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THE OFFICIAL JOURNAL

East Sussex  
Cycling Association

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EDITORIAL

So far 1986 doesn't seem to have had a lot to offer us in East Sussex. Even the excitement of the new Uckfield by-pass was a bit of an anti-climax.

It has become necessary to find new courses in our area - a very difficult task under the best of conditions but almost impossible given the geographical disadvantages of our particular small area. Our course measurers have been working hard but it seems that they'll have to get their heads together and find a new H.Q. for the '50'. Half Mile Lane is a busy little road, linking two main roads as it does, and there isn't room for bikes and people to sprawl all over. At least one bike was knocked by a passing van and by the look on the driver's face he wouldn't have minded getting a few more. It would be foolish to give him another opportunity! Cycling seems to be generating a lot more sympathy and interest from the public but it's up to all of us to try and do a good P.R. job whenever we can.

The Association 100 is on July 20th. Help is needed with marshalling and Clubs will be circulated. Entry forms are already out so why not get hold of one and fill it in and send it to Brian Holt!

Maurice & Esther

Such is the time consuming strain of being a top horticultural student that my dinner hour is being used for the writing of this dampened, wind blasted article. Looking out of the window, I get an urge to go out training and make the most of the fact that the wind's dropped and it isn't chucking it down.

It wasn't a much better picture from where we left off back in February, for the Urals had decreed we should have some of their snow and the opening weekend's racing was wiped out. The first Club event, The Tour of Glyndebourne and the following day's ESCA Hardriders were both DNS. The Glyndebourne race would have seen young newly wed Ian Burgess in his new capacity as racing sec. He had to wait, however, until the Club's hilly at Danehill where he not only collected the entry fees but also collected the winner's garland as he narrowly defeated Matthew Rabbetts. The Hilly was followed by a clubrun to the Royal Oak at Barcombe where a free lunch was provided by that eccentric Ray Douglass lookalike, Mick Rabbetts. Mick was celebrating the receipt of the compensation owed him following his bike/car crash two years previous and honouring the man who broke his leg and, in a rather painful way, gained him several thousand pounds. Guests were welcomed to the George Daunt Memorial Lunch. Birthday cake was also served to two worthy birthday girls - Sylvia Burgess and Maureen Porter.

The other obvious high spot of this extended social season was the Club's annual tour. This year it was a bit of self indulgence for Mr. 'Ambre Solaire' Ian Landless as he led his merry band of faithful trainee sun gods to the blisteringly hot climbs of Majorca. A fixed centre tour was the order of the week and with Ian on the daily training bashes were Compo Rex (and several chums from the distant past), Eddie Reeves and John Coe. Apart from commenting on the fantastic scenery, John had most to say about the night out on the beer he spent with two of Compo's mates - a risky business for someone as young as John but he seems to have survived.

The man who, if ever the aforementioned bronzed beauty Ian Landless stood down, would no doubt aim to replace him - Postman Andrew Attwood - escorted his wife Vanessa to Majorca also, but earlier in the year on the Redmon Training Camp. Hopefully all those early season miles will help bring the national 25 team title back to Lewes and East Sussex, as Andrew, Martin White and our hope for a medal - Tony Deacon - go up to Newcastle for the National 25 this weekend (1st June). I won't say any more for fear of putting the mockers on any decent rides from our lot, apart from Good Luck.

Also travelling far afield in search of northern sunshine is Sussex entrepreneur Graham Seymour with his wife Cath, along with ex Tour of Britain rider Roy (sorry!) Ron Rogers and his wife Jill. This jet setting foursome are going to, or went to, depending when you read this article, Harrogate. Any good intentions young Seymour had of making an early start on last Sunday morning evaporated as he was much later seen towing his caravan through Crowborough High Street at 10p.m. that evening. Asked why he towed using his Rover instead of his more economical truck, he replied 'We'd look too much like Gypoos towing a caravan with a truck'!

New member Steve Burgess from Lewes, no relation to Club Godfather, Mick, took his good lady wife and young son to see the racing on the Isle of Wight - all the family took in the touring ride around the Island. Clubmate Roger Pooley raced over there that weekend and put in some good performances.

Mick Burgess, finding business slow in the undertaking trade, went 'avec' Laurie Leaney to Northern France for a few days. I can't say how they got on as they haven't actually left yet but by the time you read this they will have gone and come back so, barring any misfortune, I'll gamble on saying they had a super time. Mick was (or will be) researching for a time and motion study for his employers, Bysouths the Undertakers, by looking at war graves around Ypres.

Enough waffle, it's time for a brief resumé of the early racing as ridden by the Lewes. The season got off to a great start with Tony Deacon and Ian Burgess winning the SCA 2 up. The following weekend Tony won the SCA 25 and Ian scored a superb sprint win in the Surrey League handicap event at Crowhurst. The Club's baptism in the Surrey League has proved successful, although Ian's fourth the day after his win is the only placing we've had to date. Matt Rabbetts rode earlier on using the races as training miles. Mick Burgess who rides often always finishes however far down he is - a good example to younger riders. Jez Waring, Peter Gates and Dave Manning have all raced and all show promise.

Tony Deacon continues to set his high standards, recording wins in the Farnham 25,

Worthing 25 and the Festival 25, plus various high placings. Matthew Rabbetts is also going well and splashed along the new ESCA 25 course, notching up a rare win. Young Steve Wiles now rides with the big boys at Preston Park and after a few nerves early on, seems to be coping better. In the ESCA 10 and 25 in April he scooped best Junior prizes in both events and recorded a personal best 27.33 in the 10. Martin and Andrew made their annual trip to Shropshire for the tandem 25 and 50. They won the 50 easily but were unlucky in the 25 when a comfortable win was foiled due to a marshalling error.

Team wins have been fewer to date but we did win in the ESCA 25 (Matthew, Ron Rogers and Horry Hemsley), and Crawley/Shoreham (Tony, Matthew and Martin).

Just before I close, best wishes to Reg Porter who is in Bevendean Hospital. We all wish him a speedy recovery.

Here's to less rain, less wind, more sun and fast times.....up the printers!  
Cheers

Rear End

P.S. I've just seen Graham Seymour. "What you doing, Graham. I thought I saw you going to Harrogate last night?" I enquired. "Oh yes, we left but.." paused Mr. Seymour dejectedly, "...but the wheel fell off the caravan on the M25 and we had to come back home..."

Poor old soul - there's always next year.

#### THE LONGMARKER'S LAMENT

Please, Mr. Handicapper, can you tell me why  
My number always ends in '9', no matter how I try?  
Couldn't I be on a '5' for once, or even have an '0'?  
Then people might respect me more, even though I'm slow.

And please Mr. Handicapper, if you have a heart  
You'll give me automatically a fairly early start;  
Don't make me Number 99, because - for pity's sake!  
By the time I finish they'll have gobbled all the cake.

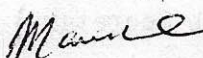
Mike Rabbetts

An open letter to Iris Stevens and anyone else it may concern.

Dear Iris,

I'm always pleased to see you and will do (almost) anything for you with great pleasure BUT, next time you come and visit us and have to borrow my glasses, please DON'T LEAVE GREASY FINGERMARKS ALL OVER THE LENSES. It took me ages to get them clean after the last time

Love from



(Assistant Editor)

"My postillion has been struck by lightning!"

"My postillion has been struck by lightning; that's the only bit of french that I can remember being taught at school" said Ray Wickens, "and I don't think it will come in very useful this weekend".

It was nearly midnight as Graham, Sarah, Ray Wickens, Ray Gearing and I cycled our way through Wilmington, Litlington, Seaford and on to Newhaven to catch the la.m. cross channel ferry on a Friday night in mid-September. (Nicola had elected to stay with Nana for the weekend being unable to cope with missing a night's sleep!) After all the formalities we parked our cycles as best we could on the filthiest car deck we had ever come across (the boat was the "Cornouailles"). One of the crew threw us a very greasy rope with which totie up the bikes and in fact everything we touched was covered in thick black grease, and Ray G., Sarah and I managed to dirty our clean track tops immediately. We found ourselves a table in the cafeteria where we met up with the rest of our party, the Thomas tribe. This tribe consists of Richard (Rovers Club Secretary), his wife Sandi (a non-cyclist who was driving the family car) and their three cycling sons, Simon 12, Martin 10 and Peter 9. Graham and the two Rays bought themselves a bottle of brandy which made the four hour trip disappear in a haze, Sarah read all night, Sandi found a tip back seat in the lounge and managed a little sleep whilst the rest of her family explored the boat again and agin, and I tried sleeping on a cafeteria bench seat which was about 18" too short so after a while my legs ached.

As daylight approached we docked at Dieppe where we were met by Bernard Le Michel (V.C. Beuzeville President, whose employment is Secretary to the Mayor of Beuzeville), Eric (who speaks very good english and is at university) and Jacques (a butcher by trade). It was extremely cold and windy at Dieppe quayside so our bikes were put on the cars quickly and we were then on our way to Beuzeville, the Thomasmobile sandwiched in between the two french cars. It is about 80 miles to Beuzeville and after crossing the Pont de Tancarville we were soon parked outside the Community Hall in Beuzeville and being greeted by the members of the Velo Club Beuzeville de Cyclotourisme. After a superb breakfast of croissants, bread, cheese, jams and hot chocolate or coffee we were introduced to our individual hosts for the weekend. The Thomases were booked in at the town hotel, at no cost, Ray Gearing was with Bernard Le Pierre, a young lad whom we had met on the french club's visit to us last May, Ray Wickens with Marcel one of the Club's veterans, and Graham, Sarah and I were with Michel and Ginette Donnet, (their Club Secretary) who like us have two daughters, Christine and Sophie aged about 2 and 5.

After a quick wash and brush up we all reassembled at the Community Hall where we were taken on a short cycle ride to show us the immediate countryside, which was deceptively quite hilly. On this ride, and indeed on all the rides,

there was plenty of friendly rivalry for the 'prime' signs and tops of hills, the rivalry being that much greater between the french and english 'vets' - it seems that whatever the language they don't grow up! This ride finished up at butcher Jacques' newly acquired home. Actually it was a beautiful old Normandy farmhouse which was being completely renovated, and whilst we looked round a thatcher was busy on the roof completing the golden thatch. It was then time for lunch, which was a superb four course meal of melon, roast chicken, salad, cheese and bread and a delicious cake type dessert dripping with a white sauce, all washed down with several types of wine and cider. It was quickly developing into a more food than miles weekend, but I needn't have worried as in the afternoon they took us to Deauville (the Monte Carlo of northern France we were told). Sandi Thomas followed the peleton of english and french cyclists in her car with two of the french girls for company, and it was a very pleasant ride finishing in an extremely long descent into Deauville, where because of a last minute traffic light change I lost the main bunch, but stayed with the car until we were all reunited again. Deauville certainly appeared to be a bit above the normal seaside resort and was obviously a centre for the rich yatching fraternity.

After a nice look round we congregated for the return journey but as I have said we had a long descent into the town and what goes down surely must go up so we had a long climb out of Deauville despite taking a different route. Here I was well off the back, with only Ginette behind me, but eventually the road flattened out into a village where afternoon "lemonade" was ordered. The two Rays requested tea which was quickly brought in two seperate tea pots but no milk! We then rode back to Beuzeville where it was time to get ourselves ready for the next food, the evening meal. This turned out to be a four hour marathon of about eight courses, the main meal being roast pork cut into very thick slices. Again the wine and cider flowed freely, but I especially liked the pre-dinner drink of blackcurrant liqueur and champagne! During the meal we were all presented with presents from Beuzeville, the adults each receiving a silver spoon topped with the Beuzeville crest, and the children were presented with pottery goblets. We were all seated intermingled with the french, and Sarah and the Thomas boys were seated with the youngsters from the french club, where they all got on very well. Graham was nominated to make a short speech in french to thank our hosts, and he also presented Bernard Le Michel with a framed photograph taken when the french club visited in May. It was a picture of Bernard attempting to ride Ray Gearing's racing trike - the french hadn't seen anything like it and so they all had to have a try - most unsuccessfully. This small present was to thank Bernard for looking after Graham and Ray Wickens so well when they visited Beuzeville during the Tour De France in June.

By midnight the loss of Friday night's sleep was beginning to tell and the Thomases were the first to succumb and they took their leave. Not long after Sarah and I went to find our beds, but Graham and the two Rays stayed on. This was when the dancing started and all I could find out next morning was that young Ray

had been the centre of attention of the entire female contingent during one party dance!

Sunday dawned bright and sunny and after breakfasting with our hosts we again congregated for a morning's ride. This time we ventured north to a magnificent view point which looked over a great expanse of plain to the Pont De Tancarville. Here we took group photographs for club albums and then it was time to make our way back to Beuzeville for yet another lunch. There was just one long, long climb and here again I was off the back with only Veronique behind me. Sarah had been with the "bunch" all weekend, her season at Brighton Track obviously paying dividends, and the Thomas boys also rode well. Back in Beuzeville we collected together our belongings and our bikes were again loaded onto the cars. Our lunch this time consisted of melon, cold meats, salad, cheese and bread and various sweets, again washed down with the local brews. It was then time for our return journey to Dieppe and after much cheek kissing and shaking of hands we left Beuzeville and our french cycling friends. The journey was uneventful and at Dieppe we bid farewell to our drivers and installed ourselves on a much cleaner boat, the Senlac, where we took over a section of the rear lounge and made ourselves comfortable. After a journey of snoozing or watching french television we docked at Newhaven at about 8.40 p.m. and after going through Customs with our "duty-frees" we met up with the Thomasmobile. Our "duty-frees" were loaded into the boot of the car, and Sarah and I thought it a good idea to load our saddlebags in as well, whereupon Graham, Sarah, the two Rays and I rode back home after a superb weekend of good food and drink, good cycling and best of all good companionship.

Ray Wickens left us at Wilmington crossroads to make his way back to his abode at Horam, and he didn't have to practice his schoolday french at all that weekend as we have beautiful weather and so "his postillion" didn't get struck by lightning!

Jane Lade

P.S. Our involvement with the french club came about as follows:- Beuzeville is the twin town of Hailsham, and two years ago they wrote to the Mayor of Hailsham asking to be put in touch with Hailsham's cycling club. As we were the nearest club to Hailsham the Mayor contacted Gavin Smith and so we met them last year when the V.C. Beuzeville came over on a day trip. Six Eastbourne Rovers visited for the weekend last year and since then we have kept in close touch, 15 french cyclists coming over here for the weekend in May this year.



Things have not been the same this year at our clubhouse, it's full of tandems. Mike and son Stuart Gibbs have been the cause of a small revival and have made members sit up with some impressive early results. With bent seat tube, all lightweight equipment and massive chainwheels, theirs is truly a mean machine. It should be mentioned that couples Christine Barnett and Dave Elson, Mike and Carol Stanbridge and Brian and Betty Cox are our usual tandem supporters albeit in a more touring capacity with our new (ex Kent RC) couple bringing a further addition.

A renewed interest in road racing and track events too. Messrs Leeding, Lucas, Downham, Lucas snr., Watters and Scarsbrook have carried Club colours to the fore at Eastway, etc., with some effect so far. Paul Toppin, Paul West and Marvin Lucas are making their presence felt at Preston Park track.

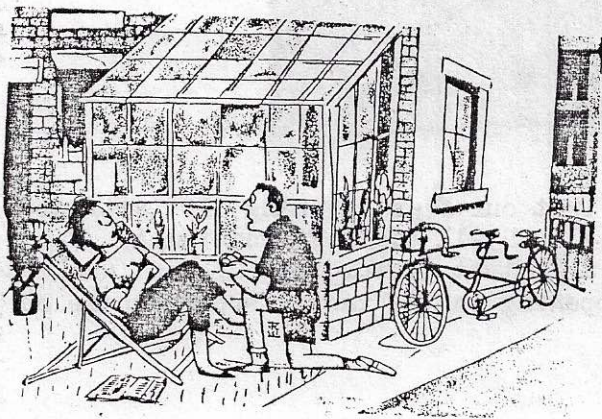
Tony Goodsell, Pete Danckwart and Paul Toppin are making our 1985 '10' series champion, Andy Smith, look to his laurels this season and this should make for some interesting tussles at the top. Good to see new faces and fast improving riders already coming to the fore this season in the early trials. John Killick, a very recent new member already in the top riders times this year. Trevor Leeding knocking minutes off his previous times in the ten series and points competition - looks good for his team in the most improved section (visions of £40 first prize). Chris Smeet shows what a very young and determined rider can achieve with a steady improvement in his times. And as for these triathlon people, well their overall fitness makes up for any lack of experience in bike racing. Marvin Lucas, encouraged by dad, is dominating races in his class with some fine track and road wins.

Dave Hudson continues his Saturday bashes of mileaholic proportions supported by the stalwart few of more hardy substance, should be better supported, especially as breakfast in another county has a certain allure about it. All these miles are good training for the longer distance events and reminds me of tentative pledges made by members Holden, Mansell, Danckwardt, Smith, Lock, Searle, Standbridge and Goward to compete in the 12 hour this year. It was reported that yours truly had also pledged but he never did - still you never know - with application, training and not a little organisation perhaps we can put up a good show in this premier event in 1986. Let's hope for some better weather too.

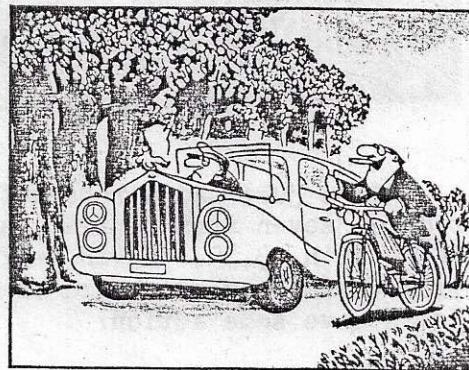
Our Club canteen rebuilding has, thankfully, been completed recently and with the purchase of a new and shiny tea urn. Supported by a bevy of attractive ladies we can undertake all events with some style in the refreshment area.

As the Milk Race starts and with five national professional teams entered let alone some very good amateur riders let's hope we get more press coverage than previous tours - should win it too!

Bottom Bracket Bob



"But Brenda, I need you!"



"Let's do one more round, Miller, and then to the office."

CENTRAL SUSSEX C.C.

Afraid this is going to be shorter than usual - due to pressure from B.T. shareholders as well as 'er indoors.

I've just returned from the annual Ron Ewart hyper-ultra-supermegaramble which this year returned to the old favourite Welsh mountains. The organisation was particularly smooth this year. Train from Gatwick to Banbury then seventy miles or so to Hoarwithy (near Hereford) digs; onto those superb Mrs. Lewis digs in Tregaron for three nights; to Mortimers Cross on the fifth day and then on the sixth back to Banbury to get the return train to Gatwick. There's no doubt that we had incredible luck with the weather, because there was just one hour of rain during riding time and not only that - a south easterly took us to Tregaron and it then changed to a westerly to get us back to Banbury.

Four others made the trip; Ron, of course, Adrian Jones, Alan Robinson and Ganger. The memories, naturally, are of the beauty and peace of some of the roads - although I've been on them before they get better with familiarity. The mountain roads from Abergwern to Tregaron and Aberyswith to the Elan Valley lakes. From the same lakes to Rhayader and all around the Lyn Briane reservoirs. All these take two hours or more riding time because of the exceptionally steep hills, the Devil's Staircase being particularly stiff.

A much less pleasant memory was when poor Adrian fell off on the fourth day (luckily only three miles from Aberyswith Hospital - the closest we were to a hospital all week!), and broke his shoulder. A lovely old couple (who clearly didn't believe my story when I first asked them for help and expected to be mugged!) made us all cups of tea and let us use their 'phone to get an ambulance, which arrived in about ten minutes. After much head scratching and a lot of help from Mr. Lewis and his car we finally finished at 10p.m. with all parts of Adrian in one place and able to get on a train for home next morning.

Just to round off the Welsh tale, we were having a morning cup of tea in a guest house/cafe after visiting an old Abbey with the peculiar name of Strata Florida, when the cafe owner said a cyclist we might know was just getting up and would be down to see us soon. Turned out to be Peter Beardsmore of Medway Wheelers fame, so all the old tales came pouring out. He asked particularly about 'Albie' Griffiths.



ENJOYING A REST ON THE  
..... RAMBLE!

GANGER, ALAN R., RON,  
ADRIAN AND REX.

I've just had a report from Ron That our first evening '10' attracted eleven riders, seven from Central, and that Mike Ryall did a 26 something. Fastest was Paul James with 23.39. Kevin Penfold got a fastest junior in a 25 last weekend, but apart from that I haven't heard of much happening on the racing scene - come on you lot, let's have some action!

Rambler

Once again we are nearly halfway through the season and still hoping for some reasonably decent weather to help improve times and generally make biking a bit more pleasant. Peter Davies has been sweeping the board in Club events and became 25 mile Champion on April 27th and won the Tom Boniface Trophy with a 1.1.42 on March 16th to add to the Don Holdstock Hardriders Trophy back in February. He is also competing in road races and has started getting a few points at Preston Park on Wednesday evenings. Peter has been backed up in time trials by Dave Sussman (now finished his football season!), Guy Cleverley, Nick Burley, Steve Blake, Brian and Roland James and, recently returned to racing, Chris Hill. Judith Davies has also been riding some time trials and is hoping to retain her Ladies BAR Trophy this year.

Recently joined Lisa Harris should have ridden her first 10 by the time these notes appear in print and seems very keen to join in all aspects of Club life. She is riding one of Nick 'Gonzo' Burley's stable of bikes so should have a good start. Nick has not been quite so active yet this year due to studying - he is planning to join the army in the Autumn - the recruiting officer told him they did not consider cycling a sport!! However, this has not deterred him and we wish him well when he eventually enlists.

Following the SCA Team Championships we had our usual Spring meet. This year held at the Rifleman Inn, Warninglid, when twenty three members sat down to Sunday lunch followed by the inevitable group photo taken outside. It was nice to see Fred and Margaret Harkness there, hope your back is better now Fred. Our treasurer, Alan Kraft, has been riding the odd time trial, day touring and is promoting the ESCA 25 in June, so is having a busy time. Ken Wells dashed over to the States a few weeks ago on business but unfortunately did not return with a ten gallon stetson, only a mild case of jet lag but he has been out on the bike since and is threatening to ride some time trials. Bill Sladen went to the Isle of Wight for the Morey's Three Day Festival of Cycling hoping to compete in the 100km Randonee - however the weather deterred him on the day and he pottered around watching the riders in the road races battling against a force nine gale and drinking tea to get warmed up.

Talking of the weather our 4 up TTT back in April was held on about the best Sunday morning this year and went off smoothly despite last minute change of course due to road works. Sally Blake did a sterling job with the catering, no wonder Frank looks so well fed.

We have several participants in the forthcoming London to Brighton Fun Ride and we wish them well. The first seven or eight miles out of London are usually the worst for congestion but after that it is O.K. and it really is a fun day out in a good cause. Well my dears, I think that about wraps it up for now, so best wishes and happy wheeling.

W.G.S.

Brain teaser.

What have Steve Dennis (East Grinstead) and Marina Priest (Crawley Wheelers) got in common.

Answer at the bottom of the page.

CLOSING DATE FOR AUTUMN "BONK"  
IS  
AUGUST 28TH FOR EARLY SEPTEMBER  
DISTRIBUTION

They both rode in the 1985 ESCA Reliability Trial and are now enjoying a very successful racing season. MAKE A NOTE TO START YOUR SOCIAL SEASON WITH THE 1986 ESCA RELIABILITY TRIAL. Details in future issues of Bonk.

## SOUTHBOROUGH & DISTRICT WHEELERS

After the abortive start to the season we've certainly come a long way since. Since early Spring the Southboro' has had a small influx of new members. Bill Curtis-Cody has joined the ranks from the San Fairy Ann CC. With a few 21s to his name he'll certainly strengthen our challenge in ESCA events this year. Another recruit from the SFA is Clive Orchard, who as an ex Club record holder is making a most welcome return in his second comeback year. Clive has already impressed in the East Sussex 10 and 25 and has, I understand, produced a respectable 5th place in the Association 50.

Our other find of the year is David Promtatvethi, known as Prom to everyone. As a junior, in his first few road races he has managed to gain a second, a fifth and an overall win in Kent League single and stage events. Prom makes his first Sussex appearance at the Divisional Championships next week, when great things are expected of him.

As I reported in the last edition of BONK, David Harding left these shores to go and live in France. Dave was offered a job on a campsite run by Fred, the publican of our local, the Cross Keys, who recently retired. Fred also organised the Beaujolais run last year. This may have influenced Dave's thinking! After some months abroad Dave has finally returned to join the DHSS sponsored pros and he also makes a hasty appearance in the Divisionals.

Amid all these goings on life with the Wheelers has advanced into the 80s. Clive Orchard became the first of us to own a low profile machine. He proudly arrived at an evening 10 with the Roberts built mauve (or is it pink?) and white 1986 style merge. Dave Abraham's followed a few weeks later with a grey and white merge machine. Clive wishes to deny reports of his only buying the 'mauvy' colour on account of the free handbag being thrown in (his Mrs. liked the handbag), so he could justify the expense. Yours truly has promised to buy a Bernard Hinault aero helmet on the breaking of my personal best for a 10. Reports that Warwick is threatening to buy an aero beer glass to keep up with the modern technology are unsubstantiated.

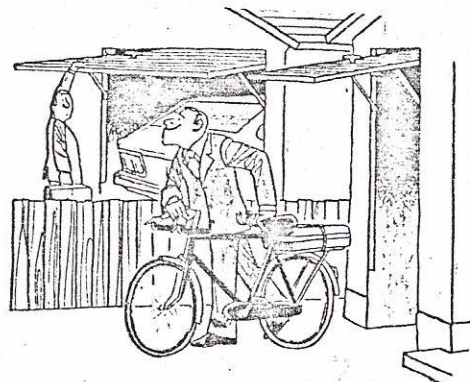
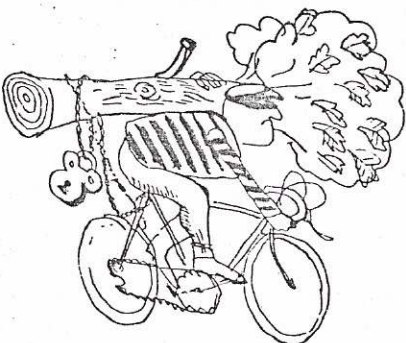
Talking of Warwick reminds me that if the field size for our evening 10s on the bypass grow any bigger than the twenty odd that we get at the moment, then Warwick will need a low profile machine to get from the start to the finish timekeepers post in time.

Whilst naming the riders on form I must mention Andy Howey who has managed to win his last two Kent League races in fine style beating Spencer Wingrave in the sprint on both occasions.

As BONK readers can work out the Southborough has been doing quite well in Kent League events at the moment but you may be asking how we manage it - well, I'll tell you the secret. Once a week the racing men of the Southborough kiss goodbye to their loved ones and set off from Tonbridge on a hard training ride. Their route is usually a tour of one range of hills or another but the run can be very hard. For instance the last run was twice punctuated by the sight of chains snapping and flying into back wheels, indeed Martin Kelly who was following not more than a tyre's width behind on the second occasion had to duck to avoid the flying debris. So! if you want to gain some form come on a Southborough training ride and we'll wreck your bike for you.

See you anon!

## Overshoes



## C.B. Radio and Time Trials

You'll probably remember seeing an article about this in BONK some months ago. Since then, Daphne and I have got involved in quite a lot of radio work - a triathlon, a road race, a fun-run, a marathon and time trials for Brighton Excelsior, Crawley Wheelers and my own Club. Chatting to someone at the Central Sussex ping pong extravaganza recently I realised we had some experience worth sharing, especially as the time trial has proved to be the type of event where C.B. can be a great help, so here is a brief for anyone contemplating using it. I've assumed that the reader has some knowledge or is willing to talk to the right people for help.

DO WE NEED IT? First ask yourself - will the event benefit? Your main communication need is to get times to the result board promptly, and if, as for example on the G938, board and finish timekeeper are fairly close to each other and on the same side of the road, runners are much more efficient, so the answer then must be 'No'.

If, however, your event H.Q. is a lay-by or a village hall a couple of miles away from the finish, radio comes into it's own. It gives you fast communication between timekeeper and result board, and eliminates the need for runners. You can have all the information about a rider's performance up on the board long before he reaches it. He thus spends twice as much money at your tea bar swindle and your social secretary smiles again.

Anyway, having decided you need the service, how do you go about it?

MINIMUM SET-UP Two radios and operators, one serving the finish timekeeper and one by the result board, to serve the result board steward. Both operators should use headphones for reasons which will become clear later.

COMPLICATING IT Having gone for the minimum set-up, you could add a mid-point timekeeper to keep the interest going, so that the early finishers and others back at the result board can gauge how the event is going. Two words of caution here - remember that doing this doubles the work of the result board team, and also watch the range of the radios. Other luxuries are a hand held ("walkie talkie") at the start ("where the hell are the numbers for 27 - 34?") and a 'Rover' out on the course in touch with the event H.Q. in case of accident. But again, don't expect too much. If you're running an out and home 25, you'll rarely be able to talk to base from the turn!

PREPARATION I suppose it's easier if I describe how Daphne and I go about this. There are a number of things to check, for example:

1. Who is the timekeeper, and how does he/she prefer to work? As we are giving a service, we adapt to the timekeeper's methods rather than expect him or her to adapt to ours. After all, he's usually been doing it a lot longer!
2. Will others, for instance village hall caretakers, let us do what we want to do - can we put an aerial up? If they say 'No', we have time to find alternatives, rather than panic on race day.
3. Have we got all the equipment we need, and some spare? We try to have spare fuses, aerials, battery, continuity tester (6v battery with a bulb and two wires soldered on) leads, and at least one spare radio. We check that it all works, and make sure that we have more tools than we need - soldering iron, Bren gun and six magazines, screwdrivers, socket set, sticky tape, etc. Also (but so basic to miss) - clipboards, checksheets, spectacles (poor old loves), pens and so on. As I have the world's worst memory, we keep a checklist and go by that.
4. Can we have a dummy run a few days before the event? This is really an extension of 3 above. We set the radios up roughly where they'll be working and test, still looking for trouble! You can't anticipate all the problems, but here are a couple of typical ones from the immediate past, together with solutions.
  - a. No mains power near result board, or supply generates a mains 'hum' on "receive". Solution - we always take along a charged 12v battery and lead, in case.
  - b. Can't get aerial onto race H.Q. building. Solution - get a car (with steel roof) by the window nearest result board, preferably the side of the building facing the finish, and plonk a 'mag-mount' aerial on it. (Ask the owner if he minds, though!). At the Crawley Wheelers event on Good Friday '85 we couldn't even do that, and Ralph Settle solved the panic by dragging out a steel filing cabinet. We

bunged a mag-mount aerial on that, and it worked fine, as did the ghastly jury rig we had for the Worthing Excelsior Hardriders in '85. This comprised a roof rack and bike wheel (Mavic pro, 15g spokes, Neo pro tyre) and biscuit tin (Crawfords) - it worked!!

c. Radios won't work. If everything else fails we read the makers instructions. If that doesn't work, I burst into tears and we go home.

ON THE DAY By now 99% of the work is done. We get to the event in plenty of time, set the radios up and test them, set down clipboards, check sheets, pens, watch (for our own interest), pour a cup of coffee, headphones on and wait for the first finisher.....

If the timekeeper permits it I usually like to double up and work as his assistant. This works well if the timekeeper is only passing actual times, leaving the steward to calculate handicaps and so on for the result board. It means there are only two people in the car (or the hedge) and it goes like this. I quietly list rider's numbers as they finish and pass them to the timekeeper when asked. He calls the times over to me when he has calculated them, and after checking back to him, I radio them quietly to Daphne at the result board. "No. 15...58.23.....No. 17...56.27" and so on. I usually pass these in sets 3 - 5, and of course mark my sheet to avoid sending them twice.

Again, I stress, we always adapt to timekeepers methods. The Stokes combine, for example, always work together, and calculate team times, handicaps and so on as the event progresses, so I just sit in the back of the caravanette drinking their coffee and eating their cake, and work from the usual timekeepers slips.

Back at the Hall, Daphne writes each group of times on 4" x 4" slips of paper as she receives them, checks them back to me, and passes the slip to the result board steward. This is usually the end of the matter, unless there is a time query or a missing time (I didn't say we were perfect). Again, radio is useful here as you can maintain a continuous update of DNS and DNF information, so that the timekeepers don't sit out on the course waiting for non finishers who are already munching Mars bars back at the Village Hall.

HEADPHONES ESSENTIAL! Timekeepers need peace and quiet in order to concentrate and the chatter of a radio can ruin this. Headphones cut this out and all the timekeeper hears is a quiet, unhurried voice passing information back to the result board. Back at the result board, however, you need headphones for a different reason - to cut out the bedlam that starts once the first half dozen finishers are in! Say no more!

GETTING STARTED As I said at the outset, all of the above assumes you have used C.B. radio. If you haven't I'm the worst person to advise, as my technical knowledge hasn't progressed beyond the two plastic cups and the finishing line. Daphne and I are always happy to turn out to do an event for any Sussex Club, and if you wish, show you how we do it - it's not that difficult! All we ask is a bit of petrol money and a cuppa and a bun, but remember Worthing Excelsior always have first call on our time.

One organisation always willing to help out is REACT (Radio Emergency Associated Citizens Teams). These teams of 'breakers' all over the country use their hobby to serve the community - you'll usually find them doing the communications at marathons and steam rallies. I will always try to get names/phone numbers of contacts for you if required. REACT can do the job for you, usually in exchange for a reasonable donation to team funds, but don't forget to treat them as marshals - tea and buns!

REACT and your local C.B. Club may also help you if you want to set your own system up - they can advise what to buy and where to buy it, and if asked nicely, even set it up for you. Even new C.B. stuff is pretty cheap now, and you should be able to get a couple of reasonably efficient radios and aerials for £80 to £120. The simpler the better is the rule here - the fewer knobs the less to go wrong, but get expert advice. Do remember to get a licence, by the way - it's only £10.

All the best,

John Grant

Worthing Excelsior CC

John can be contacted through the Excelsior or you might like to put Worthing 33036 in your book of useful telephone numbers.

Our members slide show and tea in March attracted thirty three members of whom nine showed a wide variety of excellent slides. The ladies as usual produced a splendid tea, which we endeavoured to consume halfway through the proceedings. But, believe it or not, we couldn't eat it all. The D.A. Reliability Ride, also in March, was held on a fine day and several members of the section managed a somewhat hilly route in the allocated time. The cups of tea afterwards were very welcome. Early in April, Jack Dunn ably organised a quiz based on Uckfield which several of us attempted with mixed success. Jack and Marjorie Dunn entertained us right royally to tea in the afternoon, when Jane and Nicola Lade were pronounced winners of the quiz and received gift vouchers.

Talking of refreshments, we are indebted to Joyce Wickens, who had us for elevenses the next Sunday - pity we didn't have more time to do full justice to the fine array of food. Some of our group rode the 100/200km randonee based on Crockenhill Y.H. and despite heavy rain for the first few hours our entrants were successful. Over the early Spring Bank Holiday weekend the D.A. organised the Home Counties Rally at Selmeston. Some two hundred members of the CTC, of all ages, converged on the camp site and most took part in the rides organised each day - a very successful weekend.

It's perhaps a bit early for you to be thinking about the Autumn with, we hope, the Summer still to come, but if your diary is handy make a note to attend the audio/visual slide show by JACK & GRACE COTTON at Polegate on Saturday, October 25th. The show's entitled 'Crackers'. More details later.

Tourist

BRIGHTON EXCELSIOR C.C.

The Club has featured well in the results column of "CYCLING" since the new racing season started. It is unfortunate that the E.S.C.A. Hardriders event had to be cancelled at the last minute due to an ill-timed fall of snow making the course impassable in places and dangerous for riders and disappointed helpers alike. It was therefore, in the S.C.A. 10 that our Club members first made their mark with a third place for JOHN WATSON and fastest vet's award for RICK STRINGER. RICK also snapped up the Vet's award in the following morning's 25. In the East Sussex 2-Up, FRANK GODWIN and partner RICK STRINGER took the fastest Vet's prize whilst another of our Vet's, MIKE O'SHEA, won the handicap in the 25 at Great Missenden. The Easter weekend saw several of our riders competing in the Surrey League Three Day Event and in the 3rd Cat's Road Races MARTIN PENFOLD won one stage and ended up 3rd overall with SIMON ROBERTS 5th overall and Brother TOM featuring strongly. Meanwhile, DICK HOLKHAM and CHRIS CHAPMAN were busy winning the mid-Shropshire Wheelers Tandem 25 whilst RICK STRINGER took unexpected 4th place in the South Western Road Club Hilly 33 which took the unfortunate riders over a snow-clad Leith Hill! MARTIN PENFOLD and KEITH BALCOMBE had their best success to date in tandem events by taking first place in the Essex C.R.A. 10 with a time of 21.47 followed by a 57.50 in the Crabwood 25 next morning when they beat DICK HOLKHAM and CHRIS CHAPMAN into 2nd place with their 57.52. In the East Sussex 10 mile time trial, novice MARTINE ALLEE made her first appearance on the British time trial scene and won the Ladies award with a very creditable 28.37: in this event CHRIS CHAPMAN pedalled his fixed wheel into 2nd place and with the back-up of KEITH BALCOMBE and RICK STRINGER the team prize also went to the Brighton Excel. No doubt the best effort of the afternoon was that of 13 year old BEN MERRICKS whose 30.34 in his first solo time trial on a pretty tough course, augers well for the future. The most unfortunate novice, must be IRVING BARTLETT who rode the E.S.C.A. 25 in appalling conditions only to puncture about 6 miles from the finish, was unable to repair his tyre in the wet cold conditions and ruined his wheel in riding back to the finish. The conditions were not much better over the last holiday weekend but in the Hants. Road Club 10, CHRIS CHAPMAN turned in a tremendous ride to take third place in a star-studded field of 114 riders. DAVE ELSON, now a first claim member of the Brighton Excel, won 1st handicap in the Hants. Road Club 25 the following Monday with CHARLIE CHANDLER being squeezed out of the prize list by a mere 3 seconds. The Club's overall performance in the Sussex Cyclists Association TEAM CHAMPIONSHIP event was very good with our 'A' Team just relegated to third place and our 'B 1' Team being placed first. Our only non-starter was the infamous Frank Godwin; our youngest competitor, schoolboy NICK JAMES; our fastest rider of the day CHRIS CHAPMAN; best improved rider MARTIN PENFOLD. Well done everyone. With the track season starting on 7TH MAY let's hope we can make our presence felt there as well.

