

# BONK!



THE OFFICIAL JOURNAL

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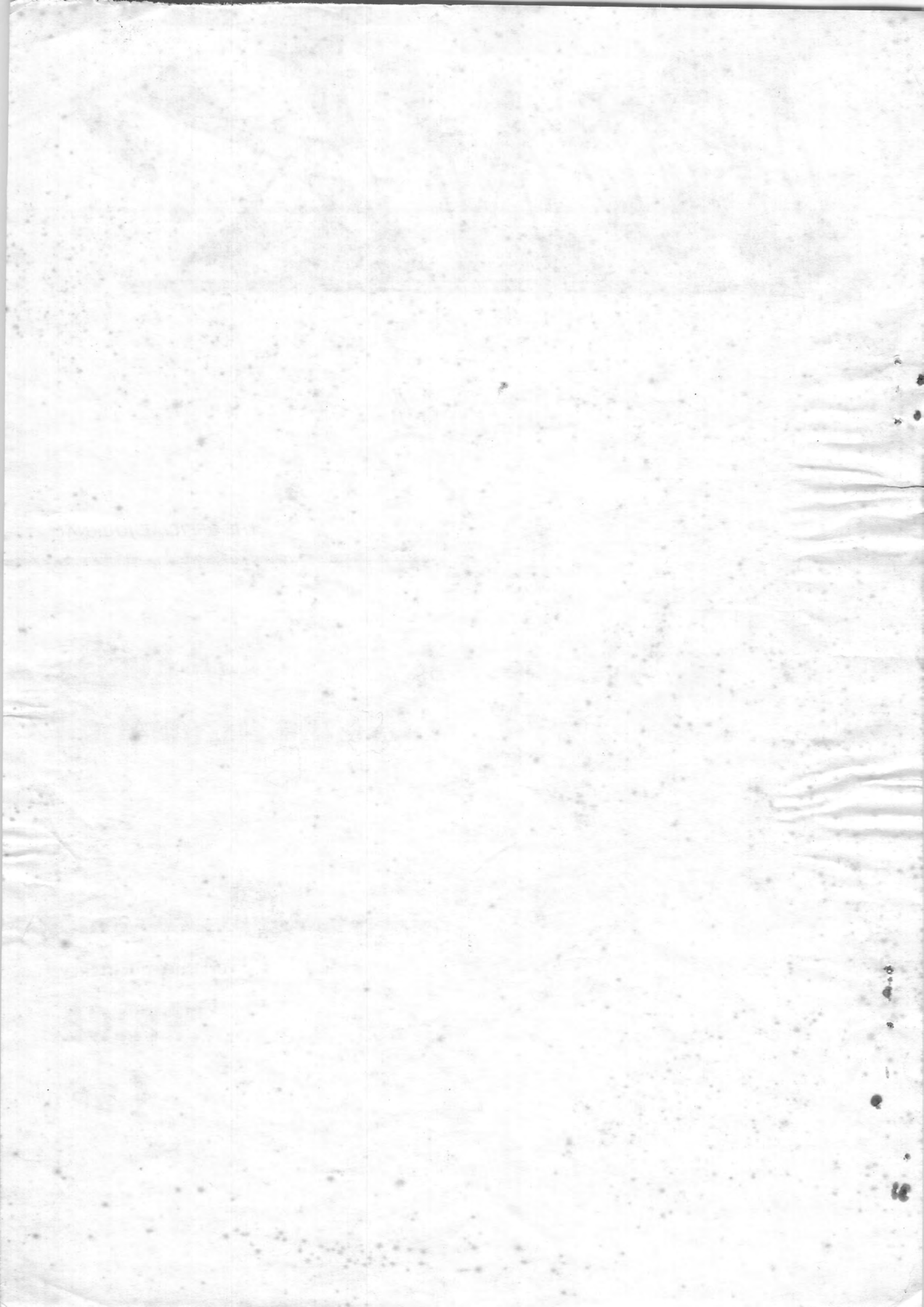
**East Sussex  
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

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EDITORIAL

May we remind our readers once again that contributions for this magazine are welcome from absolutely anybody who has the remotest connection with East Sussex Cycling. We have very little material in hand for future issues and it seems that we shall have to consider soliciting our old friend, Anon, for articles for the Christmas edition. The closing date for the Christmas BONK is November 16th, so why not make up your minds to fill in the dreary week between the end of the racing season and the deadline doing something to make us both happy.

Maurice & Esther

## CENTRAL SUSSEX C.C.

Don't the years go by as you get older? It seems like only yesterday that I was writing about the May week's megaramble in Wales - and now the evening 10s have been and gone, there's not much of the racing season left and Ron's Saturday morning rambles are only a few weeks away to see us through the winter.

Going back to the evening 10s, these were held on a new course, based on the Horsham and Southwater by-passes. The start is at the Warnham round-a-bout, out to the round-a-bout at the southern end of the Southwater by-pass and back. Taking the riders three best rides gives the overall picture:-

Paul James - 1. 6.47.	Paul Lipscombe - 1. 7.44.	Don Awcock - 1. 8.30
Tim Goddard - 1.11.08	Alan Codd - 1.17.18	Joe James - 1.17.22
Mac - 1.17.47	P. Cox - 1.19.55	M. Perryman - 1.20.01
K. Penfold - 1.20.47	Ken Atkins - 1.21.33	Ron Ewart - 1.22.46
Bill Shoulders 1.22.56	Albert Hill - 1.24.32	Les Teague - 1.24.41
Claire Teague 1.32.26		

The fastest ride of the whole series was done by Paul James, 21.53 and Tim Goddard took the handicap award - 1.08.38. Halfway through the ten series we took the opportunity of the long evenings to hold a 25 on the hilly Handcross course. Don Awcock did a super ride to win this with 57.52 and so too did Paul Lipscombe and Adrian Jones, second and third with 58.59 and 1.3.32.

Talking of Paul Lipscombe we now know why British Telecom have gone plc - it's to raise money from the share issue to pay for the gold medal they've just given him for winning the south east region's 25. It wasn't just the medal, though; they also paid his travelling expenses to the event AND he's on temporary promotion! PLEASE buy some shares (I work for them, too).

Ron and Rex have already done a couple of training rides in preparation for the Saturday rambles. The first one was organised by Rod Laker and was an evening event at the end of July. Rod took them on about eighteen miles of roughstuff around the wilds of Billingshurst. Even then it was already very dry and rather than getting plastered in mud as is typical in these events, clouds of dust were the only problem. The second event has become an annual 'regular' which started when several of us decided not to watch Charles and Di's wedding but to celebrate the occasion in a far more appropriate manner. This year, Headcorn was the destination, 21.8.84, one of the hottest days of the year. Ron planned the route and also along were Colin Tamon, Keith Bulmer, Bert Griffiths and Kevin Bramham. Bert and Kevin found it easy to get the day off from work, they've just both retired, lucky devils. Have a long and happy retirement, both of you. A smashing day, some Forestry Commission roads near Flimwell in the morning kept us out of the burning sun for a while and the pub at Headcorn provided much needed fuel and coolant. Several stops for cold drinks at village shops in the afternoon seemed to upset Ron's tummy somewhat. This prompted Bert's undying admiration for Ron's entry in a 100 a few days later, especially as both he and Ron had packed in a 25 the week before! Ron and Kevin both rode AND finished.

Don't forget the CENTRAL SUSSEX HILL CLIMB - IN THE BOOK - 20.10.1984.

On the Road Racing scene eleven riders from the Club have been competing in races

throughout '84 with a mixture of success, failure and misfortunes.

Paul Lipscombe is now a first cat. rider, having been placed eleven times this season, including two wins in Surrey League races - one of them after a fine, near race long solo ride. Having been caught by two Basingstoke riders with ten miles remaining, he still had the strength to outsprint the pair of them. Another good performance was in the Fred Cowley Memorial at Newdigates, over seventy six miles. After bridging the gap to the break in the first ten miles he was up front until one eight mile lap to go when he punctured. Even after a quick wheel change, the bunch caught him but he did well to give them the slip with a few miles to go, to finish alone in sixth spot. Don Awcock has had a handful of placings this year and continues to ride steadily in all the top local events.

After a bad start to his season, with three D.N.F.s. in a row, Paul James decided he should seek his doctor's advice on a nasty chest infection. The result of the examination not only showed a badly infected chest but also a sign of a heart murmur! A couple of months rest seemed to clear up any troubles he did have and he was then in training again, fresh for a four day trip to the Jersey Festival with Paul L., Colin and Tim. After winning the opening 10 he then took third place in the 50 mile handicap race after a crash, then the next day outsprinted the one survivor of a four man break to win the Criterium, with Colin taking third place a few seconds down. The break had lapped all but five riders on the mile long purpose built circuit. The final race, a 63 mile event, saw Paul dominate early on, using the 'big' ring where most of the bunch were on the inner ring!! He eventually missed the vital move and finished a tired tenth but received a special award as most consistent rider over the four races. He found even better form in July when he won firstly at Eastway, after a last lap attack, then in a Surrey League Handicap after a 'solo' in the final miles, then a brilliant win in the Clarence Wheelers race at Cutmill, having been in all the breaks throughout the race. Since returning to racing he has had more tests, including an ECG, and all have proved he is perfectly O.K. In fact he's so O.K. that he nearly sent the lung capacity reading off the end of the scale!!!

Colin Tamon had a steady start to the season with a few placings, building up for an assault on the prize list in Jersey. The resulting placings were sixth in the handicap road race; third in the Criterium and third in the sixty three mile road race. A quiet spell followed until the end of July when after being in the leading group for sixty miles of the Tooting B.C.'s. seventy five mile race, he jumped away from the break and a fast closing chasing group to win alone by half a minute. The following weekend saw him take the overall honours in the V.C. Etoile's two day Giles Ree Memorial race after a fourth place on stage one and winning the second stage around Ashdown Forest from a small break of four riders.

Ashley Holding started the season with a third in a wet, windy and cold 'Wheeleey Down' road race and then disappeared over the channel to ride with a Dutch team. Although he was unfortunate not to win an event (mainly due to untimely crashes in the last two hundred yards), he did have a good ride in a stage race on a trip to Spain, taking second, third and fourth on stages and leading the 'points' classification for some time. Gary Moore also went out there with Ashley and joined the same Club and is, in

fact, still living with a family out there. He has found the racing hard, having only a few places in the top fifteen but has, hopefully, gained a lot of valuable knowledge.

In only his first proper season of racing, Tim Goddard has shown well, with a couple of placings in mid-season, including an excellent second in Jersey after a Robert Millar type attack on the final climb which took him well clear of the bunch but not quite close enough to the eventual winner. Over the last few weeks he has ridden well to win a Surrey League Handicap then followed it up with a near race long break and an exciting sprint finish, to win a Surrey League race.

Adrian Jones and Keith Bulmer have both ridden in most of the Surrey League races, Adrian finishing in the top fifteen most of the time. Keith has had a very unfortunate year, though, with a back injury then a training accident putting him out of action for over a month (he couldn't ride his bike, either!), then more illness, all of which has thoroughly wrecked his season. He's still trying, though, and is looking for some late season form. Adrian Cooper has also ridden well in a number of races, picking up a second and a sixth over the season but he has also been off his bike after a near miss with an oncoming car whose wing mirror did some nasty damage to his hand. Luckily Adrian stayed upright although in considerable pain from a badly cut hand.

Schoolboy Paul Butler rode away with the Sussex Schoolboy Circuit Race title and has been consistently placed each week at Crystal Palace and on other circuits, having had a couple of good wins.

On the track scene, Paul L., Paul J., Colin, Ashley (having returned from Holland in June), Tim, Keith and Paul Butler all rode regularly and all had wins of some description in events varying from one lap sprints/handicaps to fifteen km scratch races, 'course des primes' and block handicaps. Highlights of the season were Colin's win in the Sussex Sprint Championships after a desperate last lunge (sideways as well as forwards) on the home straight, Paul B's Schoolboy Championship win. Colin also took second in the pursuit with Paul L. taking the bronze medal and the two of them teaming up with Paul J. to take second in the Club Italian Pursuit Championships. Paul J. finished second overall in the season long points competition even after missing the first few meetings while he was out doing five hours training instead!!

Rambler and Roadman

## SOUTHBOROUGH & DISTRICT WHEELERS

Whilst I was standing doing the ironing the other Monday evening and watching the second Kellogg's event it suddenly occurred to me that the third quarter's BONK article was due in ten days time and I hadn't given it a single thought. Like everyone else in the Club, I had been thinking about holidays and it had completely slipped my mind.

In the middle of June, three of the Dunford family travelled up for the Isle of Man week and had a great time. Someone suggested they had decided to go there as the licensing hours are longer and the beer is much cheaper. This was an added extra although they nearly had a calamity on the Sunday when they discovered that the local hostelrys closed at 1.30 p.m. Needless to say, they just made it before the Landlord called time. Apparently throughout the week the Festival takes precedence over everything else, even to the extent of the radio news comprising twenty minutes cycling, five minutes for other Manx news whilst the world news is fitted into about four sentences. Wouldn't it be nice if the BBC did that just once when the Milk Race is on or the World Championships are held in this country.

Holidays incorporating cycling in one way or another, either competing, touring or spectating seem to be what the Club members like. At the beginning of August a few went on a touring holiday to Switzerland with some CTC members. It was probably quite a gruelling fortnight travelling up and down passes in the Alps. For those who prefer a hotter climate, four of the lads are travelling to see the World Championships in Barcelona, Spain. Let's hope they don't have as many catastrophes as the party that went to last year's Championships in Switzerland. For the less energetic, Majorca and France seem to be the places to go.

The peak of the juveniles racing season is the GHS (George Herbert Stancer) District Final. Of the forty six entries this year eight were Club members and despite being on a blustery afternoon many of them returned personal beats although no one managed to qualify for the Final in September. Our best placed Club rider was Richard Simmons who came fourth. The youngest Club rider competing, Julian Wall, had been training since the beginning of the year which appears to have given his Dad the urge to get back on the bike even to the extent of riding two or three tens to try and reduce his rotund figure. When they race their goals differ considerably with Julian trying to achieve a time of twenty seven minutes whilst Pete would be pleased to get inside evens.

In sharp contrast to this, the day after the GHS a group of the Club were up early to do the KCA 100 feed between Smithfield and Cowshed Corner (Newstreet Farm). The feed went very well although some of the riders did have difficulty in fitting the food bag in their back pocket as the number obstructed the opening. The only problem the helpers had was the speed at which the riders took the drinking bottle. Bill Hubbard swore that the ace men accelerated as they approached him and trying to keep up with them made the legs ache after a while. At least they didn't have any problems with the only Club rider, Roy Windall, who kept the Club's flag flying in an attempt to win the Club's Vet's BAR Championship. The Editor is also a finisher in the Championship and has used it as a way of training for the National 24 in August. In a recent 12 Hour she did 212 miles. Well done, Esther, it's good to see someone showing everyone it's not a man's sport. Not

content with just riding a 12 hour she was chief organiser for the KCA event at that distance. The surprise of the afternoon came when riders passed the lampost T junction in Marden in the early afternoon. The marshall was supposed to be taking a rough time check on each rider as he went out on the leg but as the District Secretary's watch needed a new battery she brought along an ordinary alarm clock. It was hardly suprising the number of odd looks she got during the afternoon.

Over the past few weeks Messrs. Dunford, Hubbard and Co. have been considering what they might now do on the courses they raced on when they were in their twenties. This has come about with a lot of current Kent courses having to be revised and remeasured because of all the roadworks in the county. Most of them think they could almost get back to their peak if they had the time to train. Who's kidding? Their main excuses for not training is their reliance on the motor car and family commitments.

Finally, a date for your diaries. The Southborough and District Wheelers Annual Dinner is on Saturday, 24th November, 1964 at the Sceptre Hotel, Southborough.

Mis-Anony-Mouse

#### G.T.C. HALLSHAM & DISTRICT SECTION

It's been sun every day - perfect weather for cycling and we have tried to make the most of it. In June six of our members took part in the D.A. 50 Mile Reliability Ride. All completed the course in 4 hours - not exactly record breaking stuff but it is an event which everyone seems to enjoy. Following one of our energetic morning rides, also in June, we lunched at the 'The Merry Harriers', Cowbeech and then visited the gardens of Chilsham House, Stunts Green, which were open for the day. It was a very pleasant afternoon, enhanced by tea and cakes.

Worthy of mention, too, are two of our recent all day rides. One was to Wivelsfield Green on what seemed to be the hottest day ever - tea at the refurbished Barcombe Mills Railway Station was most welcome on our way back to the D.A. picnic in Fittle Park. The other ride was led by Ray Wickens down as far as Henfield before we made our way to Buxted for tea with Jack and Marjorie Dann. Here we were joined by other members of the Section for a splendid meal served by our hosts. Thank you, Jack and Marjorie.

Three of our ladies together with two friends are walking in the Lake District at present; the group are following the YHA Jubilee Walk and as far as can be judged from brief phone calls, a jolly time is being had by all. One of the group is only there because of the marvellous attention she received from a Chiropractor - hooray for alternative medicine.

I am sure readers, particularly the more mature ones would like to know that Bill Collins celebrated his 79th birthday recently. Bill, who is still active, has been a life long cyclist and has contributed much to all aspects of the sport. May you have many more years awheel, Bill.

Tourist



No real problem of deciding how to start this time. Summing up the whole purpose of striving for personal bests and good rides every week was the delight shown by Horry Hemaley at the Eastbourne 25, when he was third counter in our team win. A small thing by any standard but to Horry, who appeared really chuffed by his achievement, it must have been the highlight of his year. Like most of us he rides week in, week out, without anyone taking any real notice so just a little glory makes it all worthwhile. But the remainder of the boring racing stuff can come a little later.

Just as vital to racing, if not more, in a Club's life, is the social and touring side. The day we forget that not everyone is a tester or a roadman and allow racing to rule to the exclusion of everything and everyone else is the day we cease to be a Club. I know it is rather profound for a BONK article but the people who give their time up to attend Committees and do jobs of office and organise Club events, etc., aren't the ones who grab the sports headlines every week but they are the ones who keep the Club running for the headline makers. The Club's interests must cater for all of it's members, thus striking a happy medium. Don't soak up all the Club's good points, complain about the bad ones and don't ever put anything back. People like that belong to teams not Clubs and are cycling athletes not club cyclists! We don't want them!

Who writes this boring drivel? On with the fun.

Iris Stevens has been flaunting herself upon the viewing masses on TV South's Coast to Coast programme. They couldn't have chosen a better girl for the job! Iris was asked to accompany a TVS reporter along parts of the joint run CTC and East Sussex County Council 'Cycle Route'. She not only did a great job of advertising cycling and our beautiful scenery but also showed that even an ageing 'sex craved nymphomaniac' (a quote from BONK) can ride a bike up Glynde hill. (Just wait 'til the social season, Bear End. I know who you are under that nom de plume and Iris eats little lads like you for breakfast. Mrs. Ed.)

Someone else who may have been on television if the cameras caught him was the ace milk race team driver, Gordon Higginson, who this year drove around the Colombian press covering the race. But as the Colombians declined an invitation to ride, Gordon didn't have a lot of company in the press car.

A fleeting glimpse of Ken Savage was noted at a recent event, "Can't stop, in a hurry." Normally you only hear him say, "Alright, round you go" when he is on marshalling duty at Union Point.

In a bid to win Gary Sims' title 'Poser of the Year', fellow Crowborough rider Simon Barnes has been putting in some good performances. On a hot day this summer, young Simon found he had no skin shorts with a chamois to wear so he had to resort to the ultimate sin of all posers and wear woollen shorts!! But he had the saving grace to save his face and over the top of his shorts wore the aforementioned chamois-less skin shorts. All this despite being in the 80s in the shade, he must have sweated like a good 'un.

Talking of dedication, without disclosing any figure, Alec Mallen is losing a high percentage of his weekly wage by leaving work early so he can fit in time to ride Club 10s on the Tonbridge by-pass and elsewhere. Still he feels it's worthwhile getting down

to a 25 for 10 and a 6 for a 25. Alec can also be seen towing wife Greta around. I think she's there to keep a check on the number of spokes Alec breaks. Geoff Boxall has got quite a job keeping his wheels in true.

But even then top wheel builders have to get away from the hectic life of making money. So Geoff made a solo trip down to the French town of Montargis, just south of Paris, the twin town of Crowborough. This he did in one day, thus claiming the record for the quickest Crowborough-Montargis traversal by bike ever by an Anglo Saxon! The return trip he made in the company of some Montargis cyclists, this being an annual trip for them.

Mick Burgess, who seems to clock up more hours aboard cross channel ferries per year than some of the ferry companies own employees, has been on the Continent this summer to ride in some more Randonneur events. More often than not they cover similar routes to those used in the professional equivalents. This year, to date I add, Mick has ridden the Fleche-Wallone and the Tour of Flanders. In the former, he became the first British rider to complete the event. This, along with five punctures, gave Mick a memorable weekend.

While on the subject of Mick Burgess, a man who was always the first to ridicule any every action, it gave me the greatest of pleasure to see that even Mick can make giant cock-ups. Being his last season in the Police Force, Mick wanted to go out with a bang and do well in the Police National Championships. So he entered and was all ready to go until two days before, when he realised he'd looked at the wrong page in the Handbook and entered, NOT the National, but a routine Police Association 25 for the week before.

A similar disappointment, though, befell me, when four of us went up to ride the Anfield 100 in May. The heavy rain of the past two days abated, only for me to puncture when warming up. Having a soaking spare tub meant it just kept rolling off. I had no option but to pack after only one mile. The two hundred and fifty mile drive home was sheer agony as Martin, Andrew and Tony tormented me with "wasn't such and such a leg hard today", etc., etc.

Oliver Davies continues to show promise for the future and has been attending the Saturday morning training sessions at Preston Park every week. Another up and coming rider, Simon Brotherton, hopefully hasn't lost any enthusiasm after a nasty incident at a Club 10. Half a mile from the finish he was clipped by an overtaking caravan, which knocked him off and shook him up considerably. Sadly, as one has come to expect, the driver didn't stop but then probably didn't even know he had hit anyone.!

Summer certainly brings out the fair weather cyclists onto our roads. Certainly well weathered but I don't know about fair, even our Club President rode out to an event recently. Mind you, Mrs. Sylvia Burgess did get a lift home but then again Graham Seymour has to do the same from Uckfield because he too finds his age too great to go sloggng up to Crowborough. Sorry, Auntie Sylvia, didn't mean it. It is true about Graham, though.

Laurie Leaney is back out and about and riding to and from Uckfield and Jarvis Brook to work. One morning he met a denim clad cyclist riding home to Crowborough after finishing a night shift. "You finish this time every day?" said Laurie. "How come I don't see you, then?" "Oh, normally I run to and fro work", was the reply.

Not much has been seen of Mervyn Taylor recently. This is due to a move to Devon for him and his family. The move isn't a complete one for Mervyn, he is retaining his job as a milkman in Horam, living up here for his three week shift and then rejoining his family in Devon for his week off.

Ken and Iris Stevens and daughter Heather spent some time in France during July and August lapping up the sun whilst cycle camping. Ken now sports a cracking tanned bald patch, even better than John Bridger's.

Martin White and Tony Deacon also went camping, but a little nearer home, in the New Forest. On arrival in the Forest they came across a local Club 10. Despite being laden with a week's supply of rice pudding and baked beans, with 'saddlebags a'swinging' they two upped their way round to a long 23 - just off course record!

The honour of writing up the annual Ian Landless Lewes Wanderers training week cum stage race, sorry, continental touring holiday, has been bestowed upon that old BLRC custodian, Compo Rex. I trust him to include all the funnies, if not, I'll include them next time.

Now the boring bit. It's funny how times change and people tend to forget that Lewes Wanderers C.C. didn't really achieve anything racing wise and it's only this year we have come to the fore. (Thanks Colin Tamon, Paul Lipscombe and Paul James for doing the road and not tests!). At the 12 Hour when the Brighton Excel's John Watson 'excelled' doing a great ride to win at the expense of Matthew and Andrew, someone said, "Well, it's about time someone else won something!" Browsing through the Press Secretary's cuttings book (and what a grand job he does!) gives you some indication of the Club's successes this season. From where I left off last time Tony Deacon has continued to astound us all. Give or take few blemishes (fancy a nineteen year old beating you by eleven miles in a 12 Hour!) his record has been immaculate. He has won a further seven open races from 10 to 100 miles and also rode away from top roadmen Gary Sims and Jerry Keen of the public conveniences Club to win one of our Crits. Club records have come his way again, 25 record - 54.51; 50 record twice - 1.54.50 in the SGA event then an even more incredible 1.54.36, also a course record in the ESCA 50; 4.03.08 in the SCA 100 and 30 record 1.9.05 in the Club event. Added to this was his great twelfth place in the National 25 over in windswept Kent. Despite a frustrating time in the SCA 12 Hour he is guaranteed to win, not only Club B.A.R. in a record time, but also the SCA B.A.R. in a similar fashion.

Though overshadowed by our Tony this season, Simon Barnes has done some great rides including two further wins, in the Hastings 10 and ESCA 25. So far this year he has improved to a 57.55 for a 25 and an '0' in the ESCA 50. Next season he should give it a real go and try a 100 and 12 Hour. He doesn't realise what fun he is missing.

The third man in our top squad this year must be Marcus Ross. "From obscurity he has come to the fore", well, I don't know about that, but he has done a 21 for a 10, gone under in a 25, done a 3 for a 50 and in his first attempt did 4.30.08 in the SCA 100. He has been an invaluable counter for team awards but sadly returns to Oxford Poly next year so we will have to gee up some others to take his place next season.

Various Club Championships, several incorporating SCA or ESCA events have taken place. The Club 10 series run throughout May and June was won on scratch by Tony and

Neil Patmore was a worthy winner of the handicap section. The evening circuit 22, similar to the ESCA circuit 25 course, was won by Simon Barnes with a course record of 51.37. Fourteen year old Paul Gibbons got first handicap. Neil Patmore got inside evens in the Club 30, and this was another win for Tony. Club team record went three times in the SCA 50, eventually being Tony, Simon and Marcus in 5.59.10. Matthew Rabbetts was sixth in the Club Championship in that event with a 2.05., which time would have been a Club record three years ago! Phil King in his first 50 did a 2.14.07.

Next Club Championship was the SCA 100. Tony won the Open event as well as Club. With Matthew and Marcus Ross team record went, the three combining to 13.01.47.

For a change it rained most of the morning in the SCA 12, also the Club 12, but as usual the wind blew a gale. This accounted for the mileage accrued by Matthew Rabbetts, whose 242 (one mile off Club record) was a lot less than his scheduled 250 miles. Tony just didn't seem to function on the day and he too disappointed with only 231 miles. It wasn't the conditions for the old and weak, as Horry Hemsley and Martin White showed. 216 miles for Horry and 215 miles for Martin. Seriously, both were good rides, especially Martin's, as he had to stop for approximately one hour just to make sure he finished. Nearly Club Champion, though, was Andrew Attwood. He finished .7 of a mile down on Matthew after the two of them had a really thrilling battle all day. Team record went, Matthew, Andrew and Tony doing 713 miles.

Other highlights of the summer must include Graham Seymour finally going under in a two up 25 with Simon Barnes. Riding individually on the same night, Ian Landless and Peter Gates both 3s. Phil King has also achieved a 3 in a 25 and David Manning has improved dramatically in only a few months to a 6 for a 25. Fourteen year old Paul Gibbons has done a 27 for a 10 and a 12 for a 25. He and David are two stars for the future I feel. John Coe did a long 24 for a 10 and Tony Deacon's girlfriend, Sue Gamba, has ridden Club 10s and the Club 25, doing a 1.29.22. Watch out Beryl Burton! Sorry if I have left out any good rides by Club members or other news out but cycling is on the tele in a moment so I must sign off.

All it leaves me to tell you is of the beautiful, heartwarming moment when Sally Higginson realised "EEE-ANN" Burgess was her man. When Ian was still a racing man he had just finished an event, when Sally, close at hand, heard a Club girl shout 'Hey everyone, Ian Burgess has got 'a long one''. Apparently that's how it all started.

Racing's nearly over, so dust down your 'hopping togs' ready to get down to it. Happy drinking.

Rear End

It was suggested by one of the event organiser's Clubmates that the start sheets for the ESCA 10 and 25 were typed by a student of Esperanto.

## CB and Cycling

Most bikists have a second hobby (apart from that!) to while away the hours when we're not taking our bikes apart and putting them back together again, or just riding them.

My main one is digging through old newspapers and Minute books to piece together the Worthing Excelsior's history which involves sitting at my typewriter in my back room for long periods. Using Schnozzle Durante's theory that your left foot can be keeping time and cracking walnuts (I gotta eat too!), I'm also a REACT monitor.

"A WHAT?" I hear you cry.....I said, "I'm also a REACT monitor". REACT (it stands for Radio Emergency Associated Citizens' Teams) is a nation-wide organisation of responsible and public spirited CB radio users which I got involved with quite by chance. I was listening to channel 9, which is conventionally reserved for emergency radio traffic only, and was able to help a lady whose husband had collapsed - she didn't have a telephone and her husband's CB radio was her only link. I telephoned her doctor who turned out and dealt with the situation. As a result the local REACT group invited me to join.

Most of the voluntary work we do is quite simply to monitor channel 9, usually on a shift basis. This is no great hardship as it usually means just having your CB radio switched onto that channel while you do whatever else you want to - my shift is usually from 8 to 12 p.m. Fridays, when I'm doing my research plus any other evenings when I'm working at the tripewriter. If a call comes up, for instance a mobile CB user reporting a traffic accident, our task is simply to get the details down quickly and accurately and pass them to the appropriate emergency service. Most of the time you're listening to nothing but you don't know what is likely to come up. That's it really, a home based link between the CB user and the emergency services, including the AA and RAC.

The other side of REACT work is the one which might interest event organisers - the marathon, the vicarage fete, even the more genteel pursuits like bike racing, quite often can be run more smoothly with the aid of radio communications. The Milk Race, for example, has CB in most of the vehicles (listen to channel 36 when next year's comes your way), and the Worthing Marathon organisers use Worthing and District REACT for their communications, with radio equipped marshalls at key points.

Alan Limbrey had the idea of using radio communications when he ran the Vets Championship 10 this year. Event HQ was Horsham Park while the finish was out on the Horsham bypass. I'm not sure whether he was worried about the effect on his veterans of having twelve year olds sprinting past them with bits of paper as they pattered back to Horsham Park or whether he simply wanted to streamline his results service. Anyway, we put a radio at the turn, one at the finish and one by the results board and while the Evening Argus and the Beano didn't think it worth a mention, it worked quite well. Generally by the time a rider got back to the result board, parked his bike and had a cuppa, his time, vets time and so on were up on it. On top of this Mid Downs REACT team were monitoring channel 36 in case of emergencies, a service which happily proved unnecessary. I think Alan was well pleased with our efforts and bunged us a donation for Club funds.

Worthing Excelsior have used radio successfully for four events recently, it's not really that important on the G938 where the finish and the result board are not that far

apart but if there's any distance between them it's quicker and there are the safety aspects of not needing runners between the two points. Also there is the advantage of having quick access to the 999 service in case of accident.

If you're running an event and think that radio would be of help, contact your local REACT team - they'll be happy to help and all they ask in return is a free cuppa, a mention in the start and result sheets and, if your event has any loot left after paying out all those extravagant prizes that Mr. Ballard complains of, a quid or so towards their team funds.

Penny Farthing  
alias Worthing REACT Unit 23  
alias John Grant

Note: Anyone wanting more details on this can contact John on Worthing 66199.

POINTS COMPETITION UP TO, AND INCLUDING, THE LAST 25

Simon Barnes	110
Richard Shipton	114
David Brooker	108
Marcus Ross )	100
Tony Deacon )	

DATES FOR YOUR DIARY

ESCA Annual General Meeting 25th November, 1984

ESCA Annual Luncheon and Prize Presentation 13th January, 1985

Venue for these events the beautiful Sussex village of Framfield

Christmas BONK deadline 16th November, 1984

The racing season had not been long under way when it became fairly obvious that the guidance of our newly appointed BCF Coach, Roy Whitehead, was having the desired effect. A whole batch of personal bests have emerged this year. One of the first that springs to mind is Judy Budgen's 27.45 in May, which was a new Club ladies 10 mile record. Judy has since beaten this several times and brought the record down to a most creditable 25.50. Last weekend, with husband Leon, she got under the hour for 25 miles on the tandem. Talking of tandems, on June 9th Simon Merricks and Chris Chapman attempted their race together on Dick Holkham's tandem and recorded 53.12 to finish in fourth place on the F1 in a 25 mile event. The following day Chris Chapman recorded a personal best in the Club's 25 mile Championship so perhaps he wasn't working the previous day? Rick Stringer actually won the event by the slim margin of one second from Keith Balcombe but Rick did have a problem to contend with on route - namely, wife Val, who deposited herself in the road in front of him when her front tub rolled off.

The Club evening 10 series was transferred entirely to the Falmer course due to road works at Beeding Cement Works and has produced fierce competition. A complete list of results will be published in Excelsior Echoes. On this course, Dick Holkham and Simon Merricks rode their first competitive tandem event since their serious crash last season and it is testament to Dick's strength of character and willingness to do battle that he rode this course at all. They managed a ride of 22.13 on a rather windy night. Two weeks later three tandems competed - Chris Chapman and Simon Merricks did 21.00; Leon and Judy Budgen, 22.38; and Craig Olive and Tim Boden, 24.09. This was the first night young Nick James (13) got inside evens with a 28.42 ride.

One of our newest time triallists is John Watson who bought his first bike in 1983 and rode his first event in our Club colours in the Team Championship event when he recorded a 1.7. He has gone on to do 2 x 22.58s in the Club 10s; 2.7.20 in the SCA 50; 4.27.35 in the SCA 100 and an exceptional ride for a novice in the Sussex 12 hour event of 245.498 miles. He even beat Tony Deacon! Not only did he win the latter event but he got the 'first 12 hour' prize and set a new Club record for the Excelsior. Not only will he be our Club's Best ALL Rounder this year, he will also certainly take the Novices Award. Well done, John, we are very proud of you.

Our members seem to be excelling at distance events this year. Simon Merricks came thirteenth in the Mersey Roads 24 hour event and set a new Club record of 408,241 miles. He was our only representative in the event and rode without assistance.

Simon Merricks attained fifth place in the Lewes Criteriums and Martin Penfold sixth. Both riders have also worked hard at Preston Park Track. However, it was Jonathon Merricks who was our highest placed rider in the individual Points League at the track having won two points races, a Devil and an eight lap scratch event as well. Unfortunately, his season came to rather an abrupt end when fallen branch lodged in his wheel on a recent clubrun and he ended up with a fractured skull! Nevertheless, Jonathon is out training again - this time for a Triathlon at the end of September - and then, hopefully, a successful cyclo cross season. The Excel actually came fourth in the League table at the track, our best effort for years. Young Nicholas James was our

only schoolboy performer and he did really, at thirteen years of age, to come second in the overall competition behind Steve Willis of Eastbourne. A fast growing lad, Nick has just got his fifth bike since taking up the sport a year ago. At the other end of the scale, even veteran Rick Stringer put in an appearance at the track this season and won of the events especially promoted for the 'older and wiser'. On the road Rick has not actually won anything other than the Club 25 Championship but he has done several personal bests and came within six seconds of the Club 50 record. He produced his first ever 22 minute 10 on the Falmer course on a not too brilliant night but the elusive 'under the hour' has not quite been achieved. End of the season 50 mile events seem to produce quite times from our members and Val Stringer managed to knock twenty four seconds off the ladies record which has stood since the 1950s.

As I bring these racing notes to a close, the time trials secretary, Leon Budgen, has indicated that subject to confirmation, the Club 10 mile trophy will go to Dick Molkham who fought off fierce competition from Keith Balcombe, Chris Chapman, Rick Stringer and Simon Merricks. Dick's best time was 22.47. Well done Dick.

On the touring scene abroad, Mike Stringer and Dave Hudson went to Canada and America and will, no doubt, be giving a slide show on the matter in due course. Frank Godwin joined Rick and Val, Craig and Chris Beckingham for a trip to Austria and the Italian Dolomites and they too will be showing slides later. Meantime Rick has written an account of just two days of the aforementioned tour.....

#### TWO DAYS IN ITALY or (IT MUST BE BETTER THAN THE 12 HOUR) B.E.G.C. TOUR '84

We sat round the table replete with food, wine and beer. It was Saturday night and the preceding days had seen us scale the Grossglockner, the Plockenpass, the Passo Mendola, the Pordoi and many lesser Passes. We had cycled through snow banks in the Austrian Alps and were now in the warm sunshine of the Italian Alps, after the almost overpowering beauty of the Dolomites. This was MOSER country, his name continually passed beneath our wheels, sometimes in letters eight feet high for we were on the roads used in the Giro d'Italia.

The night's Albergo was situated at the foot of the Passo Tonale and we were discussing tomorrow's route. "Just think" said Frank, "all those poor souls riding the SGA 12 tomorrow - I know where I'd rather be." We were to tackle the Passo Tonale first then, halfway down the other side, a roughstuff track would connect with the lower slopes of the Passo Gavia, described by the O.C.D. as 'a poorly maintained gravel road'.

Sunday morning with the infernal bells calling the faithful from the bar downstairs and into the Church. Leaving the digs I got to the front of the bunch and switched my brain off (it comes from twenty eight years of testing). The road began it's gradual climb, the peaks in front looming larger all the time. After ten miles the road reared up and the Pass began in earnest. We quickly assumed our usual climbing positions. Craig soon off the front, Frank and I next, 'Iron Man' Beckingham behind with Val bringing up the rear. A quick stop for elevenses regrouped the bunch. It was not a bad climb but the summit was an anti-climax, a half built ski resort, cold and windy. As the descent started the temperature rose. Soon the squealing of brake blocks indicated that the track had been located. This would save an unnecessary descent and the subsequent climb to the



Gavia. The path wound it's way through pine woods, following the contours for two miles until the village of Pezzo was reached for a late lunch of lasagne which closely resembled (as this is a family magazine I will gloss over the details). The Passo Gavia is higher than the Grossglockner and it was a matter of shovelling in what food we could find.

At first the road ran alongside a pretty Alpine stream, rising gradually for three quarters of a mile to where the tarmac stopped and what looked like the worst section of the South Downs Way on a bad day began! The map said this was it, the sign said 'Pass Closed' and, being British, we carried on! From the map we knew it climbed for seven and a half miles at a gradient of 1 in 8. The only alternative was two days and one hundred and twenty miles of main roads.

With the air blue with massed cursing, Frank and Craig soon disappeared whilst Val, Chris and myself had spells of walking and then riding depending on the size of the boulders and the looseness of the sand/scree. Fortunately the scenery was superb and kept us fairly happy for a while. Val, not surprisingly, was finding it very tough going so I would ride for two hundred yards or so, then run back for her bike while she plodded on on foot. Sidi shoes and shoeplates are not recommended for mountain walking! As we climbed higher, roadside memorials with fresh wreaths for people killed on the route did little for our confidence. Sheer drops appeared on one side of the track and I mentally threw the O.C.D., the Italians, my Works Manager and many others over the edge. The kilometre stones passed every quarter of an hour. A car load of posers with racing irons on the roof came down the Pass in a choking cloud of dirt, yelling encouragement as we fought to stay upright on our machines. I only hope they couldn't understand what I yelled back. However, all good things come to an end and a last series of hairpins brought the summit cafe at 8,594' high, into view. Valhalla! Craig and Frank had been there for half an hour and altogether we had taken just under three hours to cover seven and a half miles.

The descent was almost as rough but vistas of high peaks and snow more than compensated for this. A cloud of dust in the distance resolved itself as an ageing Fausto Coppi lookalike, tubs round his shoulders and a support van on his tail. After five (nervewracking for Val) miles, tarmac began (here Chris and Val kissed the ground) and tired with cramped hands we at last released the brake levers to commence the long descent to Bormio - this being the nearest to human powered flight any of us is likely to achieve. Bormio was reached at 7.30 p.m. and with the town full of Germans, we were lucky to find digs (with the aid of a budding coureur) before a typical Alpine thunderstorm broke.

The next day was to be the high spot of the holiday, literally, for we were to tackle the mighty Passo Stelvio at 2,758' the third highest Pass in Europe, and scene of many epic battles in the Giro. A photographic shop in Bormio had a display of photographs of the Giro in the late 1940s, showing the riders with great banks of snow towering above their heads. Had we been six weeks earlier we might have experienced the same situation.

The climb started right from the town centre and we soon settled down into our respective climbing rhythms. A cold headwind dried the sweat and several long tunnels made it a bit nippy. These tunnels were unlit, up hill and very rough and meeting several construction lorries did nothing to help, armed only as we were with wonderlights. The Stelvio National Park thoughtfully provided a cafe at 6,550' altitude for our elevenses. Frank ordered what he thought was four rounds of toast - in fact it turned out to be four

toasted cheese and ham sandwiches - even a Black Hole couldn't manage that. On leaving the cafe another series of hairpins led to a long straight section and lifting our eyes to the heavens, the summit buildings could just be discerned on the skyline. At 7,500' it was cold enough to put on extra clothes. At 8000' we gave Switzerland a miss despite the border being just two hundred yards down the side road. Through gaps in the clouds we could see cars way above our heads indicating still more climbing. The others were kind enough to let the old man (me) take the prime for the summit, which, coupled with the Gross-Glockner prime, made an old man very happy! It was so cold at the top that Val had to buy a pair of legwarmers, the obnoxious brown colour entirely suitable for her fear of descending!

There are over fifty hairpins on the other side of the Pass and on the north face they came in very quick succession as the road seems to hang on the face of the mountain. Words cannot convey the scenery and atmosphere of the Pass. All around us were peaks with blue/white glaciers and snow fields. Behind, the road clung to the mountain in a masterpiece of engineering.

With eyes streaming and hands numb with cold we plummeted down for miles until we reached Traffic. We stopped in the village square and looking back, the whole range of mountains were slowly being enveloped by inky black storm clouds. A few rumbles of thunder gave the whole thing a distinctly Wagnerian atmosphere and we were pleased to be in the security of civilisation. With almost another week of the holiday to come there would be lots more Passes (with Chris after an O.C.D. category there were bound to be) but surely none more memorable than the last two days.

Better than the 12 hour? Certainly as hard.

For those interested, we all used H.P.s. and fairly heavy tyres - mostly Michelin and Specialized. Gears from 30" to 90" and we flew from Gatwick to Salzburg. There was no mechanical trouble except when Frank ran out of road on a descent, but that, as they say, is another story.

#### SON OF COPPI

Well the Hillclimb Championship course near Stanhope is going to look a bit tame after that but nevertheless we shall have our usual minibus trip to the National at the end of October.

Dick Jones will announce full details of our Club Dinner in the next issue but as numbers are bound to be limited, if you are really interested you can always put your name down on the provisional list.

Now I know why the Editors wanted these notes by August 30th - I missed the date and so got clobbered for the new increased postage rate on September 3rd! Serves me right.

Ropey Rider

## EASTBOURNE ROVERS C.C.

Twelve members of the Buezeville Cycling Club were met at Newhaven by an equal number of Rovers when they arrived for a day's visit in May. Graham Lade led the way thro' scenic lanes via Alfriston to Buezeville's twin town of Hailsham where they met the Mayor who showed them round the Sports Centre. Some of the French went off to visit pen friends and others shopped for souvenirs before regrouping. The ride then continued to the Cleavers Ling near Herstmonceux for afternoon tea. Bi-lingual Gavin Smith returned home to rest up before a race the next day, leaving the remaining Rovers fumbling with their phrase books, when there was a clash of wheels and pedals near Berwick, leaving one French lass short on spokes. After a phone call from Graham, Jane came to the rescue in the Lademobile while the others rode on as time was getting short. All eventually arrived at Newhaven safely in time to catch the return ferry. It seems they had an enjoyable visit and we have now been invited to spend a weekend with them.

Some of the Rovers team in the Lewes Crits had a narrow escape when there was a pile up in the second event. Four Rovers were delayed and with no chance of catching the main bunch they completed the remaining laps as a four up TTT. A week later I again found myself careering across a grass verge following a delicate nudge from the elbow of a team mate. As I eventually closed on the rear of the main bunch after much struggling, I could see that same clubmate pushing the pace at the front. Thanks Graham! It's O.K., we're still friends - he let me buy him a pint afterwards to show there was no hard feeling!

Following his audax training, a fit Richard Thomas rode well on a hard day to complete 219 miles in the SCA 12 hour. He would have won the prize for the best first 12 had it not been for the winner's outstanding ride also being his first half day event.

There was a disappointment for Simon Prior and Gary Shopland when they travelled to Durham for a triathlon. Upon rising early on the morning of the event they found their bikes, along with Ray Prior's hack bike, had been stolen from a brick shelter near their tent and so they were unable to compete. However the Police were able to trace the bikes and they were reunited with their owners in time for the London Triathlon with a field of three hundred entrants. Gary finished in seventeenth place and Simon was twentieth but the top Rover in the event was Kevin O'Neill who finished fourth.

The Open 10 and 25 went well, thanks to promoter Dave Dunbar, with course record falling to Tony Deacon in the 10. Congratulations, Tony. The CB radio link between the timekeeper and the result board meant that times were on the board before the riders reached it. I'm told there was also fun to be had in the showers!

Many of you will have heard that the main reason for Dave Dunbar giving up racing was because he wanted to spend more time at home with his wife and family. Admirably unselfish. Personally though I have my doubts about this since I called at his home recently only to be told that he was down the pub!

In May, Jim Fuller fell into the classic cyclists trap. He was riding vigourously, head down when following the kerb when he followed it into a lay-by and hit the back of a parked van. A gash on his chin required several stitches and the bike was badly bent

but his insurers paid up in full within a couple of weeks. Jim has used the money towards the cost of his new low profile Roberts.

More recently, Steven Willis suffered that fate most feared by us all. He was mown down from behind while riding an event on the Tonbridge by-pass. The driver was a Solicitor whose judgement was impaired by the alcohol level in his blood. Steven was taken to Tonbridge hospital with a broken ankle and multiple abrasions and shock whilst the offending motorist was taken to the local constabulary. Steven has healed extremely quickly, with little trace of his injuries visible now. However, broken bones take their time to heal and Steven has missed some important races but he can be seen now giving a shopping bike some stick.

Alan Waters is back in action again following his crash (see last BONK). His recovery was somewhat painful and lengthy as it was not discovered at first that in addition to his other injuries he also had a collapsed lung.

In August the Lade family travelled to Leicestershire to join the CTC birthday rides for a week. Mileage was low with regular stops for refreshments. Sarah, who rode her own bike, grew stronger daily after a dose of hunger knock on the first day. All hailed the week a great success with never a dull moment and intend to join the rides again next year when they will be based at Tonbridge. The only mishap came about when they went to use van one evening - as they moved off there was a twanging sound and Graham looked back to see their tent partially collapsed. Jane had forgotten about the washing line tied between the tent and the van. Fortunately damage was only slight.

Mick Purser and his wife sampled the pleasures of cycle touring for the first time when they spent a week on the Isle of Wight Youth Hostelling. Their only problem was when Mick broke a pedal spindle and had to walk to the nearest cycle shop which luckily wasn't far away.

Bill Collins was asked recently if he had heard any news or scandal. After a pause for thought he said he had heard that the 'Great Neevo' had bought a new pair of trousers. (Not true. He hasn't had time to buy a new pair, he's been far too busy this summer! Mrs. Ed.). His others had finally fallen apart, as has his bike!

With the racing season tapering off, the next Club event will be the hillclimb on Firle Beacon, October 7th. After that you can get stuck into the social season. A chicken and chip supper and disco is planned at the Sundowners before Christmas but the date hasn't been set yet.

See you anon.

Benny Lux

One final reminder - Closing date for the next issue is November 16th.

Opening on the 13th April this year, this Happy Eater is on the Dicker halfway between Golden Cross and Boship Round-a-bout. It has been a restaurant for many years so riders in East Sussex events will know it well. It's a rival for the Little Chef mentioned in Series 1, No. 3.



I'm sorry about the poor quality of the photo taken on a rather dull day soon after it opened. There is now a rather fine wooden boat outside with slides and scramble nets for children. Open from 7.30 a.m. until 10 p.m. every day, the restaurant seats 82 and the manager tells me quite a few cyclists have been visiting. Michelham

Priory and Chiddingly Place are within a mile or two and going by my map it looks as though an upper reach of the Cuckmere picks up the undrunk tea!

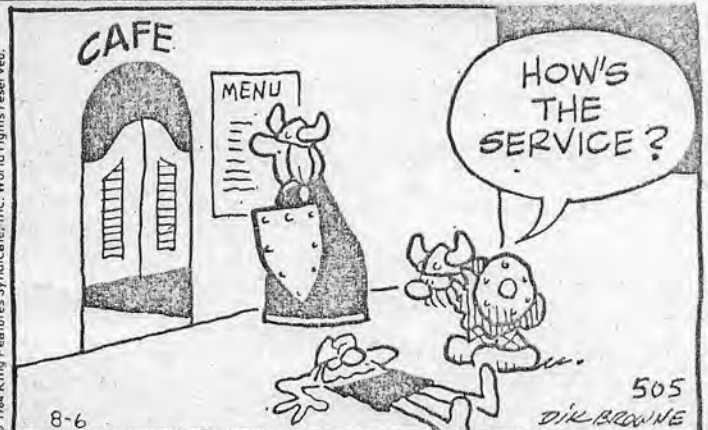
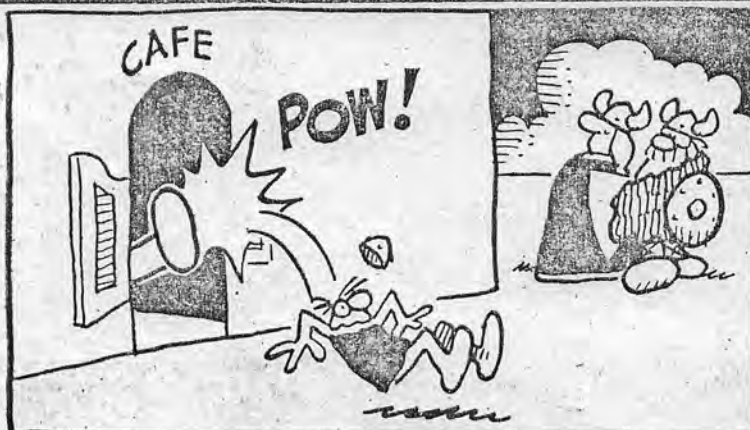
A certain cycling Bank Official, who has been known to promote the Brighton Mitre end of season 25, lives very near to this restaurant and when his establishment is closed or full (!) this Little Chef could be very useful. It's only a mile or two north of Billingshurst on the A29 at Five Oaks where the A264 forks right to Broadbridge Heath. I'm not going to give you any more Little Chef details this time as I have featured quite a few LCs already. Suffice it to say it's small to medium in size and friendly. The River Arun runs by not far away and if you go north and first left through The Haven you'll reach it at Gibbon's Mill. Cross into Surrey via Alfold and you'll find the Wey and Arun Canal near Laker's Green and just beyond is Dunsfold Aerodrome. As I've been up since 4 a.m. (to ride in a K.C.A. 50) I'm going to stop now and fill the rest of the page with my friend Mr. Hagar (acknowledgements to King Features Syndicate Inc.) who has been testing some more cafes for me.



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HAGAR THE HORRIBLE

By DIK BROWNE



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