kids! mum and dad down the pub AGAIN!! Mrs. Ed), so they strapped Rosemary's heavy saddlebag (which may have been the main reason for the breakage) on top of Gillian's panniers and rode the last twenty miles home, occasionally switching bikes.

With the social season just around the corner it is time to start practicing those intricate dance steps and it would seem that our members have already started. At the early feed in the recent KCA 12 hour as Spider Dunford tried to hand up coffee to three riders close together, one member turned to another and said, "Spider looks as though he's trying to be like Rudolf Nureyev - those skips, jumps and twists look like pirouettes". Although none of the Southborough rode the 12 hour it was great fun watching and helping. Well done to Esther (Ethel to all Cycling readers), who did a superb ride (thank you, Miss Mouse, but it wasn't that good. Mrs Ed.), and Steve, who also rode. They say you have to be mad to ride for twelve hours; I wonder what you have to be to compete in the recent quadrathon.

Finally, the classic picture this season must have been the sight of a stout gentleman of the Southborough Wheelers coming out of a pub with a tray of drinks - one alcoholic and two mineral and proceeding to give the alcoholic one to his wife!

Well, I think that's all for now, see you next quarter.

Mis-Anony-Mouse

Your editors also saw an extremely stout gentleman - it must be the same one as mentioned above - clad in a very bright Southborough jersey, pedalling a gear somewhere in the low sixties like a mad thing, being steadily dropped by his wife on the E31 recently. Previous sightings on G213 and Q10/19 were reported to the Air Ministry as he was mistaken for an escaped barrage balloon!

CLOSING DATE FOR THE CHRISTMAS EDITION OF BONK IS NOVEMBER 24th, 1983.

DISTRIBUTION AT THE ANNUAL GENERAL MEETING

LEWES WANDERERS C.C.

Have you noticed a strange yellow bicycle about the Sussex countryside in recent weeks? This hand-painted machine, equipped with accessories to make those who remember the 1950s have an instant touch of nostalgia, is ridden by one who is truly a part of that era. The power unit is a balding, lean, keen eyed coureur whose musette is made from a canvas ripped from a Brighton Corporation deckchair at about the time the famous piers lost their wartime coating of barbed wire. Yes, Al Moran strides the highways of Sussex again. What is the reason for this return to wheels? No it is not because he has run out of pristine motor vehicles. The reason is that "her indoors" is on her annual pilgrimage to Spain. I suspect that a strict, well almost, training programme is being followed in case he ever jousts with Neevo in a resumption of the dreaded Chainwheel Creek battles. Still, all joking aside, it's nice to see the old fellow out and about on a bike. Should his travels continue through the winter it will be interesting to see what reaction he will get on wet winter days when he removes his shoes and socks to dry his feet. Will the casual attitudes that prevail today prevent him from being ejected, as in the past.

The Boxall tandem has been abroad since I last wrote. It's owner and I went to Montargis, Crowborough's twin town. With time at a bit of a premium the aid of a train was sought from Dieppe to Paris. The ride out of Paris on a fine July 14th morning was easy. We slashed across the Place de la Concorde; the only people in sight were soldiers and busloads of CRS waiting for the big parade later in the day. We ambled on down quiet, traffic free roads to Cersailles and finally reached our destination, Cepoy Y.H. This was a large, rambling old house, and the fine weather meant that we could have supper in the garden. The meal involved a number of courses in various dressings and old G.B. decided he did not like olives. Later that evening we were taken to a village knees up at the back of a local school. Here the food and wine flowed freely and we slept very well. On the following morning we lined up with a party of French cyclists who were to visit Crowborough for the weekend. This civic departure involved coffee and croissants, speeches and photographs before we were led out of town by 'les motards' - those whistle blowing, black leather coated police motor cyclists, who legend has are survivors of the Hun hordes that swept across Europe. A hot, sunny day followed, with frequent stops to refuel. I should have mentioned that as well as some twenty cyclists there was a forty seater bus and a one ton lorry, courtesy of the French army, plus a large van for the luggage and a Citroen ambulance with slim, attractive nurse. Music was played throughout the day from a loudspeaker attached to the van. The night's stop was at Mantes Y.H., a somewhat scruffy establishment but the food was good and our duty free bottle of Scotch went down well.

Another long, hot ride to Rouen followed; at times the tar was so soft we had to pedal the tandem downhill - the uphill was fun, too, particularly when just before the top you engage a higher gear and the owner/stoker grunts in pain. The night's stay at a motel just outside of Rouen was also next door to a large self service sports store. This drew us in to browse but not to spend too much as prices were a bit like those at

home. A visit to a Carrefour ensured that the family wine cellars were restocked. The two days ride that had been routed via quiet by-roads had been a real treat and gave a real look at the French countryside.

I like the way café owners let you eat your own food on the premises providing you buy the drinks there. The whole weekend culminated in a barbeque at which the Wanderers were well represented. Ace gannets Gary Sims, Matt Rabbetts and Jon Brenchley ate a lamb between them. Several tried a strange wine drinking ritual that involved bending and winding the arm before drinking the wine straight down, with deadly effect on some. Who? Well that would be telling!!

Now let us talk about Madame Treasurer. Our Brenda has been out and about on her bike. A trip via Nutley with Madame President ended in the Little Chef there - they say they went a long way but are vague about the exact details. Brenda appears to be venturing into the Coaching field and there may well be a little red book on the lines of Chairman Mao's sayings. I think the first entry will be "you have got to keep it up to keep doing it". The northern section of the Wanderers awaits firther utterings with tingling anticipation.

The man who signed the Treasurer's birthday card 'Randy Andy' is now forty years of age. Life began for him on the day of the East Sussex 100!! Andrew Attwood was D.N.S. It looks as though you should stay thirty nine to break club records as he did in the S.C.A. 50. Talking of the Attwoods - the good looking one, Vanessa, made Graham Seymour blush when she announced to a crowded Little Chef that she would buy him a coffee for his forty first birthday. A whole year gone, Graham, since you were pushed round Waldron in a wheelchair. The further from forty you get the quicker they go, Graham.

Mention was made of the Jarvis Brook Services in the last issue. Director Matt Rabbetts now has a car that carries his firm's name. He has yet to pass a test to drive the beast which could well do with a visit from AlSORan. The Rabbetts waggon has a rust problem - that is, where there is still metal left round the holes to rust. It is just the sort of body the Seaford Saviour would love to work. Excluding B.J. that is. Who is B.J.? Ask him.

At the Hove Park Pro race I met the debonair Jack Goldstein who has turned his talents to light opera. Jack plays the part of the Red Shadow in a production of the Desert Song - he says. He also said, "The bird I have it off with just happens to be the wife which takes some of the fun out of it".

Did you know that John Honeyball and Brenda Bradshaw have something in common? Both being a bit on the short side have trouble putting bikes on roof racks. At a Club dinner John was presented with a budgie's ladder to help him overcome this. Brenda, bless her little short legs, is wondering what she is likely to end up with. The more so since she saw Madame Pres. in earnest conversation with a certain carpenter. I think Brenda being very resourceful has found the answer - but she will have to remind him to take it down as well.

Yes Mrs. Editor, I do know that massed start races are called road races these days but if I write about road races Pete Burberry and Peter Sharp just do not realise we are talking about cycling. On the subject of the bunch game what a terrific

promoter Dave Sims is. This worthy gentleman was the hero who 'volunteered' to promote our famous criterium series. This super show of stars and speed turned down an offer by a firm who make cornflakes because they could not come up with enough money. (That's why you have City Centre cycling on your T.V. screens). Dave even had a tea tent and food. Sterling work was done therein by wife Jan and I even saw Sue Higginson in there (strike while the iron is hot, Gordon, and buy her a bike) dispensing tea. Photo slides of the teenage element and it's goings on around the tent are available - at a price. Does Maria attract the lads because she is tall dark and attractive? or because she works in the local chippie?? Talk about the best of both worlds, he said in envy. The other innovation was lead/following cars that did not shed parts and were taxed. A definite step up since you know who was promoter. Talking of that promoter, he and I were browsing through some early programmes of the series. The names are many as are the Clubs, i.e. Southern Coureurs and who's this Paul Lipscombe, Crawley Whs.? Oh yes. There was a race with London Fire Brigade's Mark Bell the overall winner. I did hear a couple of riders say he didn't do much work - still with the numerical superiority of some Clubs perhaps they should have won it. Thanks Dave for a great series.

The new members continue to arrive. Latest are Dave Manning, Andrew Razzell, David Holman, Peter Gates, Alex Malin and Karen Sims. Just what has inspired this young lady to throw a leg over a saddle in earnest? Whatever it is, it's nice to add her to the mob.

Now to the mundane world of time trialling. The first ESCA 50 was also our Club championship. This was retained by Ian Burgess, just, from Andy Attwood with 2.7.18 to 2.7.31 - the latter having done a tremendous 4.28 ride in the Anfield 100. Third was Matt Rabbetts with a gleam of better things to come in 2.11.43. A couple of weeks later in the SCA 50, Andrew A. as mentioned lowered the Club 50 record by a few seconds to 2.1.35, but it's still outside two hours, come on lads. With a bit of help, but not much from Martin White and Ian Burgess, the Club team record went down as well and the time was still good enough to take the team award in the event.

The next Club event was the evening circuit of Earwig. The annual Ringmer/Golden Cross/Uckfield/Earwig Corner/Ringmer grovel. Martin White took this with 51.26 to Andrew's 52.51 with Mick Burgess, 54.57 just keeping Terry Jenkinson, 55.33., out of third place. Newcomer Peter Gates rode this one and only just missed getting inside the hour for the approximate 22 miles - but a good ride for a novice.

The Club 25 championship was held in conjunction with the June ESCA 25 on the circuit course. This resulted in a win for junior Simon Barnes in 1.4.01, with Andrew second in 1.4.25. Mick B. and Terry J. were again third and fourth with 1.5.42 and 1.6.47. Another newcomer, Mervyn Taylor, went round in 1.11.44. He was probably the only rider who had a lie in that day. Why? Well he is a milkman and is usually up long before testers rise to race. Personal bests also in this by Jon Brenchley and Matthew Willsher.

On the day of the SCA 100 we had six riders in the Ken Stevens promoted Surrey/Sussex vets 25 on G834. As is usual the undulating sporting East Sussex roads kept

some at bay but it's worth riding for the free tea and bun. Iris has made a good job of training Heather to serve tea. This event was also noticeable for a slight hitch in the production of the result sheet. I am not sure who was at fault but there are two or three who will say that it was not down to them.

The Club 100 was also decided in the ESCA event. This was a first promotion by Mick Rabbetts ably assisted by wife Megan. It was quite a family affair as Matthew won the Club event in 4.31.37 (pity he was only second in the main event). This was Matt's first win in a Club event and it brings with it a handsome trophy. Martin White was runner up in 4.39.57. Others of us prefer to forget our times. Mick Rabbetts said his time was because he had organised it and he didn't want to get back too soon and have to serve teas as well. How many promoters do you know who send out congratulatory letters after the event - nice one, Mick.

The Club's July 25 went to Simon Barnes in 1.1.9 on our G834 variant. Young Rabbetts was next with 1.3.00 and Terry Jenkinson crept into third place with 1.4.12. Another newcomer, Simon Worsley, went round in 1.10.23 for a first ride at the distance. In fact all thirteen riders were inside evens. Mervyn the Milk was D.N.S. due to chickenpox but is vowing to make up for it so it could be milk will be in short supply in the Horam area on Sunday mornings.

The SCA 12 hours was the nominated Club championship event. It was something of a bittersweet affair for Matthew Rabbetts. He came third overall and won his second Club championship. However a muddle with a marshall saw him off course and past the turn into Pulborough - so it's a question of what might or might not have been. Still that must be the best motivation to improve on his 236 miles next year. Andrew Attwood did 228 and this included a roadside kip. It seems that if you are a postman you must have the regular afternoon forty winks. New member Tony Deacon, in his first race for us, did 213 and I have a feeling he will do quite well.

The last 1983 Club time trial will be the 15 over the Cooksbridge course in September, after which it is hoped we shall have another lunch from Vanessa and Company. Shall we also be entertained by clog dancers?

The evening 10 series saw a very tight battle for first places. In the scratch section Simon Barnes just edged out Martin White and the latter must think he is the Club's Raymond Poulidor - second so many times. However this series is NOT about the scratch awards, it is about the new riders; the young ones; the 'let's try a comeback'; they are all about getting the Club to meet one another. This year the Reg Eldridge Rose Bowl for the handicap winner goes to young Oliver Davies of Southwick, who we met in Cycle Revival. The fact that he won is no doubt due to some very tight battles with Saltdean's Simon Brotherton. Both tried really hard and did well on our lumpy rough surfaced course. Second place in the handicap went to Crowborough's Paul Gibbons (one half of Compo's alleged sandwich), who has now moved up to 27" wheels from 24". This success appears to have inspired dad, Mick, into buying a bike. I wish he would ride it more instead of painting the house, that sort of conduct is not at all neighbourly. The series saw a lot of effort from Terry Jenkinson and Peter Gates improved. Compo managed to get past the Holly each week without stopping. Pete Burberry on his fixed wheel frightened a few multi-geared, skinsuited fast men(!) when they had trouble catch-

ing him. That the series runs is in no small measure due to the work of Reg Porter, timekeeper; wife Maureen, who holds the broly if it rains; and Geoff Willcocks at the turn. Without people of this calibre there would be no events. Geoff had a welcome visitor at the turn one evening when the former Maureen Terrill, who now lives on the course, stopped to speak to him. As Maureen lives at Piddinghoe perhaps we should reverse the course again case there is a chance of tea being made. The other nice thing about the 10s is stopping at the pub on the way home, it rounds the evening off nicely. The now traditional visit to the Swan at Southover after the last event saw something like forty people turn up - good job it was fine and we could sit outside.

One last thing, our road race for the Kent League was another Dave Sims masterpiece. He had a long day, that's an article in itself. The race was on the Frant circuit and horror of horrors there were traffic lights. Fortunately they did not give rise to the problems we had when we promoted the Divisionals on the same circuit. This was just as well as the Old Dragon said she would never again help at a road race and it's taken till now to talk her round.

REMEMBER - LEWES RELIABILITY TRIAL, Sunday 29th January, 1984.

LEWES DINNER, Saturday 11th February, 1984.

Copper

C.T.G. HAILSHAM & DISTRICT SECTION

Two of our young members, John Wells and William Sim, rode from Lands End to John O'Groats recently - not in record time but by all accounts they had an enjoyable trip. Still on the "adventure front", four of our ladies plan to walk the White Peak Way soon, so no doubt for them walking will take pride of place over cycling until then.

In June, Ray Gearing rode a 50 mile time trial then following a quick dash by car he took part in our D.A. 50 mile reliability ride!

Tea with Bruce and Rene Allcorn is always an attraction - twenty one turned up on one Sunday in June. The weather was, of course, fine, so the back lawn served as a tea table for some. A similar number came to a sausage sizzle in the chalk pit above Wilmington.

Our programme of runs has included a visit to Hove Park to see the Criterium events and to 'Cobblers' gardens at Jarvis Brook which were featured in a B.B.C.T.V. gardening programme.

If you see a cyclist with a new lightweight fluorescent orange saddlebag it will probably be our President, Bill Collins. He has discarded his heavy cotton duck bag in favour of a new nylon one - according to Bill it's a bit easier going up hill now but the reduced weight makes him slow on the descents!

Tourist

IS THERE LIFE AFTER BIKE RACING?

You've all met one - he (or she) is old enough better and still performs at least four times a week (on the bike, you understand, anything else would impair something or other).

They ride the evening 10s, circumnavigate Preston Park in ever decreasing circles, struggle around evening criteriums, the Saturday road race and the Sunday dragstrip. To miss one would be criminal, it might be THE ride which would justify all this effort. It hasn't arrived yet this season; it didn't come last year; BUT - ONE DAY!!

"Her indoors" has long ceased to mutter about the daily wash of sweat stained shorts and vests with faded armpits. The oil stained white(?) socks are no longer commented upon and the greasy finger prints are wiped off instinctively.

Even the clubrun has to be competitive and has turned into a randonée.

Next year is going to be retirement year, provided that is, that the tub supply is expended (fat chance of that, he's just bought another half dozen and hidden them away in the roof).

There is a way out. Just ride your bike until you get reasonably fit while amassing bonus points by mowing the grass before being asked and offering to help collect the groceries. Then you say that you are just nipping off on your bike across the water for a few days with old so and so and you'll be suprised how well received your suggestion will be.

Once away - as you travel south - the air will steadily warm, easing the old knees and making the muscles supple. Les Français seem to have lunch for at least three hours, join them. Over a shared bottle, of course. The longer you are away the more relaxed you will become.

Visit the magnificent castles (called chateaux by the local peasants). Can't think why, they're castles plain enough.

The water's not much - no matter- you can always take a little wine with your evening meal.

By the time you come home your friends won't know you. Your better half will marvel at this change thus sanctioning more of the same medicine for the future.

There you have it - work at it and don't leave it too long before you make your move.

Farmer (retired)

Please don't forget that the closing date for copy for the Christmas edition of BONK is November 24th. Distribution will be at the Association A.G.M.

Yes, we did have a six day mega-ramble to North Devon and back - it was great. I promised to tell you about it in this issue but a few weeks back Ronnie reckoned that he would put pen to paper and save me some ink. Unfortunately I think he's been spending too much time getting round 25s and 50s (sorry Ron!) to fit it in so he's missed the deadline. Perhaps next time.

The Tuesday evening 10s went pretty smoothly - eleven events in all. Start and finish reversed from last year which tidied up the whole affair considerably, particularly the finish. Not so many riders this year as last though, but some pretty good rides nevertheless. Don Awcock won all the ones in which he didn't puncture, with very consistent 22 somethings (22.05 best). There was also one magic evening when out of only ten riders four did 22s and three did 23s. Mike Ryall was timing and began to wonder if his powers of subtraction were cracking up as the riders flashed by at the finish. It was certainly a 'personal' as far as his timekeeping record was concerned!

Moving on to Open events, wasn't it hot on the day of the SCA 100. I was pleased just to finish, so I really rated John Woodburn's 4.1.38 on the day. Talking about vets, Bert Griffiths is certainly showing us young vets a clean pair of heels with several 50s around the 2.14 mark which gives him a plus of half an hour or so. This is not to say that some others haven't done good 50s too - notably Mac with a 2.11 and Alan Codd with a 2.13. A very good early season win, too, for Keith Bulmer and Mike Crossett in the ESCA 2 up 29 with 1.11.47. I recall riding through a monsoon in that event and being very sleepy because the clocks had gone forward the night before.

Riding home on clubnight to the deep south of Burgess Hill with Ken Atkins, I saw he had the usual trouble with those perpetually prepared type lamps - you know the ones you have to swear at and bash every five seconds. Well, going through Haywards Heath he got past three separate policemen, obviously with both lamps working. Is this a record?

Since the last issue of BONK the road team have been collecting more "top six" placings, fifty nine have been gained during the year so far.

Surrey League events continue to be dominated by Paul James in particular - a hard fought race on the Baynards circuit in May eventually saw a handful of riders go clear in the last ten miles, with Paul just being edged out into second place. Paul-the-tall (Lipscombe) led in the bunch for sixth, while Keith Bulmer finished ninth in the third category event. Meanwhile, near Basingstoke, Coling Tamon and Gary Moore were riding the Reading C.C. race. Colin kept going after sprinting for a prime and stayed away with three others to finish third only two seconds up on a bunch which, with five miles to go, had been a minute down! Gary was well up in the bunch to finish thirteenth. The V.C. Etoile's two day was a disaster for various reasons. After horses had split the bunch halfway through stage one, Paul James and Colin finished sixth and seventh respectively in a chasing group behind the break containing stage winner Ray Palin, V.C. Etoile. Paul-the-tall was unfortunate to puncture early on and not get a spare wheel, while Don, Keith, Gary, Mike Crossett and Mark Jones all finished some way down, having been delayed by the horse incident. The second stage saw Paul James as a D.N.S.

due to an alarm clock which would be better off in the bin, and the rest of the team climbing off at some stage or other, only Gary finishing the stage after a tough ride for ninth place, making him tenth overall.

The following week saw Paul James picking up a third after clipping off the bunch in the closing miles, and Colin Tamon taking the bunch sprint for fourth in another Surrey League. This time it was a heavy hailstorm which forced both Paul and Gary to retire. Don showed some form with a fourth after a desperate up hill finish in the Tour of Hambledon, Paul James scraping into the placings in sixth spot and Gary having to climb off after mechanical problems.

Then it was Keith Bulmer's weekend! The Eastbourne Rovers third cat. event on the Saturday saw Keith finish alone in second place and, unlike his earlier second in April, his wife and daughter were present to witness this feat. However, with his confidence boosted by this ride, he then went out and won the Surrey League next day, escaping alone with a few miles to go - the only thing that upset him was that his wife and daughter stayed home this time, probably thinking he'd knackered himself the previous day! In the second and third cat. event our exile, Ashley (Kamikaze) Holding, fresh from France only a few days earlier, weaved his way between various riders and the gutter to take the sprint for third after being 'worked over' by the South Western and Basingstoke riders. Tall Paul and Gary took ninth and eleventh respectively.

The next Surrey League was another narrow defeat for Paul James in second spot with Keith picking up sixth place in the bunch finish in the third cat. event.

Tall Paul managed to escape the clutches of the bunch to finish alone in fifth place in the Festival event, Gary, Paul J. and Mick being in the bunch. When the sun beat down mercilessly for the Tooting road race only Don stayed with the front group, which eventually split to pieces, and he eventually finished third. Then, when an even hotter sun nearly melted the roads for the Worthing road race he claimed sixth place in the bunch which went clear for the final twenty miles.

Gary seemed oblivious to the heat at Eastway, where Ashley, Keith and small Paul all climbed off, and narrowly missed getting another point on his licence after finishing seventh. However the next weekend he made sure of some points by 'going from the gun' with a small group and finished fifth in a Surrey League event. In the earlier third cat. event, Mike Crossett had put his form to good use and escaped on his own with twelve miles left, to win his first ever road race; in fact his first ever place in the first six! Not to be outdone, Paul James scored his third win of the season in the next Surrey League, riding very strongly throughout the race and sprinting to a clear win from a three man group. Paul L. led the bunch in for fourth place (can't understand why a non-sprinter like him keeps taking bunch gallops?) with Keith eighth and Mike fourteenth in the same bunch.

After five years of trying, Colin finally got a road race win in the Addiscombe event at Bletchingley. The winning move was started with a break by Don, Gary and Ashley and one other rider. Gary and Ashley were dropped but Colin bridged the gap with two others and outsprinted the four of them. With Don taking fifth and tall Paul again

winning a bunch sprint for sixth, a good day was had by the team.

In the Southern Counties championship an early break by Colin, Don and Mark Jones (making a rare road race appearance) and three others, sewed the race up early on, Colin being beaten in second place, Don coming fourth and Mark sixth - another good showing by the Club.

Most recent event was the 49th Circuit du Port de Dunkerque in France which Ashley, Paul James and Colin rode. Having to negotiate sixteen sets of tram lines on each of the thirty five laps proved to be quite hazardous, especially when rain fell halfway through the event. However, all four stayed upright with Ashley winning some prime money and finishing twenty second, Paul thirty fifth and Gary and Colin both being lapped with four laps to go of the 75 mile race, having the misfortune of being caught in the back group when the crashes occurred due to the rain. They all enjoyed it though and would like to go again. Having stayed upright during the race Colin proved that if you lean too far you do eventually come off, which is what happened when he, Ashley and Paul were turning into the Docks in a hurry to catch the ferry on the way back.

Now that the track season at Preston Park is over a look at the results sees that all those who rode won some kind of event during the year. Keith, Paul L., Colin, Gary, Mike, Greg Hill, Ashley, Mark and Sarah Thomson performed regularly and consistently, the highlights of the year being Mark's bronze medal in the pursuit; Greg's championship win in the junior sprint and Colin and Greg's one/two (respectively) in the 15km. Colin also collected the Charles Turner memorial shield one week for points gained in four events during the meeting. Gary, Paul and Colin also won a bronze in the Italian pursuit championship but the Sussex BCF could only cough up for three golds for the winners so the team had to make do with £1 prize money.....between them!

Some new events were introduced at meetings, such as block handicaps over eight or more laps, women's omniums and even keirons. Yes, we had the two Daves, Barnard and Green, on the tandem, pacing eight riders at a time. After two and a half laps they would swing out and leave the riders to blast away for the final half lap. The only problem was that in one event the riders started so fast as the tandem was coming round to pick them up that the tandem was dropped! Still, it all worked out eventually and it was a chance for spectators and riders to have this event. The motor paced next year should be interesting.

So there we are, a quick run through of the last three months performances from the 'stars from Staplefield' - must be near the end of the season you say, but wait, there's still the East Grinstead Carnival Milk Race; 'Brighton-London'; C.C. Basingstoke two day; Sussex championships.....must go now and do some miles.

A. Rambler and A. Roadman

BRIGHTON EXCELSIOR C.C.

Well, our evening 10s have been popular yet again, thanks to Leon and his helpers. Rick has won the Club aggregate (four out of seven rides) averaging 23.47, although Tom Deacon averaged 23.21 but not being a member does not qualify for the Club 10 award. Mind you, young Chris Chapman beat Rick and WON the event on the night of August 4th with a splendid ride of 23.35, fastest ride was by M. White with 22.52. Craig Olive managed to nobble the fastest handicap aggregate with a time of 22.29 although non Club member Chris Cobbett achieved 22.18 - our thanks to all who participated. Richard Holkham has broken the Club 100 record with a time yet to be confirmed. Unfortunately he is recovering from an accident in which he sustained a shoulder injury. Rick's times are still being assessed but no doubt, as usual, he will be carrying off the Club's trophies at the Dinner.

November 5th, Stanmer Park, early afternoon. No, not the Dinner or Club fireworks but an Open Cyclo Cross event, entries on the line. Should be fun with several 'professional cyclo cross riders' expected. Also to be included in the programme is a juniors BMX event (Craig's trike doesn't qualify, neither does Craig, I suppose). Seriously though, these BMX youngsters should be encouraged - they're tomorrow's clubmen.

The hillclimb takes place on Ditchling Beacon, 23rd October at 9 a.m. for those who wish to prove themselves. Once again Leon is arranging a Club minibus trip to the National Hillclimb at Bath, makes you cringe when you see these fellows 'storming up'; hope we don't need blankets at our own event.

We have a tentative date of January 21st Saturday evening, for our Dinner with a new venue, Imperial Hotel, First Avenue, Hove and a new style of folk/barn dance evening with a 'Country Band'. Details - Dick Jones, 57 Buckley Close, Hove. Tel: B'ton 770047.

Got poor old Pete's 'rubber romper suit' wet and muddy a few Sundays ago when he and Tony joined me on a wet, soggy run on Hayling Island. Still, despite the conditions, including a rough ride on the 'Hayling Ferry' we did a few miles, drank a few pints and got stuck in the mud when roughriding to avoid the cars. Still, since then the sun has been out and cycling has been enjoyable for most people, which is good for the sport as a whole, the more people ride and the more people that ride all helps to get the cyclist recognised, especially by transportation planners. Remember. Change what you cannot accept. Accept what you cannot change. Safe cycling.

Yours awheel,

Rough Rider

What a lovely summer we have had, the fact that we could start a race at 6 o'clock in the morning and not freeze to death. In the last few days that has all been thrown away with high winds and plenty of rain.

Many things have been done and achieved since my last report, including a trip to see the Tour de France in July. Organised by the well known travel firm 'Hudson Tours' and accomodation arranged by Brighton Excel's Val Stringer it was a great trip lasting three days. A dozen members from Brighton and Worthing travelled with two lady members who shall remain nameless and gave, I think, a rather weird idea about themselves to the French. The race was seen at several places and a trip round Paris before travelling home on the Sunday.

Our Open 10 on July 2nd promoted by normal time triallist Paul Toppin, although with a small field, was a success for the Club with our own Paul Reeves in joint first and first schoolboy prize going to Robert Downham with 27.33, a commendable time on a hard day. The junior 15 held on a hard day was won by Andrew Lock in 36.51, with rapidly improving Vince Webb, still on pressures, second with 40.42. He also won the handicap.

The following Sunday saw the arrival of the SCA 100 promoted jointly by Val Stringer and Ray Douglass on one of those hot summer days. The Club proved it's all round strength that day by adding this team win to that of the team championship earlier in the year. The team of Paul Toppin, 4.24.40; Keith Dodman, 4.23.36 and Richard Shipton, 4.12.23 winning from the Central Sussex.

The road race the following Saturday came on another of those gloriously hot days and so the riders were relieved to hear that the distance had been reduced and the course changed due to roadworks.

The inter club 25 between ourselves and Bognor Regis was, I am pleased to say, a comfortable victory for us with the aggregate time for the fastest six nearly eleven minutes faster. Included in the event was our own championship 25 and with Paul Toppin absent Richard Shipton took the title by a minute from Andrew Lock.

The SCA 12 organised by the intrepid Ray Douglass provided yet another team win for us with Paul Toppin covering 235 miles, Don Lock 229 miles and Roy Holden 219 miles to push the Brighton Excel into second place. Also, with a distance above his expectations, was Reg Searle with 189 miles.

The track season at Preston Park has now ended and with a larger number of members riding, eight in all, a number of wins were clocked up.

The Club evening 10 mile series has ended also, with Paul Toppin the scratch winner and first year rider Mike Mansell the handicap winner. Angela Walker was victor in the ladies with 28.05 and Robert Downham the schoolboys with 26.11.

As well as the racing a motorized trip to Towcester in Northamptonshire to visit Derek and Sarah Smith. Derek had previously been stacking the miles in as training for the all day ride with the 'lads' and managed to keep up downhill and on the flat but the hills got steeper as the day went on. Nearly seventy miles were covered and not one puncture was sustained all day, although Paul Toppin managed to get a puncture in his car on the way up. The pitstop lasted two minutes and ten seconds and we are in need of practice.

Well, what a summer, and what a revelation after 'the spring that wasn't'. In view of your scribe's bitter attack on the latter he would like to think that someone, somewhere, got the message and decided to do the right thing and give us all a couple of months to remember for a long time. It was certainly a change to be able to get out day after day and not have to worry about taking a cape.

Re this column's remarks last time about a television film to try and educate motorists that cyclists don't consider it good fun to be run down, it would seem that at last 'the powers that be' have been persuaded to actually do something with the result that there is to be a "Mind How You Go" series and a special Pedal Power programme put out by the B.B.C. before Christmas. If even one life is saved it will have been well worth the trouble. Incidentally, we're glad to hear that Southborough's Jean Smith has now recovered after being hit on the Tonbridge by-pass of all places. One really does wonder, in a case like this, just how much room some of these 'Knights of the Road' DO want.

Further news about Jack 'Goldmine' is that he turned up at the Hove Park pro-am racing and announced that he's as happy as a pig in s....will! He's taken up gardening so is well on the way to becoming a (hose)pipe and slippers domesticated type, hard as that is to believe.

It was good to see Ron Beck after all these years and the Hove Park meeting sponsored by his firm was a shot in the arm for Sussex cycling. Those who remember Ron's class as a rider and his always immaculate turnout were not suprised at the quality of the promotion and are hoping that it will be repeated next year.

Elizabeth Agg was heard to make the mischievous remark that son David might take up the bike game so as to give Sussex cycling another D. Agg on the start sheet with all that that implies! He'll have to go some to approach the notoriety achieved by his old man!! The latter has been seen at some events, one or two having been reached on a bike. The suggestion that he might fancy a comeback drew the remark: "Will they have him".

Dave Sims organised the Evening Criterium series and even managed to provide a very welcome tea tent in the cool conditions, a definite step up from previous years. Somehow we can see him being coerced into doing a repeat in the future.

John Bridger is the latest Club rider to have been whacked off by a car, fortunately without serious injury but he remarked how the experience dents your confidence for some time afterwards.

Well, after all that it's time for the bit you've all been waiting for - the latest chronicle of the St. Patrick's disciples. First there was the panellist who was asked where you would find a two ton tortoise. He replied, "Not far from where you lost it". Later he was asked who in Greek mythology was half man and half goat. He replied, "Billy the Kid". Next we have the plastic surgeon who sat in front of the fire and melted; the mother of quads who's looking for the other three blokes; the tug o' war team disqualified for pushing; the Dublin University student reading gas meters and the potholer who was fined for damaging the road. Then there was the battery hen worker who killed the birds while trying to fit the batteries, and the labourer who turned up wearing one wellington because he'd been told he'd be working in a foot of water. Finally there was the

parcel that could be opened only one way - it arrived with the instructions enclosed.

To round off with we have a couple of car window stickers seen recently. The first said: "If nobody knows you when you're down and out are you everybody's friend when you're up and in?" The second, sported by a lady driver, said: "Women like the simple things in life - MEN!"

Ah well, that's all for now. As long we have a mellow autumn, mild winter, pleasant spring and another summer like this year we shan't care what the weather's like otherwise. Best of wheeling.

Alsorán



These 'Memory Boards' were mentioned in the last edition of BONK. All money received goes towards sport for the disabled.

Price £1.50 (inc. p&p).

... to Peter Freeborn for designing this special "Thanks For The Memory" reminder board and promising to donate the profits to disabled sportsmen and women. Peter's a keen sportsman himself and, after recovering from a painful operation to fit a replacement joint in his foot, he wanted to do something to help enthusiasts who enjoy sports of all kinds, despite their disabilities.

The wipeable board comes complete with felt-tip pen, and on the flip side you'll find the alphabet in Braille as well as simple "hand talk" signs for the deaf and dumb. It costs £1.50 (including p&p and information sheet) and is obtainable from Peter Freeborn, 11 Oak Dell, Pound Hill, Crawley, Sussex, tel. Crawley (0293) 883631. "I would like to see a memory board in every household," says Peter. "If children had a basic knowledge of Braille and hand signs for the deaf they would be more at ease with handicapped people, and coping with other disabilities would come naturally to them." We think it's a great idea — let's hope Peter achieves his aim.

I must admit that I do not like writing BONK notes as we do so little as a Club. This piece of paper looks very large and empty at the moment, rather like the top end of G234 on a cold windy morning (which it always is); it's just like an empty motorway which is why I don't ride up there very much.

We have discovered E31 this year, at Basildon in Essex. This course, as with E72, is now only 1½ to 2 hours away from Brighton now the M25 is open the other side of the Tunnel. E31 is not a bad course, the main road being very straight but undulating - it is only the hills and my poor eyesight which prevents me seeing the turn after the first mile! The only drawback is the smell at the start which is a cross between oil and sewage: not at all like the ESCA courses where the air is sweet.

Talking about courses, Alan went to Harrogate this season. Of course he didn't enter the fast 50 when Cammish broke competition record - instead he thought a rest would be the thing after the journey up so he stayed in bed!! The following morning it was blowing hard across the course, hard both ways, then he punctured soon after the turn. Being 119, Cammish, who was 120, went steaming past after about 4½ miles so left our hero all alone on the road and by the time he finished everyone had gone home.

Meanwhile the Nomads P.R. man, Geoff Boore, had done his stuff and told some lads that Alan had done a 1.53 for the 50; a 21 minute 10 and a 56 for a 25. He was so convincing that it was mentioned on Radio Brighton only to be retracted when the truth about the punctures and cross wind came out.

Geoff has been stamping about all season on his big gear (one hundred and what, Geoff?) doing the odd 1 and 2 while Vern has been doing his bit in all the local events. His best time EVER for 10 miles was achieved in July in the Bognor C.C. event when he returned in 26.24. Another good ride was in the Royal Navy C.C. 30 in May when his time of 1.22.44 was good enough to get the second vet on standard award. His best 30 time was set in 1947 - 36 years ago- on the Bolney/Cowfold course. In an event won by A.D. Banks in 1.18.06, Vern did 1.22.04.

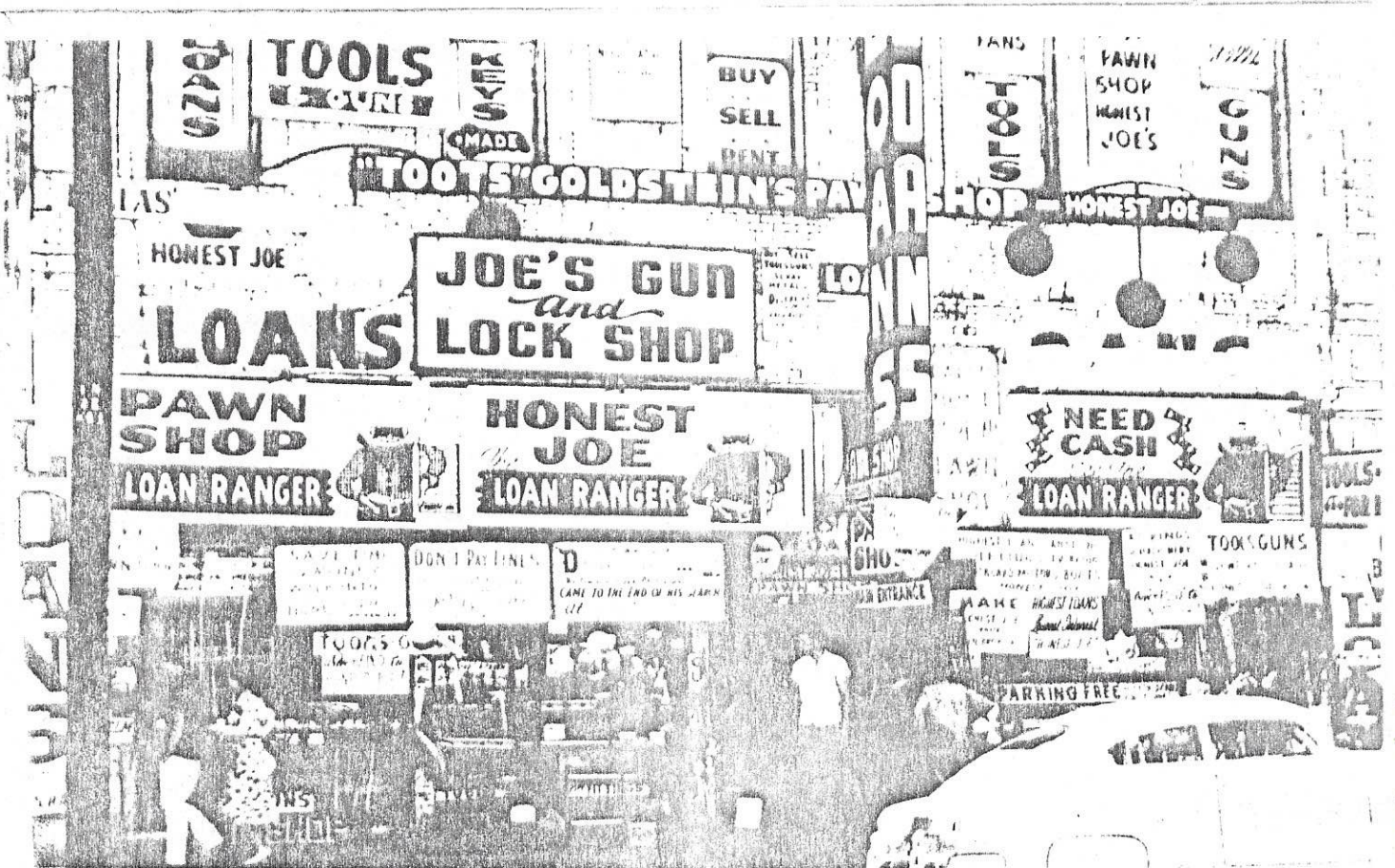
Vern had an interesting experience on a coach holiday he had in Yorkshire. The driver was held up once or twice by clubruns but he showed great patience and made no attempt to overtake until he could pass with plenty of room. Our guide told us over the loudspeaker that there were a lot of Clubs in the area and said that her son was a Club member. She spoke about Sid Barras and Keith Lambert and how they helped the youngster at the bike shops. Vern had a chat with her later and said that he was probably the only person on the coach who knew what she was talking about. She told him more about her son and said there were frames under his bed and wheels etc., hanging on the walls. She was suprised to be told "Well that's normal for most young cyclists".

It's a shame summer is going but hopefully there will be another one next year and we can all get brown legs again. Anyway the winter season can be fun, with clubruns that are really training runs; Dinners and suppers and WINE, and of course, reliability trials. I wonder what Ron and Ian have dreamed up for next year - more wind, snow and hills I suppose. Maybe I should have been a butterfly or a flower then I could sleep all the winter, then on second thoughts - butterflies can't ride bikes!

I suppose we ought to have a thought to finish with but apart from keep safe, dress bright, have good lights and put in plenty of miles, all I can think of is - see you up the road.

Limbo

WHERE ARE THEY NOW? No.1 JACK 'GOLDMINE' - EX. LEWIS WANDERER



D DOES THIS PICTURE GIVE A CLUE TO THE WHEREABOUTS OF THE WANDERERS JACK GOLDMINE?

W ashops where once a flourishing red light district lined Elm
at's 'Deep Ellum' in Dallas.

I take the photos of the cafes in black and white with my old camera and I've managed to

mislaid a whole film and now I'm really pushed to find anything for this issue so you'll have to excuse the rather poor photos.

This Happy Eater was only opened this year but it was a restaurant before and will be familiar to all cyclists using the A27. It's north of Worthing on the dual carriageway between Castle Goring and Offington RAB. If you look very carefully at the photo you might just make out two cyclists riding up the road towards Worthing.

Inside the restaurant, which has re-

tained the lovely high ceiling, the view down the road towards Castle Goring is really rather good and you could sit here supping tea and watch riders in the SCA 100 and 12 hour go racing by. Happy Eater prices went up a little in July but they've sent me a copy of the new menu so I am able to quote the up to date prices. They offer five varieties of hamburger and possibly the most interesting is the Open Pineburger which is a pure ground hamburger topped with pineapple and coleslaw and served with french fries. The $\frac{1}{4}$ lb single is £1.85 and the $\frac{1}{2}$ lb double is £2.65. If it's your birthday you can have a quarter bottle of specially selected French wine for £1.15. There is also light ale at 50p and lager at 55p but these drinks are only available during licensing hours. Only about two miles away as the crow flies is Cissbury Ring and a little further away in the opposite direction is a little place called Hammerpot! On the far side of the restaurant there is a stone courtyard, safely fenced from the road, with swings and this enormous buffalo (?) from whose innards the little boy is emerging. Definitely a very safe place for children to play.



This Happy Eater is on the A25 about halfway between Reigate and Dorking. The road runs through the Mole Valley which takes its name from the River Mole, a rather fascinating river - you could call it a 'low flier' as it comes through (under?) Gatwick Airport and is

joined a few miles further on by a tributary that comes right by Redhill Aerodrome. It then skirts the A25 about a mile before Dorking, then winds past Box Hill, well known by painters and picnickers, before visiting Leatherhead, Stoke D'Abernon, Cobham and East Molesey to join the Thames quite near Hampton Court Palace. What's all this got to do with cafes you may ask, not much but it's interesting and I've got to make up for the very poor photo which doesn't show the lovely children's playground to the left or the public footpath which runs straight up into the woods from the car park at the back of the restaurant. However you can see the carton of tea on the ground by my bike and the fact that I have got lights on my bike in the middle of summer - I wonder what I'd been up to?!

In the cooler months of the year you can get a hot doughnut for 30p and hot Cadbury's Drinking Chocolate for 35p.

