

# BOOK!

THE OFFICIAL JOURNAL

---



East Sussex  
Cycling Association

---

PUBLISHED QUARTERLY

PRICE  
15 P

---

MERRY CHRISTMAS

---



THE OFFICIAL JOURNAL

East Sussex  
Cycling Association



PRINTED ON PAPER

PRICE

15 p

2020 CHRISTMAS

EAST SUSSEX CYCLING ASSOCIATION

-0000000-

New series No. 35

Christmas 1985

---

President Peter Eurbery

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

Editors: Maurice & Esther Carpenter, 10 Maplehurst Road, Baldslow,  
St. Leonards on Sea, Sussex. TN 37 7 NA

---

EDITORIAL

This editorial is the last one of the year and as such it is customary to wish our readers a very Happy Christmas and New Year. Those wishes are coupled this time with the hope that 1986 will be an outstanding year for the Association. Those of you who have seen a copy of the A.G.M. notice will have read the item asking for ideas to celebrate our Fortieth Anniversay to make it a very special year for us all.

It is appropriate that a stock of badges have been given to the Association at this time, after a long period without any. They will sell at £1.50 each and it would be nice to see everybody wearing one, giving a sense of identity to ESCA members. They are obtainable from Roy Humphrey direct or you can ask your Club Secretary to approach him on your behalf. For those of you who have won prizes and would like engravable awards, it will be possible to have the Association centres on your medals or plaques.

Some of you will have ridden the Reliability Trial today. We hope you enjoyed it and look forward to seeing you again next year. If you bring a friend, you can have a free entry!

Maurice & Esther

Another season has come and gone. It seems that the season and the years get much shorter, even though I remember the Bognor Regis 25 in early September used to be the last event during the fifties.

The Nomad season wasn't that good although not that bad (that's double Dutch). Geoff went to France with the Lewes Nomads to see the Tour de France then disappeared to the Middle East for about six weeks and came back fat. He just about got fit again for three events at the end of the season, riding one solo 25 and two G.P. de Gents, loosing two minutes with a chain off in one. He got a re-vamped bike with new bits and although he's off to the FAR East now for six weeks, when he comes back we can expect some stick from him as he gets fit for 1986 (we hope).

Vernon had a good season and rode nineteen events with only one DNF, due to a puncture. With a number of second places on standard in local events he is thinking of sticking pins in an effigy of the other elderly Nomads, hoping to improve to some firsts. In that other local C.A. 50 with a time of 2.24.17 he had a plus of 19m33s. Unfortunately he is now off his bike with a bad back! Phyllis Hyde calls us the 'Sex' 'Mads' because that's all she can read on our racing vests when we are riding. Can this be the cause of Vernon's troubles?

Keith Chandler is out riding regularly and he entered one event but had m/c trouble. Let's hope he continues and races next season.

It was hoped a couple of times that our numbers would swell (membership that is not Geoff's size!) but we are still only four. However, be careful if you drop someone, he might get lost and become a Nomad (Wanderer to you).

The other member of our quartet (be careful that you don't increase your membership to six or Phyllis won't be the only one calling you names. Mrs. Ed), although not having had a good season but then not that bad a season (double Dutch again), finished off in France again, but more of that later. After going down one place in the first ESCA 25 things slipped a bit due to a change of job but began to come together a bit towards the end of the season with two '59s' and a '58' after a run of '0s' and '1s' and he still managed a few standard awards. Come the Grand Prix season he thought things would be O.K. but failed to get a pacer for the Redmon event and had his first ride in the Wessex G.P. de G on P201 with Tony Deacon (Lewes Nomads). The day of the Wessex G.P. was fine but very cold, even at ten o'clock when they started it was cold and windy. The first two or three miles were a doddle with the wind behind and 128" top to Tony's 116" but then a left turn into a cross wind saw Alan in trouble, even downhill, and for the first time a little voice called out "TONE, slow down". This happened time and time again to the turn, and back up the big hill never had it seemed so far and never had it seemed so slow! That was suffering. Once over the top of the hill the old one recovered and settled in and even had the cheek to call "allez! allez!" round the second turn and back into the wind. Sitting in close going into the wind was not too bad but a mix up with two Spanish lorries made Alan's legs scream and then another mix up at the last round-a-bout found Alan on his own for about three quarters of a mile before Tony caught up. This cost a bit more time but after all that Alan staggered over the line in 54.01. The mind boggles at what it could have been. After the event Tony and Sue and Alan and Trish went to the event lunch at a nearby church hall and enjoyed a fantastic meal and had a great time. It turned out that the Dynamic Duo had won three trophies with one ride plus some goodies. All in all a good day. Alan's social season is now starting where the other left off with the Worthing dinner and then he is speaking at the Bognor lunch. (A good idea - lunches - no discos!)

Well, that's the end of one season and the start of another one only twenty (?) weeks away. Have fun and keep safe. See you at the lunch.

Nomad

THE EAST SUSSEX CYCLING ASSOCIATION LUNCHEON AND PRIZE PRESENTATION WILL BE HELD ON SUNDAY, JANUARY 12th, 1986. DETAILS AVAILABLE FROM ROY HUMPHREY. BOOK EARLY FOR THIS VERY POPULAR AND LIVELY FUNCTION WHICH WILL BE AT FRAMFIELD VILLAGE HALL.

So the social season is upon us - All Hail to the prizewinners. In our case, Simon Barnes was the late season hero with a number of Open successes when he managed to put one (or three) over the man who overshadowed him last year - Tony Deacon. After winning the Eastbourne Rovers 10 and 25 and getting a good third in the Leo 30 (1.05.42), Simon scored another smashing double on the ESCA 10/25 weekend. On the Saturday he pipped Tony by just one second; in Sunday's 25 he rubbed it in still further by finishing thirty nine seconds ahead. But his ride of the year must be the Worthing Excelsior Hardriders, when he eclipsed a good class field - soaring up the hills on his mortgaged funny bike with it's 81 inch bottom gear. Tony doesn't like the hills and had to be content with an unaccustomed sixth place, two and a half minutes down. Still, he's gained some consolation by winning prizes with the help of elderly gentlemen. Andrew Attwood pushed him to victory (well, that's what Andrew says), in the Hainault R.C. two-up and stayed with him for fourth place in the Redmon G.P. des Gentlemen, a mere eighteen seconds down on the great Ian Cammish and Alan Strong. Then Tony went travelling with the experienced Continental rider, Alan Limbrey (who is even older than Andrew Attwood) and showed 'em in the West Country how to ride a two up. In the meantime, of course, Tony had added the SCA 25 mile title to the 100 mile Championship, dressed like an aerodynamic wasp in his streamlined yellow helmet.

Other Clubs, please take note of the names of three young riders who each did personal bests in the SCA 25: Oliver Davies (1.01.13), Paul Gibbons (1.07.47) and Stephen Owles (1.10.51). You'll be hearing a great deal about Ollie in particular, in 1986. He had earlier been fastest juvenile in both late season ESCA events (24.34 and 1.2.21) and as we've seen at Preston Park, he's a very stylish rider. Look out, too, for Mark Smith, fastest junior in the ESCA 10 (28.16). Oh, yes. That was also the event in which Ian Burgess did well. Remember him? He was a promising lad in the early 'eighties until Fair Cupid tied silken cords about him. (Sorry, I've been reading a lot of poetry just lately. I mean he's been courting. But Mrs. Sally Burgess has agreed to let him out to play every now and again.) Now he's even fast enough to win the final Club event of the season - a hilly 18 in 44.59.

Ian and his Dad renewed their pre-Cupid partnership in the Redmon GP and were fairly pleased with their performance. Horry Hemsley bravely agreed to partner Simon Barnes and wished he hadn't when Simon left the starting line like a rocket, forgetting promises to take it easy until Horry had convinced his lungs they were in a race. They did well to finish eleventh.

Horry was one of the Club's four riders who recorded personal bests in the Essex Roads 25, an event which gave the Club one of it's most satisfying results of the season. Peter Gates took first place with 1.00.07; Ian Landless was fifth in 1.00.57; Horry fell on a greasy corner but still improved to 1.01.15, which gave him tenth place and completed the winning team. John Coe gave them good backing with a 'personal' 1.04.32. All Hail to the lot of them.

Ian Landless organised a tourist trial again, concentrating this time on pubs and churches. It was won by Marcus Ross and John Bridger. One suggestion is that next year competitors should have to drink a pint in each pub - but as there's likely to be twelve pubs perhaps they ought to say a prayer in each church as well. Which brings me to the remarkable fact that Mick Burgess has been attending church regularly of late, though not on Sundays. I'm afraid he's in for a lot of cross toasting on the subject at the club dinner, so the only clue I'll give is that he's been dead lucky to find another job after retiring from the police.

Rotrax

(In the absence of Rear End, who has too much homework to do.)

Roy Humphrey reported that there was one case of drunken-ness at the Brighton Crits, with the person concerned being led away by the police. However, we are assured that it WASN'T Joyce Dunford on this occasion, even though Pete Wall announced over the P.A. system that the Dunfords were ensconced outside a public house for the duration of the event.

A successful annual club dinner and prize presentation at the Chatsworth Hotel, Worthing, on Saturday, November 9th was enjoyed by a hundred plus members who were entertained by the incisive wit of Mick Rabbetts. The jokes about club members were particularly funny and delighted all those present. After the dinner and prize presentation, members danced into the small hours supported by the music played by the Virgo Disco. In the human form this was, in fact, the brother of our ladies multi-club record breaker, Christine Barnett. Our thanks to all who came, to Roger Smallman for organising the event and all those who took part in the proceedings.

To matters testing, the club enjoyed the flurry of late season events with a chain stretching hardriders event over the new course and a favourable response from most riders who sped through the mist on that morning. In the Grand Prix des Gentlemen Tony Goodsell and Don Lock showed the way, with some memorable personal bests from other riders too. Ken Atkins towed by Andy Smith and Mike Standridge by Clive Goward did super rides that day. Mick Mansell showed great form to win the club's hilly at Bury Hill and show how sensible riding after injury can quickly mend damaged muscles and a return to fitness.

Talking of damaged muscles, many of the more heroic club riders are pushing iron, thrusting squats and have stretched themselves so far to Andy's whistle that times in the early races next season must show improvement for those that stay the circuit. An eye-opener to all of us who thought of ourselves as fit at the end of the season.

The clubruns have been reasonably well attended, in some near perfect weather conditions so far. It is encouraging to see some younger and newer members enjoying their first trips with our club.

To them and all those associated with this great sport, a very happy Christmas and a 'personal Best' season for 1986.

Bottom Bracket Bob

#### C.T.C. EASTBOURNE & HAILSHAM DISTRICT SECTION

If you missed it you were unfortunate - that is the audio/visual slide show "Why Passports" given by Jack and Grace Cotton at Polegate on Saturday, November 2nd. Ninety eight people attended and were enthralled by the performance which was of the highest order. The proceeds from the show helped to swell our diminishing funds and the success of the evening has prompted us to book Jack and Grace to come back to Polegate on Saturday, October 25th, 1986 - note your new diaries.

Readers will be sorry to learn that octogenarian Bill Collins was knocked from his machine by a motorist recently. Fortunately Bill was only bruised and shaken and is making a good recovery.

Our Annual General Meeting was attended by eighteen members and passed off without incident. The present Officers and Committee Members were re-elected and Paul Holmes was elected as an additional Committee Member. Welcome Paul. Presumably this means the present 'lot' are doing the right things.

As to the cycling, we have continued to enjoy our jaunts in what has been more favourable weather. It is difficult to ask for more. With the social season on the horizon we are looking forward to the D.A. Christmas Lunch and our Section New Year Lunch and Slide Show and Tea.

Merry Christmas to all our readers and Happy Wheeling in the New Year.

Tourist

CLOSING DATE FOR COPY FOR THE SPRING EDITION OF BONK IS FEBRUARY 24th (OR THERE-ABOUTS FOR THOSE OF YOU WHO DON'T HAVE A CALENDAR, HAVE LOST OUR ADDRESS OR MISGUIDEDLY TIDY UP AND LOOSE THIS COPY OF BONK WHICH CONTAINS ALL THE DETAILS YOU NEED.

All good things must come to an end and so the 1985 racing season has and I've got withdrawal symptoms already! The social season is just beginning to get into full swing and I write these notes recovering from a fantastic Kent C.A. annual dinner and prize presentation at which the Wheelers were well represented among the prize-winners. Dave Abraham was a KCA 10 winner and of course our glorious second team in the 12 Hour. The club also had two finishers in the B.A.R., the first for a couple of years, with Terry Collins thirteenth and yours truly fourth.

The hallowed Tonbridge by-pass was back in action for the last few weeks of the season. The new surface seemed dead somehow, with the crisp sound of tubular on tarmac strangely missing but the course is as fast as ever. The return of the by-pass meant that the club's short distance Championship was fought out over the closing weeks of the season with Pete Crofts running out the winner with three 22 minute rides in his only races of the season.

We then rolled on to the hillclimbs with the ESCA promotion on Hartfield as one of the openers. Dave Harding was third to Callum Gough of the Thanet. A run of late season form also saw Dave gain his second category road licence with a win and a third in the last Kent League events. The Southborough provided a third of the finishers in the ESCA climb. Where were the other Sussex hillclimbers? It is perhaps interesting to note that Callum's win in ESCA climb was his only one in the short hillclimb season. Over the next few weeks on the shorter and steeper Kent climbs he played second fiddle to his team mates Nigel McGinley and Martin McGregor, and of course Phil Mason of the San Fairy Ann. Team mates said he was strangely unconcerned and relaxed. A large contingent of the Southborough went down to Devon to support Phil Mason and his team. 'Comic' watchers will have read of his glorious failure but will not realise that Phil had felt ill all week and put this down to a spot of nerves. After the title race his doctor confirmed that Phil had gastro-enteritis which left him unable to eat for a couple of days. Callum, however, according to my spies, was a nervous wreck all week but overcame it all for a fine fourth place. My spies were also able to explain Darryl Websters' funny reference in Cycling. A few years ago before Callum came south, both riders were on the National Squad and attended fitness tests where a doctor conducting the tests told Callum that he shouldn't ride a bike as his resistance to the load of cycling was so low and he couldn't explain why Callum was able to produce the performances he did. This became the 'in' joke and Darryl never ceases to remind Callum of this when they meet.

Enough of these insights into the higher echelons of our sport. Following the Wheelers raid into France earlier in the year, we're planning a return in conjunction with our local, the Crosskeys. The idea is to collect the Beaujolais Nouveau when it's released and bring it back to Tunbridge Wells. The Wheelers will be responsible for the first two hundred mile leg to Paris with the patrons of the Crosskeys taking over to get the wine to the French coast. We then take over for the final triumphant entry to Tunbridge Wells. The ride has already received a good deal of local press and will raise money for the Kent Association for the Disabled. John Harding or Warwick Dunford will gratefully receive any donations! The ride will last for four days and the details were settled at a meeting at the Crosskeys one Thursday night when our members were plied with free beer. It all goes to prove what many BONK readers will have suspected for a long time - Warwick will do almost anything to earn a free pint!

The day before the final procession to the Crosskeys also happens to be the club's annual dinner, so the Beaujolais riders will have a very busy week.

On a lighter vein, the next time you go to a petrol station, beware. Dot Harding recently went to her local garage and went to her usual pump to fill up. On restarting the car there was a large cloud of smoke coming from the back; she managed to drive away but found she was getting nowhere fast and was virtually driving on the clutch. When she coaxed the car home, John called the AA. It took two inspections to reveal the problem - the engine was full of diesel! The garage had changed the pumps round and Dot hadn't noticed. To make matters worse, the whole street knew about it, much to her embarrassment. The cost, you may ask, to pump the stuff out and change the filters? £40. The Hardings were able to laugh, though, when the news went round the club, as Jean Smith timidly admitted to the same mistake just a few days before!

On that note I'll leave you and wish all BONK readers a safe and fast 1986.

Overshoes

The closing time trials of the season have brought a tremendous flush of successes for Central Sussex riders. The club 30 team record has been reduced by an incredible twenty one minutes down to 3.41.27. This was put up by Paul Lipscombe (1.06.49), Colin Tamon (1.7.31) and Gary Moore (1.5.38) in the Colchester Rovers event and this superb effort took the team prize as well. Adrian Jones did a magnificent ride in the very successful inaugural Worthing Hardriders 26, when he took the first vet prize with 1.8.33 and Kevin Penfold scooped the second junior prize with an excellent 1.10.50. In the same event, Paul, Colin and Gary picked up second team prize.

More successes followed down on 938 in the Brighton Mitre 25, when Colin Tamon (58.32) led Tim Goddard (59.55) and Joe James (1.03.05) to second team spot and young Kevin Penfold did a personal best 1.01.18. Some other excellent rides in the same event were Alan Codd (1.05.21), Robin Maclagan (1.05.56), Rod Laker (1.06.48) and Les Teague (1.08.40).

The fitting end to the season came in the ever popular and traditional last event - the Bognor Hilly. Gary Moore, off at number 45, romped around the course in a splendid a.5.28, which was not to be bettered. This wasn't all of the good news though, the closest rider to Gary turned out to be Paul Lipscombe just 1m32s behind and Colin Tamon came in for the team prize in 1.7.58. As if all this wasn't enough, Adrian Jones did yet another excellent ride to take the vets with 1.10.15.

Colin and Gary had a great end to the road racing season, too. Colin's finishing sprint in the 100Km Weald of Kent took him clear of the field to win the event and collect a very fine trophy. Gary gained the vital point necessary to give him first category status in the Hayling Diving Services 100Km at Rowlands Castle -all achieved in the very short space of four months. Well done, Gary!

Central's now traditional Open Hillclimb, up the 'Wall' on Ashdown Forest, attracted a small but classy field and last year's winner, Steve Marchant, was the only rider inside four minutes (3m50.05) to take the prize again. The climb rises over a distance of just over a mile - 1525 yards. Best placed Central rider was that man again, yes Gary, who was fifth with 4m16.9. Kevin Penfold and Joe James followed with 4.43 and 5.00 and Frank Sayers, who bravely decided to make this his event debut (I hope you don't think you were conned into entering, Frank!) did very well to record 5.52.

Ron Ewart's rambles have started with rides to Ringmer, Heathfield, Newlands Corner and Worthing. I've just picked up the pen to finish this article having returned from the Worthing ramble - which took place almost entirely under water, that is, apart from the times it only hailed. Still, I've now stopped shaking and am almost ready to face the several hundred pounds of jerseys, training trousers, etc., that are heaped outside the back door. Unfortunately Rex and Ron himself have not been able to ride all the rambles. Rex because of knee trouble and Ron with problems on a higher plane. Get well soon, chaps. Back on to today's exploits, Macari's thought they had a roofing problem because as we nine brave (?) souls sat there trying to warm up and refuel, the water had gradually drained from our clothing to form a pool some ten feet in diameter on the floor. I think Adrian had the best comment on it all as we splashed in the wash of Roger's and Paul's bow waves up the A24, when he wondered why more people didn't do this sort of thing!

Ron's time on the sick bed allowed him to dream up a completely new route for Central's reliability trial on 16th February, 1986. I've drawn the route out with all the other details (I've put them inside the back cover, perhaps club Secs. would pin that page to their notice boards! Mrs. Ed). I think it's slightly less challenging than those of the last couple of years and Ron hopes that the relatively late start of 10.00 a.m. will prove attractive - so I look forward to seeing you go by me on the way round!

One more date for your diaries is the 24th January, 1986, which is our club dinner at the very popular Red Lion at Ashington. This one is a little unusual being on a Friday, but it does allow socialising to continue beyond 12 o'clock. This isn't possible on a Saturday because of the licensing limit.

Finally, I can't close without extending my deepest sympathy to Kevin Bramham and his daughters Nicky and Macky on the tragic death of Coleen - a sentiment that I know is shared by the entire membership of the club. Coleen was a lovely lady who will be remembered by a great many people for a very long time. The whole club offers it's support at this sad time.

Rambler



Winter draws on, in fact if the last couple of weeks are anything to go by, TWO Winter draws on. I suppose we should be used to the old British weather, it seems to dominate our lives so much and is usually the second main topic of conversation at work, but it does get on your old whats-it sometimes, doesn't it? Yes it does, still us old softies in the south don't know half really, with our roads fairly free of the white stuff compared to the likes of them north of the old Watford Gap.

Despite the elements the Rovers are travelling the lanes on Sunday mornings. We are trying a new system of clubruns with three groups starting from different points on the compass. Clive Willis and his gang start from his house; Richard Thomas does his Pied Piper bit and leads his young enthusiasts through country away from the main roads, whilst the ever growing band of Bexhillians give the residents of Warwick Road a turn by following the much travelled Ken Thompson toward the backwaters of Kent and Sussex. The idea being that these separate mobs meet at some predetermined watering hole for refreshment and exchange of the usual verbal abuse.

Looking back on 1985, the Rovers have had a quiet season. Being a mainly time trial motivated club we don't seem to be getting the younger riders involved in circuit or road races. Testing seems to be dominated by the over forties, which I think discourages the schoolboys and juniors.

Brian Burns made a comeback after four years out of cycling competition. He rode in time trials, track and a couple of crits, showing well in all these disciplines. Simon Prior did several time trials plus the crits and put up some good performances. He won the evening series, beating Jim Fuller by six wins to five. Clive Willis decided halfway through the season, that there was more to life than trying to beat the clock and promises to give it some next year. His son, Steven, continued to show his enthusiasm for the sport, riding time trials and finishing well up in the points at Preston Park.

1985 has been a quiet year for Cliff Sharp but he will still win the club B.A.R. by a big margin. Charles Robson has done what he likes doing best, half and full day rides, finishing well up in the Vets National Championship 24 and the Long Distance Fellowship table. Man for all seasons, Ray Gearing, has spread his season to include time trials, road events and CTC weekends, finishing off nicely by clinching the club Hillclimb Championship. Graham Lade has again combined all these major types of events, namely testing, road and track plus giving his young daughter Sarah the benefit of his experience. Their first event this year on the tandem was a 10 on a very wet and windy A20. I know from my own experience that conditions caused by a vicious cross wind made one a bit nervous but Sarah and Graham coped well and despite unshipping a chain finished well within evens. Another member who has shown well in time trials but promises to turn his talents to the road next year after sampling the delights of mass start racing in the club crit. series, is Andrew Purser.

There were a few new members joining the club mid-way through the season and they can be pleased with their debuts. Colin Newing of Bexhill rode a few 10s and 25s; Phil Berry rode just 10s and got below 26 minutes, not bad for a near vet. Unfortunately, he caught the Bexhill headbangers complaint and rode into a parked car - luckily without personal injury although he now possesses a very short wheel-base frame! Meanwhile our very latest recruit, John Dilley, shocked everyone including himself, by posting a very short 24 in his first ever time trial.

Well, that's enough name dropping. All that remains is to wish everybody a very happy Christmas and healthy 1986. Cheers.

Embrocation

Joyce Dunford decided to pop into the Hare & Hounds at Framfield for a quick one before the last ESCA Committee meeting. When she finally decided she'd had enough and that it was time she showed herself at the meeting, she walked past the Hall three times before she realised that was where she was supposed to be.

ESCA POINTS COMPETITION

	HR	10	25	50	25	100	50	10	25	HC	TOTAL
SIMON BARNES	16	19	20	-	-	-	-	20	20	20	115
P.J. Baker	-	10	15	7	-	20	17	11	14	17	111
D.M. Abraham	18	17	-	14	-	-	-	13	-	15	77
S.C. Dennis	17	20	-	20	-	-	19	-	-	-	76
P.A. Abraham	11	16	-	19	19	-	-	-	-	-	65
R. Sier	-	-	-	17	-	19	-	12	12	-	60
J.R. Fuller	-	15	17	10	17	-	-	-	-	-	59
T. Deacon	-	-	-	-	-	-	20	19	19	-	58
D. Harding	-	-	-	-	-	-	-	18	18	19	55
J.E. James	12	-	-	2	16	-	13	10	-	-	53

	HR	TTT	10	25	50	25	100	50	10	25	HC	TOTAL
LEWES	4	3	9	20	-	4	17	10	30	35	10	142
SOUTHBOROUGH	6	5	10	3	13	7	-	2	12	9	23	90
EAST GRINSTEAD	10	9	14	-	14	-	-	16	-	-	-	63
EASTBOURNE	-	6	4	15	11	7	4	-	-	-	-	47
HASTINGS	-	-	-	3	5	-	17	5	-	2	5	37
BRIGHTON EXCEL.	-	3	2	4	4	-	-	15	3	4	-	35
CENTRAL SUSSEX	-	8	-	1	-	13	-	2	-	1	-	25
REGENT	18	4	-	-	-	-	-	-	-	-	-	22
BRIGHTON MITRE	4	-	-	-	-	12	-	-	-	-	-	16
WORTHING	-	-	-	-	1	3	6	-	-	-	4	14
SUSSEX NOMADS	-	-	-	6	-	2	-	-	-	-	-	8
V.C. ETOILE	2	-	6	-	-	-	-	-	-	-	-	8
CRAWLEY	-	-	-	-	-	-	1	-	-	-	-	1

Thanks are due to Stan Shirley who collates all the points for this competition throughout the season. A full list of all the points winners will be available later for anyone who would like one.

For Sale

- 1 pair racing shoes, size 9 (Verd Cupio Italy). Only used twice. £ 9.50
- 1 pair touring shorts. Brown with cortex seat by Beenbag. Unused. Were £18.50. £15.00
- 1 Jos-Sport frame (John Spooner). 22½" orange. Was £85.00 £70.00

Interested? Contact Alan Limbrey on Brighton 558511

EAST SUSSEX CYCLING ASSOCIATION - CHAMPIONSHIPS

Senior B.A.R. 1985

1.	Peter Baker	Hastings & St. Leonards C.C.	22.857 mph
2.	R. Sier	Hastings & St. Leonards C.C.	22.783 mph
3.	P. King	Lewes Wanderers C.C.	21.743 mph
4.	H. Hemsley	Lewes Wanderers C.C.	21.303 mph
5.	I. Landless	Lewes Wanderers C.C.	21.289 mph
6.	G. Robson	Eastbourne Rovers C.C.	20.864 mph
7.	K. Thompson	Eastbourne Rovers C.C.	17.468 mph
1st Team			Lewes Wanderers C.C. 21.445 mph

Ladies B.A.R. 1985

1.	Esther Carpenter	Southborough & District Wheelers	20.171 mph
2.	Rosemary Dunford	Southborough & District Wheelers	19.529 mph

Junior B.A.R. 1985

1.	Oliver Davies	Lewes Wanderers C.C.	23.017 mph
2.	P. Gibbons	Lewes Wanderers C.C.	21.354 mph
3.	S. Cwles	Lewes Wanderers C.C.	20.290 mph

Veterans B.A.R. 1985

1.	Charles Robson (55/56)	Eastbourne Rovers C.C.	+ 1.577 mph
2.	H. Hemsley (50/51)	Lewes Wanderers C.C.	+ 1.286 mph
3.	I. Landless (45)	Lewes Wanderers C.C.	+ 0.409 mph
4.	K. Thompson (63)	Eastbourne Rovers C.C.	- 0.794 mph

The racing secretary would like to thank Charles Robson for working out the above results for him on his 'computer'. Mick seems to think that the computer runs off discarded teabags and tealeaves and is willing to collect same on Charles' behalf. All donations to be sent to 7, Sandridge, Crowborough!

If anybody thinks that they should be included in the above results and have been forgotten, would they please contact Mick at the above address. Qualifying rides for the ladies and juniors B.A.Rs. are over 2 x 10 and 2 x 25 miles and the Eastbourne Rovers 10 on August 17th was a qualifying event for both competitions.

Place to Place Records

Solo bicycle

Eastbourne/Haywards Heath/Eastbourne	C.G. Robson	Eastbourne Rovers	2.32.18	11.6.81
Lewes/Hurst Green/Lewes	P. Burbery	Lewes Wanderers	2.12.42	6.9.81
'Round East Sussex'	C.G. Robson	Eastbourne Rovers	5.24.28	6.9.81
Brighton/Tunbridge Wells/Brighton	M.D. Rabbetts	Lewes Wanderers	2.38.40	19.6.85

Tricycle

Lewes/Hurst Green/Lewes	J. Pratt	Lewes Wanderers	2.30.34	21.11.81
-------------------------	----------	-----------------	---------	----------

This is the tale of another epic led by Adonis Landless to Brittany and the reader can surmise that we have learnt nothing from experience and yet still go. Anyway, rather than ride round the rubbish tip which makes up Brighton I met Geoff Boore (Sussex Nomads) in Cuckfield and took him over Bury Hill - lots of complaints, to meet El Leader, Mick Burgess, Matt Rabbetts and Peter Gates at the Little Chef at Fontwell. As soon as it left it started to rain and as well as being miserable and cold Matt and Mick tried to kill each other with a minor collision on about the busiest part of the A27. This incident wrecked Matt's rear light on his shiny new Claud Butler. When we got to Portsmouth I ruined a lifetime resolve and ingested some reprocessed coloured imitation food in a McDonalds, even the cups are fakes. When we wandered down to the ferry we found that we were supposed to be on board an hour before sailing. We met Eddie Reeves, Dick Lyon (The Royston Rocket), Brian Braybrook and John Bridger - well known author of '1001 Reasons Why I Did Not Start and/or Finish', available for £5 and a self addressed envelope. We all rushed on board and arranged to have a berth each. Leaving the proles to drink themselves into oblivion we bedded down in these steel shoeboxes for the night crossing.

On reaching St. Malo we found it was still raining and despite our efforts we were kicked off the boat. We sheltered under an archway and put our raingear on. Our first night was to be at Paimpol and as we left St. Malo, slowly the skies began to clear and we all shed our various rainwear to emerge like a lot of geriatric butterflies. By the time we reached St. Brieuc for lunch things had improved considerably and we still all together, which must be a record for one of these trips. In St. Brieuc we found a superb snack bar which served superb pastries with sweet or savoury fillings and sat around a fountain watching the world go by. Life quickly got back to normal when Ian whipped us into activity onto our one horse open sports back on the road. The Hostel at Paimpol was full of Germans but for a change they were quiet, being impressed by Ian's superb physique, a bronzed body enclosed in skinshorts (yuk!). Also I lent some spanners to two of them who were trying to strip down a wheel. We walked down to the town about a kilometre from the hostel for the evening meal which was O.K. but not very substantial. After sleeping for a change we woke up to a wet start and decided to make direct for Lannion and lunch. It was cold and hard and I began to think I could have stayed at home and got wet. The poorer ones in the party had beer and sandwiches while the rest of the credit card holders leapt into a restaurant and made pigs of themselves. When we met them we lifted quite a lot of the cheese and fruit left behind by previous diners. Peter Gates looked like a hamster with cheese in each pouch. Everybody started to wind it up again after lunch to get off the main road which we left at Plestin, and wandered round the coast. Brian Braybrooke continued down the main road as he did not feel too good. I knew I was on tour as someone stopped to take photos. Suddenly Dick realised he had left his tracksuit top back at the restaurant so he and Matt set off back to get a few more miles in. This left us on holiday as the road speed dropped by about six m.p.h. and we had a feeling of relief as we were unlikely to see them again before the hostel. The approach into Morlaix was quite scenic with a river estuary on our right and the town in a hollow crossed at a great height by a motorway. As usual we had to fight our way through evening rush hour traffic only to find the hostel was the other side of town.

When we arrived Brian was already there but hadn't made the beds or got the tea on. We won't let him come again. The other two turned up later with the tracksuit top and hadn't been charged for all the food we'd nicked. There were two Irish gorms at the hostel who had come over looking for work but as there was twenty per cent unemployment in Morlaix they didn't stand much chance. Apparently every few weeks someone leapt off the motorway bridge to end it all. We found a creperie in the evening, very nice but cyclists need lots of bulk and we chose wrongly again. Geoff spent the rest of the holiday avoiding such places and making rude alternative suggestions if we suggested another such place. There was not a lot to look at in the town so we bedded down early to start the next day with another session of rain. This time we did the early morning rush hour and found a minor road which climbed up through pine forests and it actually ceased raining. This was to be our best day from a scenic point of view as we had to cross a regional park full of hills so I got left behind quite soon. We had coffee at a roadside bar at Plouneour-Menez and then shot off into a maze of small lanes where I spent a lot of time watching the others disappear over the horizon. These holidays now have a new competition called 'Let's stop at the next likely place for dinner'. After passing several likely places which all rejected by nobody stopping we found a beautiful place near Chateaulin on the River Aulne. It was full of French businessmen but we got in by telling the patron that Geoff was conducting a sales promotion for American Express and we all his reps who had won this incredible trip. After an excellent repast we sat by the river in sunshine eating fruit from the display bowl in the entrance of the restaurant. Another place that Landless can't go to again. We took to the lanes after Chateaulin and came into Quimper as the rush

hour was developing. Geoff, Brian and I had been dropped and as the others had carefully hidden their bikes we passed the bar where they said they had waited for us. After visiting the local post office I got directions to the hostel which seemed to be full of cyclists. Mick Burgess and Dick turned up when the rest of us were going down town for a meal. We didn't wait. It was quite pleasant walking by the river in the sun and even being allowed to take photos without your chums disappearing into the distance. We found an overpriced spaghetti house where I just had the soup and let the rest of them blow their money on what I would consider a small amount of food. As usual we found a place afterwards where we could have had a three course meal for the same price as the spaghetti. After a few beers we went back to the hostel and with the aid of my ear plugs actually slept. After breakfast at the hostel we made our way south to the coast to Concarneau for coffee. The female patron pushed about three tables together for us which I cannot see anyone in the U.K. doing, even for money. As the sun was out and it was not too far to Lorient we played being on holiday and it was a bit sociable for a while. Brian, Matt and I got dropped and made for Pont Aven for lunch in a superb cake shop where Matt tried to clear the shop. The others said they would be there but needless to say we didn't see them again until the evening. If they want to write about their experiences I do not mind. Anyway we took to minor lanes towards the coast and came round to Lorient from the south. Luckily we met a French cyclist who showed us the way to the hostel. I could see the massive U boat pens but no-one else seemed to be interested in history. We met the rest of them there lounging in the sun, supping ale, with John Bridger saying how he could have stayed with the bunch but his feet and/or gears stuck or some such thing. This was the only hostel where an evening meal was laid on and it was excellent, especially as Horry Hemsley had arranged for wine for us as he was unable to come at the last minute. The only rough bit was when Brian had a diabetic attack and fell and banged his head on a stone table. I made him put an ice pack on his head and all he did was complain as his head gradually froze. As we were still a bit hungry we found a hypermarket with a restaurant and indulged ourselves with huge icecreams. Geoff still hadn't had a chance to use his American Express card as as French hostels haven't been accepted by his company as yet. After a good nights sleep and breakfast which was the same every day, rotten french bread, margarine, jam and coffee. Anybody who bothers to eat that bread from choice and bring it home has got to be potty. This was the day when we were going to see the opening time trial of the Tour de France at Plumelec.

We left Lorient via Hennebont and took to the lanes to stock up with food at Pluvigner. The last bit to Plumilec turned into a race with Eddie first, and surprise, me second. Note no sign of Bridger again on his stripped down bike. As a special note it had a purse sized saddlebag, no mudguards, narrow section wheels and super light-weight frame, and he still got hammered practically every day. We had to pay forty francs to get into the enclosure and Eddie nearly turned back as spending money is not his strong point. There seemed to be most of Brittany there, with wine, paté, barbecues, etc. Needless to say we didn't see a lot, despite being there for hours. I met Tony Pell, South Bucks R.C., who is a bit obvious, being 6'4" with red hair. We swapped stories as we rode together in west London events over about ten years. After seeing some bloke called Hinault win - he could do well if he keeps training, and of course, subscribes to John Bridger's book - we tore through huge crowds of traffic to try and get to the next venue. When I looked behind, being a maniac in traffic, only John Bridger was there. We decided to press on to Locminé and picked up a French cyclist on the way. When we got there we found a diversion sign so pushed on up to Naizin, the Frenchman went through the diversion. After doing bit and bit we came out about three miles from Pontivy where picked up the Frenchman again who was not only in front but not as worn out. The hostel in Pontivy was on an island and very scenic. Graham Seymour was there having ridden down from St. Malo. There was also the biggest dog I have ever seen and it took a liking to Graham, who cannot stand dogs at the best of times. After a wash we entered, for a change, the very first restaurant for our evening meal which was normally a dish of good old French spaghetti bolognaise. As French small towns are nearly as exciting as a Welsh Sunday we went back to the hostel early to annoy the dog.

Dick Lyon said he had made contact with a Japanese company who wanted to do an interview with us on why we watched the Tour de France. We all fell about until the phone rang and their French interpreter made an appointment to meet us the next day. Dick, Brian, Eddie, Matt, Ian and I decided to be T.V. stars whilst the rest of them, full of disbelief, disappeared into the hinterland between Pontivy and Rennes. We found an obscure crossroads outside Pontivy, with a grotty bar, and waited in the sun for our Nippon friends and the Tour.

A.C. Hardings. Domestique

To be continued. Don't miss the next episode. Will the Wanderers become stars of the small screen? Will the groups meet up with each other again? What other adventures will our madcap heroes encounter? Read the Spring edition of BONK and all will be revealed!

Autumn was late arriving this year but the last few weekends have been quite spectacular. Twenty four Club members were together for the weekend of the National Hillclimb Championship and the drive down was most enjoyable, particularly across Exmoor on Saturday afternoon. Conditions couldn't have been better for the climb itself and we all thought it the most impressive 'hill' for several years. Ilfracombe, where we stayed, didn't have much to offer in the way of Saturday night entertainment but somehow Chris Chapman and Dick Holkham managed a hangover (Chris did politely wait to use the basin until after Craig had washed!). Having all got to the start early to help with putting out the barriers and crowd control, we found the letter with an Exeter postmark requesting our assistance with this enormous task was all a practical joke based around the Brighton Town Centre Racing fiasco! As spectators at the Hillclimb nine of our members got their picture in Cycling. Ironical that for helping all day and half the night at Brighton our Club did not get a mention in the Argus write up and no letter of thanks has been received from the sponsor or the BCF. Where were all the other affiliated Clubs that were supposed to be helping? It would have cost £3000 plus to get Brighton Council to do the job done by the Excel and just a few individuals. A man of Roy Humphrey's age and standing should not have to be out there lending a hand because the majority of Sussex cyclists are takers and not givers. I suggest each Club should be allocated an area of responsibility in 1986 or maybe a more appreciative town should be found in which to stage this crowd pulling racing. One thing is certain, Brighton Excelsior have done more than their share for the past two years; they willingly volunteered but their good nature has been taken advantage of. I wonder who will be putting out barriers at 0630 onwards on Sunday and taking them at 2100 hours next year? Will protective clothing be laid on? Will they be insured against injury?

Everyone seems to have gone mad this social season - they are all out training. Perhaps they are confused by the new event to enter our 1986 programme. This is a handicap 10 based on the number of pints sunk the night before. We thought they would be in the pubs practising but it's out on the bike, running or workouts in the gym. Or is this 'training' being done to enable us all to keep up with the 'iron lady' - Martine (she's French, you know). This Autumn we have had several young ladies join the Club, which is most encouraging...

None of our riders have an excuse for being knocked off their bikes this winter. The new Hi-Viz trimmed weatherbeater jackets are excellent both at dusk and when picked up by headlights.

The Club's cyclo cross promotion was muddy but well attended. The event was won, of course, by Steve Douce. A field of fifty eight in the senior event was finally sorted into fifteen prizewinners who received attractive goods and vouchers, many of which were donated by local traders. RAYMENT CYCLES, M & J CYCLES, JOHN SPOONER CYCLES, Transpeed and others. Tom and Simon Roberts were our best placed riders with Alan Wood an 'also ran' and Leon Budgen a non finisher. We had two boys in the junior event, Nick James getting third place and Mark Scally fourth. The under 12s event was well supported but chaotic with shoes and chains coming off at frequent intervals, but they enjoyed it.

Dick Jones is now taking bookings for our Annual Club Dinner and Dance, venue and entertainment the same as last year - hopefully different food! You can Dick with your reservations.

Commiserations to Mark Waite who has done well with our Club in his first year of racing but has now decided to defect to the Regent R.C. I think it's the white jerseys that attracted him but watch out, Mark, they show up well and should give us all something for next season.

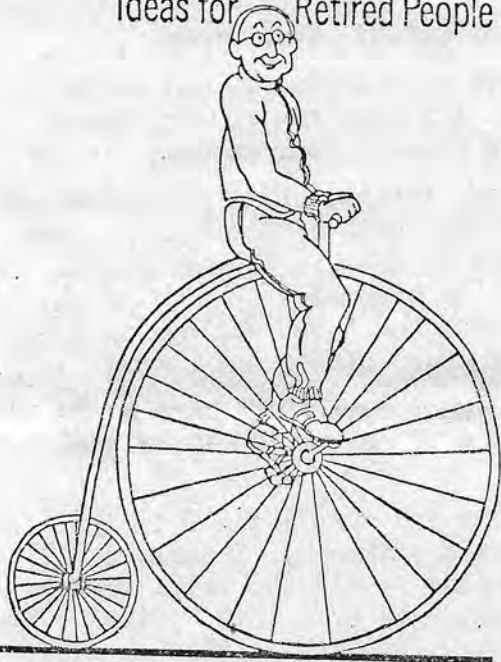
We shall all be waiting to see the prizewinners at the S.C.A. Luncheon - particularly those who competed in this year's 12 hour in such appalling conditions, surely all who finished deserve a medal. Poor Simon Roberts had eight punctures that day, otherwise his placing would have been more impressive and our Club would doubtless have taken the team prize which instead went to the trio from Crawley Wheelers - Malcolm Pink still smiling.

Ropey Rider

Audrey Morris reports that she and Dave have had a great year. On the 23rd October Dave celebrated his sixtieth birthday with a very enjoyable meal at a local restaurant. At the Annual Dahlia and Chrysanthemum Show Audrey won two Firsts and a special Trophy for her dahlias.

They've had thirty three years on the treadmill and fifty five years a wheel for Dave. If it was said that if he'd been paid 5p a mile he'd be just a millionaire. Some thought!

Ideas for Retired People



The benefits of activity for health are well known and the image of granny permanently sitting by the fireside is disproven by lively older people every day. This leaflet describes some of the activities which are particularly popular.

**PRESSED  
FOR SEX  
AT 80**

Dear Barbara

IT IS not a nice thing to write about, but I am 80 and my husband is 77 and he still wants sex. I don't think at our age we should, but he says he enjoys and wants it.

Will it do me any harm? I won't give my name as he'd go mad to learn I've written, but please put my mind at rest.

★ I'm so glad you wrote, because I can tell you there are many couples who enjoy love-making at your time of life. I get lots of letters from couples who regret no longer being able to do so.

The idea that sex is only for the young or middle-aged is misguided. You will not be harmed in any way, so carry on.

**Champion boozer  
Mary, 94, is the  
toast of the town**

A GREAT-GRANDMOTHER who has downed about 106,740 pints and 8,880 shorts in 76 years' drinking, has been voted a city's oldest boozer.

Former barmaid Mary Denham, 94, of Arnold, Nottingham, will receive a prize from the local branch of the Campaign For Real Ale at the city's beer festival next week.

Mother of 17, Mary, who drinks mild ale or gin and tonic, says she has seen the doctor just once . . . when she fell out of bed after one too many.

"The only time I've been on the wagon is when I couldn't get a drink," she said.

"A lot of people say drink is good for you and I'm sure it has kept me going. I shall go on drinkins until the day I die.

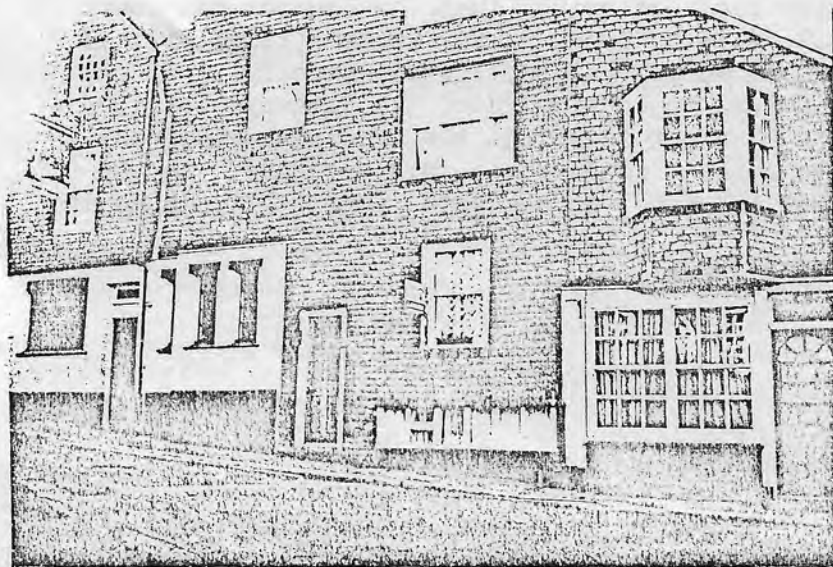
"I didn't know I was the oldest beer drinker in Nottingham. I hope folks won't talk about me."

32, LITTLE MOUNT SIGN, TUNBRIDGE WELLS, KENT

PRICE: £48,500 LEASEHOLD

A superb opportunity to acquire an exceptional maisonette forming part of a period property of immense charm and character in a quiet backwater in the 'Old Village' area of Tunbridge Wells, situated just off the High Street and a few minutes walk from The Pantiles and Main Line Station. The property, which is tile hung and believed to date from the late 17th Century, was once a brothel and has been improved and modernised to a high standard whilst retaining some of the original features such as fine fireplaces and 'peep hole' doors.

- \*\*\* LIVING ROOM \*\*\*
- \*\*\* WELL-FITTED KITCHEN \*\*\*
- \*\*\* TWO BEDROOMS \*\*\*
- \*\*\* MODERN BATHROOM \*\*\*
- \*\*\* GAS CENTRAL HEATING \*\*\*



Rumours that Southborough Wheelers intend to buy this property for their new clubroom are not true!! Nor are the rumours that it used to be their clubroom!!

(Maurice told me to put this in. I wouldn't have thought of it myself. Esther)

This season we have seen some sterling performances from new members Dave Sussman and Peter Davies, both racing for the first time. Peter's times of 1.3.7, 2.15.4 and 4.45.36 for 25, 50 and 100 miles were especially good for someone who has not raced before, and he achieved a tremendous 207.5 miles in the 12 hour on August 4th (the day of the deluge). This brought him fourth place in the SCA B.A.R. Well done!

For Nick Burley, studies have had to take precedence over training, but he was getting back to his best towards the end of the season. I'm sure you're capable of some good results, Nick, in your exams first and then we hope in your racing.

On the touring side members have been doing their own things. Bill Sladen joined the Cape Wrath Fellowship back in June by cycling round the North of Scotland to the lighthouse at the Cape. I believe he took the train part of the way from Brighton, though I can't think why! In early September I flew off to hoped-for sunnier climes (or climbs) in Switzerland, around the Bernese Oberland and the Rhone Valley. A very interesting and enjoyable trip, with more than it's fair share of ups and downs!

At the hillclimb up Ditchling Beacon on September 22nd we welcomed another new member, Guy Cleverley, who put in a good first time effort of 6m10s. Nick was the winner in 5m18s on a cold and misty morning.

Our Autumn events were blessed with brilliant weather and a full field in the Gerry Jackson 25. The early starters found it fairly chilly, though. Thanks to all who helped Robin Johnson with the organisation. Thanks also to all the local riders who took part, but why did you let one of the visitors get away with first prize? Tim Stevens of '34 Nomads won in 55.38 ahead of Richard Shipton (Worthing), 58.19. Colin Tamon (Central Sussex) was fourth in 58.32. With two other riders under the hour - Andy Smith and Pete Dankward - Worthing Excelsior took the team prize. Leading lady was Miss C. Barnett of the Worthing Excelsior and best Sussex junior was Martin Kelly of Southborough. Well done to them and to the three from the Mitre who raced at twenty-five miles for the first time: Guy Cleverley, Paul Linington and Judith Davies, (Peter's wife). It's so nice to see a lady rider in the club again.

Sadly we have been bedevilled again this year by people riding for themselves and making demands on the club (present company excepted) instead of taking part. Some criticisms may be justified but it's people who make clubs, not money or other issues. Personal involvement is the essence of club life and no rider, however good, is above the rule in my opinion.

To end on a more cheerful note, we had a good turnout for the Egg and Beacon 25 on a sublime morning on October 20th and now look forward to the Annual Dinner when we welcome Mick Burgess of Lewes Wanderers to say a few words. There will also be lunch at the Five Bells, Smock Alley, on December 29th - a modest affair, though, to combat the effects of the festive season! Then there's always training to look forward to...

Happy Wanderer

Dear Eds,

May I say, with regard to your last editorial, that the Highway Code says that cyclists should ride 'in single file on busy, narrow roads' (rule 131). I don't in any way condone the driver's action but the law is not helpful to us, it seems. The Highway Code also refers to Section 78 of the Highways Act 1835 - 'you must not, by negligence or misbehaviour interrupt the free passage of any road user or vehicle'. Riding two abreast could be in this category. As the Act was drafted before the bike was invented, it shows the foresight of a genius of sorts!

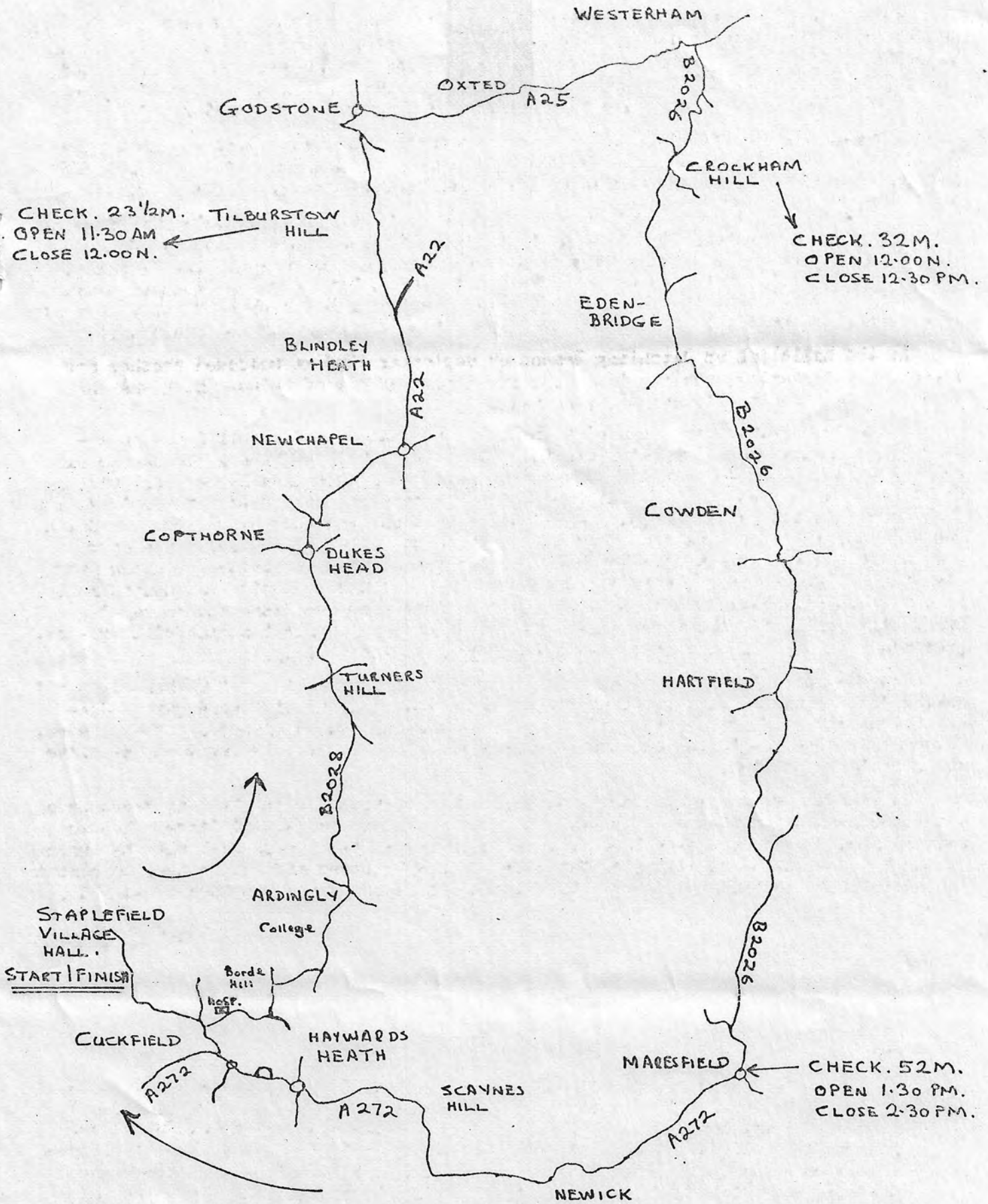
Yours truly,

Alan Kraft

Answer to the riddle on page 13.



CENTRAL SUSSEX RELIABILITY. 16/2/86. 70 MILES.



CHECK. 23 1/2 M. TILBURSTOW HILL  
 OPEN 11:30 AM  
 CLOSE 12:00 N.

CHECK. 32 M.  
 OPEN 12:00 N.  
 CLOSE 12:30 PM.

CHECK. 52 M.  
 OPEN 1:30 PM.  
 CLOSE 2:30 PM.

STAPLEFIELD VILLAGE HALL.  
START / FINISH

6 HOURS	START	10:0 AM.
5 1/2 "	"	10:10 "
5 "	"	10:20 "
4 1/2 "	"	10:30 "

ENTRY 25 P ON THE LINE.

FOR FURTHER DETAILS CONTACT RON EWART, CENTRAL SUSSEX C.C.

