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EDITORIAL

Sorry we're late this time, we've been trying to write a non-controversial editorial just for a change.

You'll notice that the back page has been given over to details of the Association Reliability Trial to be held in the Autumn. Make a tentative note in your diaries to take part. The ride will be followed by the Association A.G.M. and might well be a day to remember. For those of you who enjoy C.R. (World Copyright) Café Series - we hope to resume them at some time in the future but at the moment the supply of cafés in ESCALAND seems to be exhausted. Or perhaps C.R. is too exhausted to find them!

Maurice & Esther.

BRIGHTON EXCELSIOR C.C.

As there seems to be a conspiracy afoot to stop our notes getting through to the Hon. Ed for publication I'm not going to spend too much time on these.

EASTER was deemed pretty rough all round, nowhere more so than for the population of the Isle of Wight for that was the part of the map the Excelsior pin was pointed. Good Friday morning early (well, before opening time) and the wheels of Leon and Judy, Rick and Val Stringer, Dick Holkham, Chris Beckingham, Christine Barnett and Dave Elson were pointing west. A few hours later saw the same wheels on 'foreign ground'. A gruelling ride of $1\frac{1}{4}$ miles and the peloton were ensconced in the first of a fair old collection of pubs. At closing time the map reading was foolishly left to Rick who by courtesy of Ordnance Survey and Strongs Country bitter took us on a devious and hilly route, finally arriving at our chosen hotel in Ventnor. The proprietor was obviously a fan of Basil Fawcety but, despite having the Isle of Wight tourist song played morning and night, we were made very welcome and well fed. (Strange that we were the only guests!) The barrel of Gibbs Wiltshire bitter our host got in for us proved almost undrinkable and after five pints each that evening we gave it up as a bad job. Our ninth member of the party coyly poked his head round the door at 11.30 pm having inadvertently toured the Island by night (you can't read a map without lights). It's a good job he's an ace Audax rider or he might never even have found the Island.

Saturday saw a rendezvous at the Sportsmens Rest at Porchfield with our President, Bert, and the 'boys' all looking haggard and drawn after a night in their CTC lodgings at Carisbrooke. The sun shone, the beer was good (Strongs from the cask) and Judy wore shorts. A cream tea in Godshill set the peloton up for the gruelling 5 miles back to Ventnor. A night on the town confirmed that Burts Island Bitter (brewed in Ventnor) is not only cheap (60p per pint) but also nasty.

Sunday morning and the sound of rain. A quick chorus of the, by now, well known I.O.W. song and the all-weather cyclists were on their way, causing much havoc to an Easter Day parade in Shanklin. Near Bembridge Airport Dave Elson made his impression on the Isle of Wight, mainly with his head, when he hit a rain filled pothole. The Duver Hotel at St. Helens was reached as the sun came out. As we left, at closing time, the sun went in and it rained the rest of the day. Monday had several highlights, the first being Leon's spectacular hangover at breakfast where, after one mouthful of egg, he rushed from the room; this was followed by heavy fighting for the remains of his breakfast. Chris Beckingham punctured and fell off his machine and Val and Christine jumped the queue for the ferry and caused a near riot between Sealink and one hundred hairy motorcyclists. With the help of a west wind, the return ride took two and a quarter hours to Shoreham via Funtingdon and Lavant. All the peloton were on gears and h.p.s. (except Rick on 63" fixed - stubborn old codger!) Two hundred miles were covered fuelled by two hundred and forty pints of bitter. Bed, breakfast and evening meal at the Skelmorlie Hotel £12 per night and highly recommended. Next Easter? The Real Ale Guide indicates that Suffolk may be the unlucky area.

Meanwhile the racing men were beginning to make their mark on things, in fact, our Mark, Mark Waite, finished fourth in his first Surrey League event at Bletchingley. Simon Roberts was tenth in the same 54 mile event. In the Club restricted gear 10, Chris Chapman won the first by a few seconds from Martin Penfold and Mike O'Shea was a clear winner of the second event. We had several teams in the SCA 2 up, some had problems besides legs which wouldn't go fast enough and Keith Balcombe and Martin Penfold turned out the best performance for us that day. In the first SCA 10 of the season, Chris Chapman won the fastest Junior award with a 26.02 on a not too pleasant afternoon whilst Keith Balcombe was the fastest Club rider in 25.43 to give him eighth place in this event. The twenty five which followed next morning saw Pete Churchill ride to ninth place overall with a 1.7.04 and Keith Balcombe tenth in 1.7.25. Alan Willis won the handicap award with a 54.21. We've since had several mentions in Cycling with Mark Waite and the Roberts boys doing quite well on the road racing scene. In the SCA 2 up Rick and Leon gained sixth place with a 1.19.02 whilst Keith Balcombe had a solo ride when he discovered Roger Discombe had left his front wheel at home. (They didn't have that problem when they rode out to events). Judy Budgen is gradually getting her times down with a 30.13 in the Antelope 10 followed by a 29+ in the ESCA 10 and a 27.48 in the Hants R.C. 10 and a very creditable 27.33 in the first of the Club 10 series on the Steyning course. The first Steyning 10 was won by Richard Holkham who, on a very tough

night recorded 23.48; Rick Stringer was second in 24.08 and Chris Chapman third in 24.20. Young Nick James managed a personal best of 27.41 and if his enthusiasm is anything to go by, we hope to see him perform well at the track this year (assuming someone gets around to repairing it). Andrew Blakely, not intending to be a racing star, ventured forth in the 10 and at thirteen years of age his 30.08 was a very pleasant surprise - well done. The event was well supported with thirty competitors from our own Club which augers well for the rest of the season. The hard men have been competing in the longer distances already with improvements all round for those three in the Tooting Hilly 42. In the Royal Navy Tandem 30, Dick Holkham and Chris Chapman were placed second with a 1.5.05; Frank and Adrian riding tandem together for the first time did a 1.10.50 and Leon and Judy Budgen a 1.14.55. In the solo event run in conjunction, Rick Stringer broke the Club 30 record which was set by Gerry Atterbury back in 1957. His time of 1.13.02 gave him second fastest vet (to John Woodburn) and seventh place overall. Chris Chapman is meanwhile cashing in on his Junior status with the fastest award in the Hants R.C. 10 and 25 mile events. Dick Holkham had a change of partner for the San Fairy Ann Tandem 25 and rode to second place with Martin Penfold, their 58.33 on a cold, windy and bumpy course seperating them from Leon and Judy by nine minutes. In the Worthing road race Martin Penfold was our best placed rider in sixth position whilst Chris Chapman, Jim McLaughlin and Mark Waite were involved in crashes. Schoolboy novice, Jeremy Nicholas, finished tenth in this, his first proper event and he has been riding strongly ever since, even winning a trip for two to France (who are you taking with you, Jeremy?). Mind you, he could row himself across, excelling at that sport too. We are all wondering what improvement we shall see in his performances on the bike once he gets his cycling shoes which, in view of their enormous size, are being specially made for him!

Despite all this racing activity, Clubruns are reasonably well supported and there have been some adventurous sorties into Surrey, the heights of East Sussex and westerly points like Salisbury. The touring urge has beckoned Chris to join a CTC trip to the Massif Central in France; Leon and Judy are tandem touring with Alun and Linda in Brittany which will give the latter pair an ideal testing time for their new tandem; and France will also play host to the 'younger element' (how does Rick Holkham get included in this group) in July. WATCH OUT MADEMOISELLES!

As well as taking part in all these events, the Club is also responsible (?) for promoting events, this year the B.C.F. Divisional ROAD RACE CHAMPIONSHIPS in particular.

Ropey Rider

A little bit of advice to Chris Chapman: —————→

We owe Chris an apology. Val tells us that he did all sorts of scandalous things during the winter which she duly catalogued and sent to us and unfortunately the postman never delivered them to us. That's why there were no BECC notes in the last edition. Sorry!

**Keep fit
to stay
sexy!**

- FITNESS fanatics make great lovers, according to sexperts.
- Strenuous exercise is said to increase the sex drive, and work-outs in the gym can be the best foreplay to making love.
- The authors of an article in Fitness magazine add that fit folk are more adventurous in bed. They also claim sex burns up 200 calories per session.

Deadline for Chris, Matthew and any other aspirants to the gossip columns is AUGUST 29th.

WORTHING EXCELSIOR C.C.

For the first time ever this week I shaved my legs. Poor things looked like chicken drumsticks, uncooked. My son has not spoken about it, he thinks that it is obscene. I managed to take off a few layers of skin too many and bring about a nasty rash and my wife's remarks about "if you think I am hedgehog" are unprintable.

The second thing I have found since taking up cycling just over a year ago is that I have had to cultivate a taste for mud showers and flies. Mud showers have been commonplace riding behind the likes of Bradley Waters on winter clubruns, I like cow's best, what's your favourite? Flies, well flies of all descriptions have been an addition to my diet of the last few weeks. After spitting out two or three on a recent training run I found that now I need never take a bonk bag again for food is in plentiful supply en route. Those that do not enter the mouth directly can be found notably in the eyes (painful), hair, ears or ensconced on chest or arms, now I know what it feels like to be a flypaper.

Other new experiences are the idiosyncrasies of time trialling; gearing, cadence, wet look slipstream clothes, how friendly clubmates are when they pass you - but they never stay to chat, just a fast disappearing, orange numbered bottom that gets smaller by the second, still it's great fun.

We now have a new Coach at Worthing Excelsior who is working hard to get tired legs into shape for the season's events. He is turning out to be a good advertisement for his profession and seems content in Club events to win.....well, everything really. Somebody told me that Paul Toppin was not racing seriously this season as he has other plans afoot of the matrimonial variety and has not trained so hard for racing. He still managed a short 23 in the last Club 10, though.

To go back a step, Brian and Betty Cox organised a grand 100K and 200K Randonee on a fair day that was enjoyed all who took part. Sixty riders cycled the 100K and forty four riders the 200K. All finishing hungry and thirsty at the Teat Cafe on the A29 north of Pulborough.

On the road racing front Mike Coyle stands out with some impressive early season results. Mike won the Elland Green road race (75 miles) on March 10th and was selected to represent Surrey in the Ghent/Ypres 122 mile road race on March 17th. Apparently this was a tough race some of it over Paris/Roubaix style cobblestones and Mike, after an early puncture, managed to regain the main race and finish but was not placed. Mike also won the Easter weekend Surrey Lingfield road race and was second at Rusper.

Club 10 time trials are in full swing with some early favourable weather helping entries for our Thursday evening runs at Washington to be as high as fifty six entries. Familiar names keep cropping up among the leading places: Andy Smith, Mike Mansell, Dave Dallimore and a few newcomers showing early form particularly Dave Elson making a remarkable return to racing this season helped, I think, like some others by some good training runs with Andy Smith's group from Hammerpot on Tuesday nights.

I know it presents cycling in a good light if we look presentable on training runs but Don Lock has been seen recently during the day in a smart two piece suit!

Our Open Ron Mills 25 on May 12th was well attended with over one hundred and fifty entries received. On a very windy day Tony Deacon of Lewes Wanderers achieved a fine 56m35s time to win the event. Worthing Excelsior came away with the team prize.

Following this was our Club 30 mile time trial at Castle Goring won again by Andy Smith in 1.13.04 showing what a fast spinning style, dedicated training and personal talent can do.....and by the way, Andy, thanks for the £5!!

Finally I notice since several winter accidents more people are wearing crash hats both for training and competition. Yes, you feel conspicuous at first but it is better than waking up in hospital as happened to me this winter. Still it is something for us all to decided individually. Let us hope that road repairs in some spots are soon activated as some potholes look to be getting deeper each week. To end on a happy note I read in the paper that last year more bikes were sold in Britain than cars. Now that is a step in the right direction.

Bottom bracket Bob

EASTBOURNE ROVERS C.C.

Have you ever had that feeling everythings getting on top of you like umpteen rooms need decorating in the home, the outside needs a slap of paint, thae garden that once looked perfect under a layer of snow now looks awful after the thaw and the blinking weather has been so useless that training has been almost impossible and downright miserable once astride your training hack. I suppose all this gives one a fed-up feeling, similar I suppose to the one film actor Peter Cushing gets continually playing lead parts which require him to tinker endlessly with bubbling test tubes, wear stiff white high collars and talk all posh! One thing, though, the birds usually fancy him. While Mr. Cushing is fighting them off, us poor male cyclists have no such luck. Ever walked from the middle of Eastbourne's Arndale Centre on a Saturday afternoon dressed in all your gear including overboots but without your bike and noticed the odd glances thrown your way. It takes a brave man, I tell you!

Where was I? Oh yes, the weather. While I write these very Bonk notes I'm still suffering from a touch of the A27 lean having only yesterday competed in Worthing Excelsior's excellently promoted 25. That wind! Despite the good old English weather and shell shock roads several hardy souls have braved everything to ride most of the Club and Open events. The Club season opened with our early season 10 on the Pevensey Marsh. Alan Cooper continues last season's form to ride into second place with 26.03, Dave Pickard was third and Steven Willis claimed the Schoolboy's prize. Jim Fuller put his 'twiglets' to good use and rode into first place with 25.26. The following week Dave Pickard turned the tables on 'J.F.' beating him into second place by thirty seconds over the hilly 15 circuit. These Club events were followed by the usual 2 up and 4 up t.t.s. and ESCA 10 and 25. Although the Club has several junior members they are unable or reluctant to enter Open events, seems like a little friendly persuasion and help is needed from the Club's senior members.

Schoolboy Steven Willis cannot be accused of competing only in Club events and despite his nasty moment on the Q10/19 last season is riding everything in sight.

Our first evening time trial of the summer series was completed in the usual hurricane with some notable rides for the first timers. Senior Phil Berry, in only his second ever event, his first time trial was the ESCA promotion in which he recorded 26.59, completed with a ride of 27.27. Colin Newing, another new member from Bexhill, managed 30.57 and schoolboy John Meech forced his sports bike, shod with heavy pressures to a commendable 32.49. The following week's Tuesday event was cancelled due to traffic lights and of course the weather.

Richard Thomas has ridden several events up to this time but informs us that due to other pressing commitments (perhaps with his French connections he has got a job grape treading!) he has decided to hang up his racing wheels for this season. Brian Burns, having spent a couple of seasons devoting his time to running, has dusted off his machines and proposes to ride track, time trials and some road races. He has already put together several good rides and come June/July should be really flying and giving some members cause for concern. Evergreen Graham Lade is into his umpteenth season and can still find plenty of enthusiasm to ride all types of events right through the season and what's more important, still devote a lot of time to official duties. Talking of evergreens it won't be long before a new low profile Roberts will be put into action and Clive Willis has been thinking the same thoughts, although a house move is on the cards which could interrupt his year, pity because Clive takes a few months to get into his stride but once there can produce rides like his superb 57 of last year.

Hello, what's that strange light outside? I do believe the sun's out. Pass me my electrolyte drink and put away my overboots, I'm off to get in some miles before I inadvertently stumble over the lawn mower and finish up chasing my tail around the garden! See yous.

M. Brocation

CENTRAL SUSSEX C.C.

Several members decided to start the racing season by getting some extra miles in from entering Les Randonneurs Mondiaux (under the regulations of Audax Club Parisien of course) Weald Downs 100. Ken, Ron, Len, Pete, Rod and Alan all managed to finish well within schedule despite taking shelter from two hailstorms and a very nice coffee/croissant stop in Petworth. Apparently Vernon Hyde peeped through the window of some cafe and decided not to mix with 'that rough Central Sussex lot' - only to find that there were no cafes open in Petworth. We would have bought yours too, Vernon! The verdict was a most enjoyable event and thanks to Worthing Excel for putting it on.

Joe James has been putting his winter fitness from cycloCross to good use by hurtling round the countryside in partnership with Adrian Jones. They really have done some excellent rides, winning the ESCA two-up 29 in 1.12.38 and the S.E.R.C. similar 21.5 in 54.34. Their latest effort just missed third place by one second in the Medway Velo 25 when they did 1.2.03. Talking of the more mature Club members, Nick Bown was delighted to get under the hour just recently and was most surprised to find that it didn't really hurt at all. What does Sir Geoffrey do for a 25, Nick?

Colin Tamon was among the eleven riders who were left to fight out the final two laps - a total of twenty six miles - in Central's 93 mile Open Road Race held on the Staplefield course. Colin was our only rider to finish this gruelling event and took eighth place in a time of 4.15.25. This was 3.56 down on the winner Colin Roshier of Hounslow & District Wheelers who, with ten miles remaining, emerged from the pack to race away on his own to a well deserved victory. A total of forty riders started this race and Paul James, who now races for the Wembley Road Club, punctured in the first few miles. He had been one of the favourites and now his absence opened the way for some aggressive riding from the bunch. A pothole put paid to the chances of Tim Goddard, his crash occurring at the end of lap one. Tim wasn't badly hurt but was unable to complete the race which, as it continued, began to take it's toll of the riders because of the hills and the strong winds.

During the depths of winter, Ron Ewart's 'May Megaramblers' had got together and decided that the general spate of unfitness ruled out the Welsh mountains for this year's tour. Instead they opted for East Anglia and five days instead of the usual six, immediately following the May Day Bank Holiday. The route was clockwise around East Anglia from 25 Irving Walk and the four overnight stops were at High Easter (near Dunmow), March, Cromer and Hollesley (near Felixstowe). The first two and a half days of this 'easy' tour were spent battling a northerly headwind and Ron and Rex's lack of form really showed on the second afternoon when Ron and Pete had to tow them across the Fens into rain as well as wind. However, all this suffering appeared to do them good because they were completely back to normal for the last three days, i.e. struggling but actually screaming for mercy. The digs were all absolutely marvellous (chosen from the CTC book) with Morden House at Cromer being outstanding even in this company. Would you believe a pre-dinner sherry by the lounge log fire, a choice of starters, pork with five veg, choice of sweets, cheese and biscuits, coffee and after eight's - all for four quid?

The tour also included three ferry crossings, Gravesend/Tilbury, Bourdsey and Felixstowe/Harwich. All went well until the last one, which doesn't run on Saturdays! A little folding money overcame the problem (and saved thirty miles) and our foursome had the boat to themselves. Although the boat had a canopy for some peculiar reason everybody's feet got wet in the general mist and spray in midstream. Have you tried putting a foot in one of those hot air hand driers? It can be done and they're much better at warming feet than drying hands.

Obviously the tour included many more memorable highlights and headlines would have read - 'Organic Food at High Easter', 'By the River in March', 'Stanhoe Strawberries and Cream', 'Cheap Tea at Clay', 'Un-licenced Jeans at Wrentham', 'Adrian's Nuts' and 'Pete's Pond Diversion'. The verdict at the end of it all was 'Yes, a very good tour but not nearly as easy as expected (average about ninety per day) and it did Ron and Rex the world of good'. The last named was absolutely delighted to knock nearly eight minutes off his previous best a week later in the Redmon Hilly 73 (71).

Talking about improving, I estimate that Nick Bown's next 25 should come down by fourteen minutes and thirty seconds. How about it Nick?

SOUTHBOROUGH & DISTRICT WHEELERS

The highlight over the last few months for the Southborough has been the Club's Easter Tour to Brittany. After years spent touring in England and Wales the Wheelers took the plunge and went continental. Sixteen Wheelers caught the Brittany Ferries boat from Portsmouth on Easter Monday for the overnight crossing to St. Malo. The nine hour crossing was rough and best forgotten including a certain junior who decided to let the side down and be sick within earshot of the rear of the 'queasy' party. After the formalities of the French Customs we spent the next hour unloading the bikes from Pete Croft's minibus. Arthur Smith had a loose bottom bracket so settled down to fix it and promptly stripped it!! Thus we decided to make our way into St. Malo. Just as we were about to move on, Arthur, perhaps wishing misfortune onto some other poor individual, took a close look at Terry Collins' crank and proudly announced it to be cracked!! Much to the chagrin of a disbelieving Terry. A quick visit to St. Malo soon had all the mechanical problems sorted out. We were then able to make a start on our first day total of seventy five miles. Next things began to get even worse as at the first town sign Pete Crofts wound up the pace and Martin Kelly sprinted after him to win the sprint but in the process his panniers went into his back wheel ripping out some spokes on the block side! We made our way to the nearest town for a spectacular lunch of soup then mussels followed by chicken and chips all washed down with wine and mineral water all for just £3. In the afternoon the party split up with Paul Abraham and Martin Kelly going in search of a wheel builder and the rest continuing on our way. After a gruelling afternoon's cycling during which one member had to be pushed forty miles eventually we reached the Youth Hostel at nine in the evening! Paul and Martin arrived an hour later. Other incidents on the five day tour included three punctures for yours truly, including one before and after lunch and the next after myself and two pacers made contact with the back of the peloton!! This necessitated a roadside mending session as I was riding narrow section high pressures. We ended the day over an hour down on the fast men who took off after lunch. They managed to drift onto a motorway and ended the day with a ten mile burn-up along it culminating in a three abreast sprint for the Morlaix sign. On the whole the trip was a great success with good food, civil car drivers but no beer (probably the reason why Warwick decided against joining us). The hostels were generally clean and tidy although the Continentals didn't approve of talking or the odd murder after lights out. All in all everybody enjoyed themselves and touring abroad has definitely been given the thumbs up by the SDW. Indeed there is talk of hiring a villa in the South of France next year and making the tour into more of a training camp and holiday.

As reported in the last issue of Bonk the Club's Open Road Race will be on Sunday July 7th with distances increased by one lap of the Frant circuit. All those who entered in February are still entered. Any rider may cancel their entry if they so wish.

Warwick Dunford continues to roll back the frontiers of time on his comeback trail, indeed speculation is rife that he may make the ESCA 50.

On the racing front the Wheelers have had mixed success with a string of placings in road races and time trials - but I'm sure the Lewes will have more to say on results so we won't bore you with the details. David Harding managed the best third cat, in the Folkestone-Charing-Folkestone and followed it up with a string of placings but disaster struck in a Kent League Two Day when, whilst second overall a crash left him with a broken collar bone and out of the race. We all wish him a speedy recovery.

Overshoes

LEWES WANDERERS C.C.

These notes do not come from the flowing hand of Rear End as his hand is not flowing at the moment due to a fracture sustained when he fell off at Brands Hatch one Thursday evening. The wrist and forearm are encased in plaster. One unsympathetic clubmate said 'It's the hardest thing he's ever had'.

Giving the elbow to the early season events run by the Association and other Clubs our first event of importance was the Danehill Hilly 22 Miles. This was won by Tony Deacon in 51.25, a new course record. Simon Barnes also broke the old course record with his second place ride of 53.00. In third place was our Mr. Punyverse - Martin White with 55.36. Showing that you do not need bulging muscles to get among the prizes, just smooth pedalling ability, Paul Gibbon took the schoolboy prize in 1.3.58. Best vet was Horry Hemsley in 1.0.2 just holding off Ron Rogers with 1.1.52.

Easter saw some activity in the Crawley Wheelers Crawley/Shoreham and back, when T.D. from second place led Matthew Rabbetts and Martin White to the fastest team award. Tony, Simon and Martin then departed to Shropshire where they got among the prizes, Simon and Martin on the tandem.

A team win also came in the Gravesend 10 when Tony/Simon/Matthew came out on top. Other team wins have come in the ESCA 25, Hampshire R.C. 25 and best of all a repeat win in the SCA Team Championship 25 when Tony flew round in a 59 to give the others, Simon, Martin and Andrew Attwood a very good start.

In between a few tests the youngest Rabbetts has been pursuing his road race career as yet without any results but he was hopeful until the aforementioned crash at Brands - going up hill too. Not being able to work one would have thought that he would have made extra efforts to keep fit but all he seems to do is to walk to and fro the pub. Still, with luck he will be fresh for the twelves - if unfit!!

Riders showing improvement have been Phil King and Peter Gates. It is to be hoped that Phil doesn't get too fast as he is Club treasurer and that might raise problems if he ever did a runner. Schoolboy Oliver Davies has also been among the prizes and has acquired a track bike. Let's hope this prompts some of the other schoolboys to have a go.

Our evening 10s have started again on the Lewes - Newhaven road where the surface gets worse year by year. The corrugations just before Piddinghoe give a very passable imitation of pave. So far Martin White and Phil King have produced the fastest times with newcomer Chris Chambers showing up well in his first competitive event.

Randonneur events have not been forgotten. Ken Stevens, Geoff Boxall and Mick Burgess rode the Dorset Coast 200K. A very strong wind caused all the riders trouble on the route westwards to lunch at Charmouth. The return to Poole was much easier with fewer hills and a tailwind. Probably the hardest part was the climb up out of Abbotsbury against the wind - the view of the Chesil Bank made it worthwhile though. All three did consider it a good days ride and well worth the effort. Iris waited up for Ken who got home at midnight, muttering about his legs aching. Still, makes a change from a headache!!!

Geoff Boxall ran his own Downs 200K a couple of weeks later. This first promotion saw some fifty riders set out from Crockham Hill Youth Hostel on a route that took them over-along-under and round sections of both north and south Downs. At the end of the day over thirty riders had qualified. A family battle between the Stevens' lot saw Ken and Iris on tandem just get the better of Heather who stoked G.B. round, proving that experience is sometimes better than youthful enthusiasm, Heather that is not Geoff. Neil Patmore from Lewes made it with a minute to spare and the kindly organiser then drove him home. Both these events provided interesting courses with some superb views, a type of riding more people could well try with advantage. They are NOT races and make for a good day out in convivial company with the chance to meet new faces.

Heard about the tandem stoker who went to the E72 with the idea of sleeping in the car overnight so as to be fresh for the event in the morning. On arrival our hero found he had the wrong shoes. He had his M71s and the tandem was fitted with toeclips. There followed a drive home for the right shoes and back to the event for an eventual second place.

Talking of shoes, Rear end has a new pair. These are proper walking shoes for special occasions, i.e. weddings, etc and he has been banned from wearing them until July.

I hear that a certain Club chairman wanted to ride an evening 10 while he was staying at Butlins, Bognor, but could not do so as it clashed with a Glamourous Granny Heat and he had to keep the old dragon company and stop her bottling out. (Did she win? Ed)

A word of warning to all caravan users. If you have too much heavy breathing in the van it rots the curtains. Graham Seymour has just had to have his replaced!! Guess who stayed in bed all morning on Valentines Day a penance for not getting a card. Was it Graham?

Word is that Ian Landless is a strong party goer these days. It is not certain what sort of party they are but rumour has it that Tupperware, Ann Summers and Pippa Dee are high on the list. Talking of Ian, he organised a trip to Ghent-Wevelgem. This had sundry Wanderers past and present on it, including the Phillips father and son. The latter rode up the Kemmelberg as did David Manning and Eddie Reeves. I know for a fact Eddie went up twice, once for himself and once for Compo Rex who was seen to slide off round the back of a Hot Dog stall. Madame President was also there, her long suffering husband had taken her for a day out on her birthday. She was supported by Sally Higginson who only went to ogle Phil Andersons bum. Nice to see a British rider in the break over the Kemmelberg. The cycle touring lot ordered a cheap meal which smelt good and looked good. They didn't know what it was being unable to read the meandyou. It turned out to be tripe which none of them liked. So much for our gourmets.

Two of our last year's stars have been absent from events this year. Marcus Ross is back at Poly and doing very little riding. He was last seen sitting on the Kemmelberg, too stuffed to watch the race even. I suppose he got home. John 'save-a-gram' Bridger has been plagued with health problems and has yet to find the right vitamins to put him on the road to recovery but if it comes to the worst he can always ride himself fit on one of the Landless summer tours.

Now, what's this I hear about Rear-end and trips to the West Country. The lure of female company - an engagement - just good friends - he had better learn to write right handed and do his own notes before more is revealed. I have heard it said that Rear end hurt his wrist just to get sympathy from Auntie Editor. Now could that just be true? (It worked, bless his little heart. When I saw him up at the E72, all white and wan, such a brave little soldier, I almost wept over him. Auntie Ed).

What is that ex Copper at Crowborough going to do now - all the time in the world to train now he has retired - so what excuses will he have for his slow times?

The Sun King of Seaford, alias Ian Landless, has just returned from Ibiza, so look for yet another rise in electricity prices. Our Yorkshire exiles, Brenda and Terry Jenkinson appear to have forsaken bikes, at least Brenda has. She has turned to horse riding. The only trouble is, that having little short legs she finds it difficult to mount the beast, and when she does make it her legs are at quarter to three. The word is that Terry's drawings of this world might well rival Thelwell's cartoons.

Guttersnipe

STOP PRESS!

Barnes remembers shoes and beats Deacon in Colchester Rovers 25 with a 52 to a 53!!!!

C.T.C. EASTBOURNE & HAILSHAM DISTRICT

Our Section lunch had to be postponed because of the arctic conditions earlier in the year but when it was held in April it was its usual success. The ladies provided a superb meal and the homemade wine helped to ensure that everyone had a good time. Various presentations were made including the North Cup, our attendance trophy, to Ray Wickens for the second successive year. Ray Gearing was 'runner up'. Beauxville is a small town 'twinned' with Hailsham and cyclists from these two towns were entertained over a recent weekend by Eastbourne Rovers. We were invited to take part and our ladies catering team were again in action when they provided the meal on the Saturday evening again in the Harris Room at Stone Cross Memorial Hall. Despite some language difficulties the evening generated an extremely good atmosphere and there is no doubt that everyone enjoyed themselves. On the Sunday we joined some of the Rovers to ride to Newhaven with our French friends to bid them farewell.

One of our all day rides took us to the 'Engineerium' at Hove where we enjoyed a few hours marvelling at the engineering skills on show. A most interesting exhibition, well worth a visit. The D.A. Reliability ride attracted some twenty cyclists including a number from our Section. It was a pleasant route and a nice day and everyone voted it a good event.

We seem to have a lot to look forward to. The D.A. 50 mile Reliability Ride is on June 23rd; Bill Collins 80th birthday celebrations on August 18th at Wannock Village Hall. We have a 100 mile Reliability Ride on September 1st and on SATURDAY, NOVEMBER 2nd at 7.30 p.m. we have a return visit from JACK and GRACE COTTON of the BRISTOL D.A. to present an audio-visual slide show "Why Passports" at St. JOHN'S CHURCH HALL, POLEGATE. Note your diaries, it's a show not to be missed.

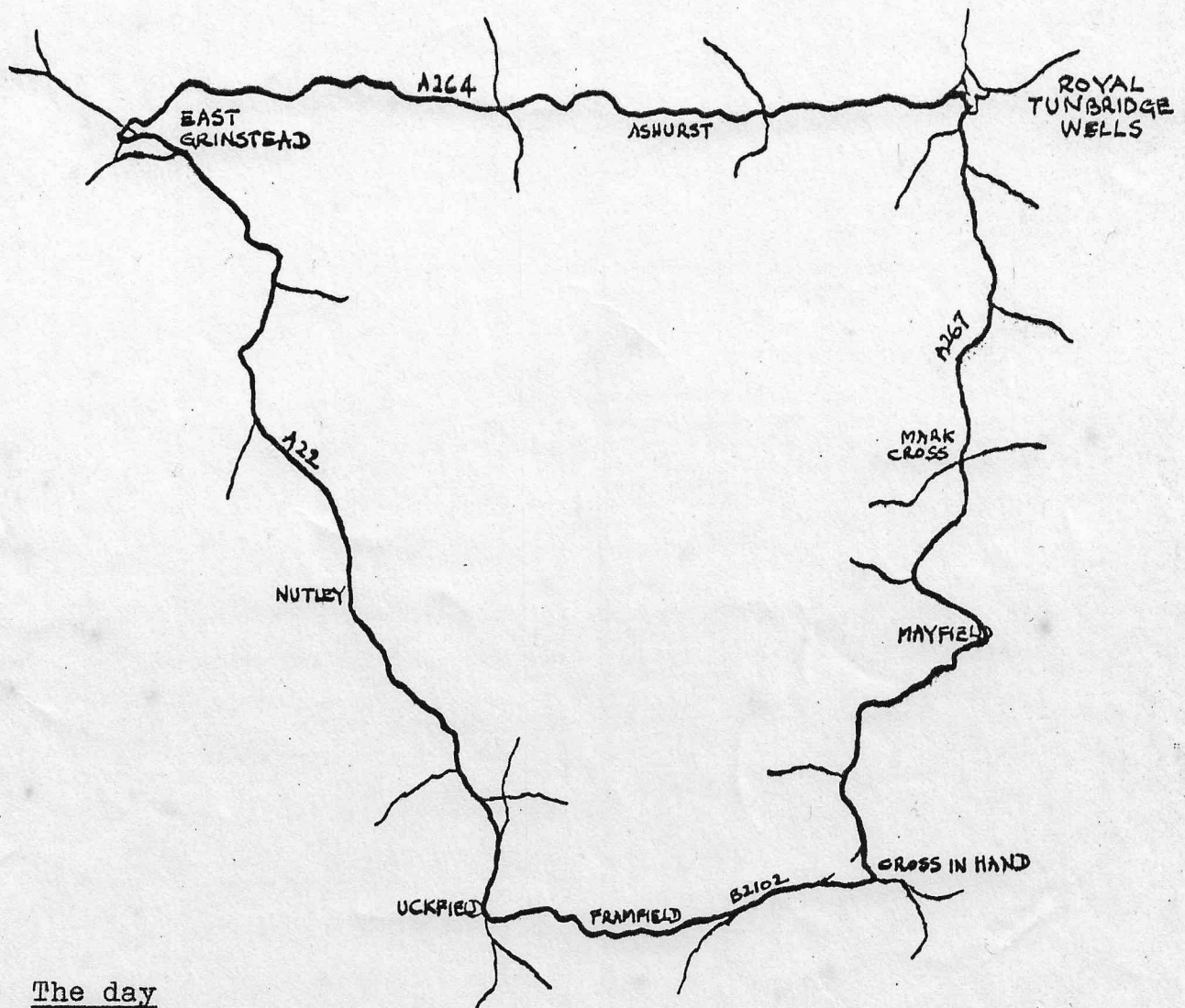
Tourist



Seaside escapades : Terry Why wins £25 for his picture of an elderly exercise class at Eastbourne.

AN EASTBOURNE ROVERS OUTDOOR TRAINING SESSION. SUPERVISED BY THEIR CLUB COACH.

East Sussex Cycling Association 1985 76km Reliability Trial



The day

On the same day as the E.S.C.A. AGM - date to be advised.

The distance

Approximately 76½ kilometres (47½ miles). Any course measurer who would like to measure the course accurately is invited to contact Esther Carpenter or Charles Robson.

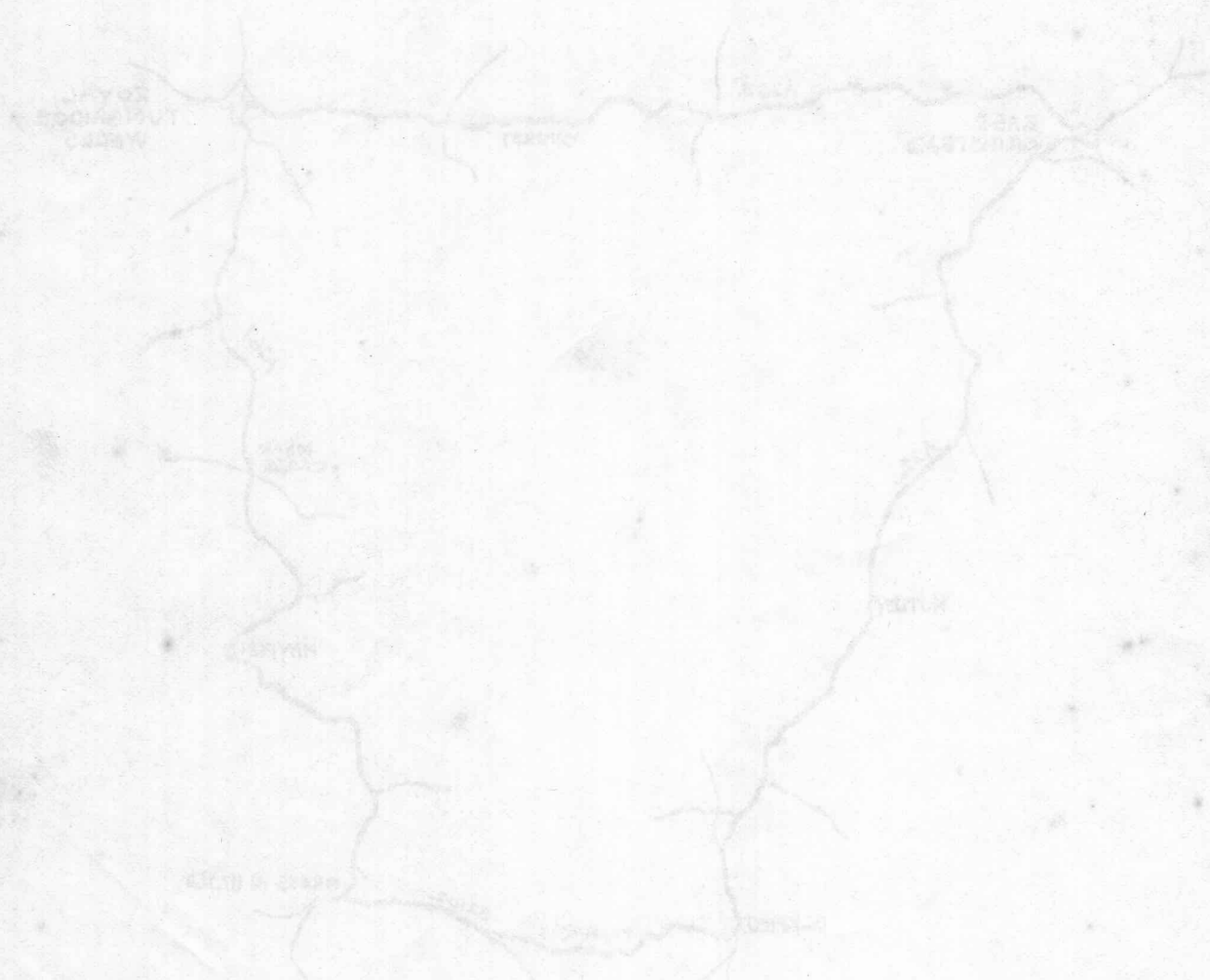
The course

Start at Framfield Village Hall. Proceed in a westerly direction along the B2102 to Uckfield (2½). Turn right at the traffic lights and ride up the A22 to East Grinstead (24½). As you approach East Grinstead, turn right at the new RAB and up by-pass, follow one way system keeping in RIGHT hand lane. When A22 is rejoined, turn RIGHT and then LEFT into A264 to Tunbridge Wells (46). Take RIGHT fork on outskirts and ride down to mini RAB, where left to second mini RAB, where right onto A267. Ride through Mark Cross and Mayfield to Little Chef at Cross in Hand (68½). Take first right just past Little Chef and proceed on B2102 to Blackboys, where right fork, still on B2102 to finish at Framfield Village Hall.

(More details in the next issue of BONK)

East Sussex Cycling Association 1945

John Reliability Trial



The day

On the morning of the 2.10.45 AM - date to be advised.

The distance

The distance of the trial will be approximately 100 miles. The route will be a circuit of the East Sussex coast and inland, starting and finishing at Lewes. The route will be a circuit of the East Sussex coast and inland, starting and finishing at Lewes.

The course

The course of the trial will be a circuit of the East Sussex coast and inland, starting and finishing at Lewes. The route will be a circuit of the East Sussex coast and inland, starting and finishing at Lewes. The route will be a circuit of the East Sussex coast and inland, starting and finishing at Lewes.

(For details in the next issue of BOK)