

# BOMK!

THE OFFICIAL JOURNAL

---

**East Sussex  
Cycling Association**

---

PUBLISHED QUARTERLY

**PRICE**

**15p**



EAST SUSSEX CYCLING ASSOCIATION

-ooo0ooo-

New Series No. 51

Christmas 1989

---

---

President Dick Jones

Secretary & Treasurer: Roy Humphrey, 4 Ebenezer Cottages, Framfield, Uckfield.  
TN22 5NR.

Editors: Maurice & Esther Carpenter, 10 Maplehurst Road, Baldslow, St. Leonards o/s  
Sussex. TN37 7NA

---

---

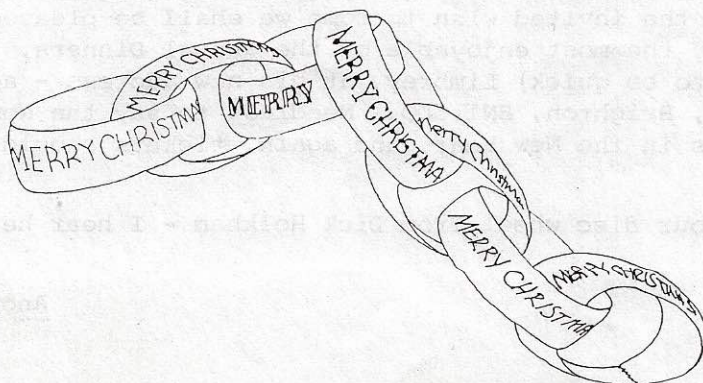
EDITORIAL

This Editorial comes to our younger Association members in the form of a warning - you will all have the life pestered out of you in 1990 as your Editors try to persuade you to ride enough qualifying events for the Junior B.A.R. Competition. All it needs to find your name on the prestigious list of finishers in the various ESCA competitions is to get organised. The qualifying events for the Junior and Lady's Championships is two out of the three ESCA 25s and two from either the Eastbourne 10 on Whitesmith in August or the two ESCA 10s. This year Chris Kitchenham is our Junior Champion and Sarah Lade is not only second to him but is also the Lady Champion. Well done, both of you!

There's just enough room to wish everybody a very Happy Christmas and everything you wish yourselves in the New Year, and to thank all the people who help to make the E.S.C.A. such a very friendly and successful organisation.

See you at the Lunch in January,

Maurice & Esther



Probably the most successful season to date for the Club, especially as we have now secured permanent premises for Club night. It's Friday fortnightly at Claydon Football Pavilion. With a new influx of youngsters the Club should have a better representation at Sussex events in 1990 (I can't quite read the next bit, but I think it says "including both the ESCA and SCA 100s." Ed.).

Towards the latter part of 1989 our Club Secretary, the "Aged" Alan once again fell victim to the dreaded asthma, just as his form was coming back. However, after putting eight minutes into Geoff Boore in the Bognor he delivered the final coup de grace in Graham Seymour's/Lewes Wanderers Gents 2up, with a nice win after being hauled around by Richard Smith (we like our back wheels). Alas Alan's 25 times this year were not quite up to scratch, having to give third best to Mark Bartup, our super fast number 1, who managed eight or nine sub hour 25 mile rides, with a best of 56.57 and another of 56.59, and a 22.07 10, to crown a successful year. Young Geoff Boore notched up three sub hour rides, albeit one was with another youngster - Peter Gates (i.e. 59.23 on P201 in October) with personal bests in 10s and 50s.

Matthew Rabbetts having gone from strength to strength and ending up 5th in the Essex SPOCO competition, was prompted to use G.B. in the Redmon Grand Prix de G on a revised Kingsfold course. On a cold October morning a time of 54.25 for the 22½ miles of hills and a chain off.

Keith Chandler, after managing some fluid 25s and a number of track events had his season ruined due to a recurrence of stomach troubles.

Vernon Hyde, whilst riding steadily on a newly acquired bike, now seems to spend more time travelling the world than Sussex courses. He can be seen in Bangkok and Hong Kong.

Reverting back to our ancient one (not Reg Porter who is better described in William Hickey's column) our Alan once again visited the shores of Ivry le Temple for his annual sabbatical with the Fiest Professional Organisation. This time he was able to secure Christian Le Marchand, Peugeot/Z, who, readers will recall, rode this year's T.o.B. (Professional). After interviewing Alan upon his return, we learnt that Christian had lacked a little bite on the flat and that Alan had to yell at him to go faster! Since Alan has now tried all the Z/Peugeot boys we suggest he tries the Super U next year. We believe Alan finished in the first ten, another super result.

Three Nomads, Geoff, Mark and Trevor Byrne, travelled with the Lewes Wanderers to the Algarve/Portugal for some fast touring before the season closed. Lots of sunshine, little traffic, bags of hills and lousy roads. However apart from two smashed wheels and the usual selection of punctures, a most enjoyable seven days was had by all. We suspect that the bronze Madonna from the Lewes will produce a resume in their own Club's article.

Now that the social season has started for the majority of Clubs, Nomads will be concentrating on ensuring that the winter training schedule will be strictly adhered to. We also hear on the grapevine that Mark will be riding a low profile for 1990 in company with G.B. What a tour de force. Hopes are held for an early run out New Year 50. Tony Deacon, eat your heart out!!

Finally, four Nomads finished Sir Charles' Reliability Trial on Sunday 19th. Needless to say, Worthing won the shield, with their usual appetite for getting their "once a year" Club out in force; we ask ourselves if they will support ESCA events in the same numbers.

The Club Dinner is being held at the Hickstead Resort, by special invitation as usual. However, should anybody other than the invited wish to come we shall be pleased to see them and introduce them to probably the most enjoyable of the annual Dinners. RSVPs to the Ancient Mariner, Alan (I used to be quick) Limbrey, at his new address - again perched on a mountain - 13 Rustington Road, Brighton, BN1 5DQ. Needless to say the Nomads will be delighted to support annual Dinners in the New Year, and again, tickets should be sent to Alan (I'm 58 in 1990) Limbrey.

Adieu, and don't forget to order your disc wheel from Dick Holkham - I hear he's giving them away.

Anonymous Nomad

21, Rackham Road,  
Worthing,  
Sussex BN13 3LH

7th November, 1989.

"Radio Excelsior".

As most Sussex club folk know, Daphne and I are happy to give up a Sunday morning and turn out in any weather, to provide a results service for your club's event.

Our time we gladly give for the sake of the sport and inter-club good-will, but petrol costs money: so does the equipment we need to buy to maintain and improve our service.

Sadly, while most organisers seek you out to reimburse expenses on the day, there have been occasions in the last couple of seasons where we have finished up giving the entire service for two cups of tea and a sticky bun!

My favorite is the road-race for which we, by request, ran about before the event, then provided and drove the radio-equipped lead car.

This set us back about £7.00 for petrol, and we didn't even merit a result-sheet for our efforts!

No doubt that particular organiser will now write to me, mortally offended, and say "but you didn't ask" - my reply is "we shouldn't have to!" Sorry mate, you'll have to whistle in future - we can't afford to help you again.

For the 1990 season, we will ask for a standing charge of a tenner: this will get you Daphne and me with radios at the result-board and finish, plus another radio if you need it elsewhere, for example for mid-point times. Anything left after we've bought our fuel and bits and bobs will be passed to the Worthing Excelsior club-room fund.

Should you think a tenner is a bit stiff, I am quite happy to post you a "how-to-do-it" sheet so that you can organise your own club set-up - honest, there's nothing magic about it.



John Grant,  
Worthing Excelsior.



EAST SUSSEX CYCLING ASSOCIATION - 1989 RELIABILITY TRIAL

The 1989 Trial was another victory for Worthing Excelsior C.C., who have won the Shield every year since it was presented in 1986. However, it was not the usual easy win for Worthing this year as two other Clubs - Lewes Wanderers and Eastbourne Rovers - pressed them hard each finishing with 20 successful riders against Worthing's 25. East Grinstead were fourth with 12 successful riders.

The list of riders who completed the course is given below and on the next page. An 'S' against the name indicates that the rider was on the start sheet and an 'L' indicates a late entry. An 'OK' indicates the rider was a qualifier for the Reliability Trial Shield.

A total of 118 riders entered the Trial this year and of these only 8 did not start. 13 riders who started either did not finish, went off course or failed to give their Check Cards in correctly. I know that some of these 13 riders did finish the course in the correct time, but they failed to hand in one or more of their Check Cards and so have been disqualified. You may think this is very strict, but it is a Reliability Trial and there will come a year when the winning Club gains victory by just one rider over another Club. By keeping strictly to the simple rules, any disputes will be avoided and, of course, winning is not the main purpose of the day. It is designed to be an enjoyable day out in good company.

3 HOUR GROUP

A Rockingham	East Grinstead CC	2-51	S	OK
C Robson	Eastbourne Rovers CC	2-51	S	OK
G Taylor	Eastbourne Rovers CC	2-52	S	OK
P Gill	Eastbourne Rovers CC	2-52	S	OK
N Hamlyn	Lewes Wanderers CC	2-52	S	OK
J Preston	East Grinstead CC	2-52	S	OK
A Martin	East Grinstead CC	2-54	S	OK
S Walder	East Grinstead CC	2-54	S	OK
N Lelliott	Worthing Excelsior CC	2-54	S	OK
R Taylor	East Grinstead CC	2-56	S	OK
S Dennis	East Grinstead CC	2-56	S	OK
R Smith	Worthing Excelsior CC	3-01	S	

3 HOUR 25 MIN. GROUP

R J Ellis	East Grinstead CC	3-08	S	
B Rogers	Eastbourne Rovers CC	3-15	S	OK
A Rogers	Eastbourne Rovers CC	3-15	S	OK
C Matthews	Lewes Wanderers CC	3-15	S	OK
L West	Lewes Wanderers CC	3-15	S	OK
A R. Cox	Lewes Wanderers CC	3-16	S	OK
I Landless	Lewes Wanderers CC	3-16	S	OK
A Morris	Brighton Mitre CC	3-16	S	OK
P G Wilson	Brighton Mitre CC	3-16	S	OK
M Walker	Brighton Mitre CC	3-16	S	OK
M Rabbetts	Lewes Wanderers CC	3-16	S	OK
C Orchard	Southborough Wheelers	3-16	S	OK
A Payne	Brighton Mitre CC	3-16	S	OK
P Gibbons	Lewes Wanderers CC	3-16	S	OK
C C Hughes	Lewes Wanderers CC	3-17	S	OK
H Skett	Tunbridge Wells CC	3-17	S	OK
P Price	Lewes Wanderers CC	3-17	S	OK
T R Ellis	East Grinstead CC	3-18	S	OK
Miss E Owen	East Grinstead CC	3-18	S	OK
A C Pollard	Unattached	3-21	S	
M Rhodes	Lewes Wanderers CC	3-21	S	OK
J Blackman	Eastbourne Rovers CC	3-25	S	OK
M Cross	Eastbourne Rovers CC	3-25	L	
B Fowler	Eastbourne Rovers CC	3-35	S	

4 HOUR GROUP

J Farrell	Lewes Wanderers CC	3-32	L	
K Miller	Eastbourne Rovers CC	3-51	S	OK
B Kirby	East Grinstead CC	3-51	S	OK
A Kirby	East Grinstead CC	3-51	S	OK
D Wells	Lewes Wanderers CC	3-51	S	OK
A Holter	Eastbourne Rovers CC	3-52	S	OK
G Seymour	Lewes Wanderers CC	3-52	S	OK
A Slater	Worthing Excelsior CC	3-52	S	OK
M Lucas	Worthing Excelsior CC	3-52	S	OK
A Edwards	Worthing Excelsior CC	3-52	S	OK
S McNamara	Worthing Excelsior CC	3-52	S	OK
C McNamara	Worthing Excelsior CC	3-52	S	OK
A Martello	Worthing Excelsior CC	3-52	S	OK
G Boore	Sussex Nomads	3-52	L	
P Fox	Gatwick Airport CT	3-52	L	
M Saville	Sussex Nomads	3-52	L	
D Hudson	Worthing Excelsior CC	3-53	S	OK
<del>D F Chipton</del>	<del>Worthing Excelsior CC</del>	<del>3-53</del>	<del>S</del>	<del>OK</del>
J Lucas	Worthing Excelsior CC	3-53	S	OK
Mrs S Lucas	Worthing Excelsior CC	3-53	S	OK
P Toppin	Worthing Excelsior CC	3-53	S	OK
A F Matthews	Worthing Excelsior CC	3-53	S	OK
A Stepney	Worthing Excelsior CC	3-53	S	OK
D Stepney	Worthing Excelsior CC	3-53	S	OK
R Burne	Lewes Wanderers CC	3-53	S	OK
S Witticker	Lewes Wanderers CC	3-53	S	OK
M Burgess	Lewes Wanderers CC	3-54	S	OK
T Gorringe	Lewes Wanderers CC	3-54	S	OK
R Gorringe	Lewes Wanderers CC	3-54	S	OK
A M Palmer	Worthing Excelsior CC	3-54	S	OK
L Leaney	Lewes Wanderers CC	3-54	S	OK
D Bacon	Worthing Excelsior CC	3-54	S	OK
A Scarratt	Worthing Excelsior CC	3-54	S	OK
M L Robertson	Worthing Excelsior CC	3-54	S	OK
K F Robertson	Worthing Excelsior CC	3-54	S	OK
P West	Worthing Excelsior CC	3-54	S	OK
J Gilbert	Worthing Excelsior CC	3-54	S	OK
S Gumbrell	Worthing Excelsior CC	3-54	S	OK
G Hobden	Worthing Excelsior CC	3-54	S	OK
T Claydon	Lewes Wanderers CC	3-54	S	OK
E Clarke	Gatwick Airport CT	3-54	L	
R Douglass	Worthing Excelsior CC	3-55	S	OK
I Miller	Lewes Wanderers CC	3-55	S	OK
J Dutson	Central Sussex CC	3-56	S	OK
S Greenway	Eastbourne Rovers CC	3-56	S	OK
A Neale	Eastbourne Rovers CC	3-58	S	OK
P Delani	Eastbourne Rovers CC	3-58	S	OK
A Preston	East Grinstead CC	3-58	S	OK
S Reed	Eastbourne Rovers CC	3-58	S	OK
R Wimble	Eastbourne Rovers CC	3-59	S	OK
Mrs R Preston	East Grinstead CC	3-59	S	OK
Mrs E Carpenter	Southborough Wheelers	3-59	S	OK
M Ballard	Eastbourne Rovers CC	3-59	S	OK
G Cox	Eastbourne Rovers CC	4-00	S	OK
R Wickham	Eastbourne Rovers CC	4-00	S	OK
D Dunbar	Eastbourne Rovers CC	4-00	S	OK
S Prior	Eastbourne Rovers CC	4-00	S	OK
D Jenner	Eastbourne Rovers CC	4-00	S	OK
S Taylor	Eastbourne Rovers CC	4-00	S	OK
M Slater	Worthing Excelsior CC	4-16	S	
G W Wall	Worthing Excelsior CC	4-16	S	

Sponsored Clubs

Eastbourne Rovers/Phoenix Cycles; East Grinstead/Snowhill Plant & Garden Centre



As soon as I went outside the back door on the morning of the Trial I knew I would get complaints. My fears were confirmed when I heard the weather forecast at 6.55am. Sure enough when I got to East Hoathly the complaints began. 'Why isn't it snowing?' 'Where is the fog?' 'Why is it so warm?' But the most common complaint was 'Why isn't it raining - I was going to stay in bed if it was raining.' Even our landlord (Alan Hughes) emerged from the King's Head fully dressed before I even rang the bell!

Chief Marshal Ken Griffiths was there nice and early to guide the cars up the lane. Unfortunately two people parked near some roadworks in such a way that the milk lorry couldn't get through. I believe they are now serving out their time in Lewes Gaol.

I saw young Eastbourne Rovers/Phoenix Cycles riders arriving in cars some with two mechanics. This must be a rich Club! Roy was in his new office at the back of the CR Racing van taking late entries, his stopwatch set precisely on G.M.T. Ken had left for Friston and Mick Rabbetts was now in charge of parking.

The first group going off at 0900 hours was an impressive sight with riders stretching back down the lane as far as the eye could see. Some golden oldies in this group. In spite of all the mechanics one Rover was in trouble changing tyres, but soon he was off with three other riders chasing the 0900 group.

Soon the next group was assembling to be sent off by Roy at 0920. Not many left now and a rider was despatched up the lane to round up any stragglers. 0930 and the last group was away. I had positioned myself right next to the main road and the group let me get away knowing that they would catch me at the first hill. The wind was light and I was soon approaching Berwick level crossing praying that no trains would come along and then I was through and on past Drusilla's ahead of schedule.

Through Litlington I saw the white horse on the hill side, but I heard afterwards that many Worthing riders did not see the horse as they were riding in an alcoholic haze after their Club dinner the previous night. Out on to the A259 at Exceat and the first climb was ahead. Down into bottom gear and  $\frac{2}{3}$  the way up the group went by someone remarking in a kindly way on my old legs. The fast group stopped at Friston and allowed me to go by. Down to Polegate, through the lights and over the level crossing with no time lost.

On up to Stone Cross there were riders at the side of the road doing repairs (or were they about to turn for home?). Across the levels to Wartling and the fast lads were with me again. They dropped me up the hill. On to Boreham Street, down the hill and up the Battle road to Kitchenham Farm, where we turned left.

I was on my own again as I approached the Penhurst turn. The sign was partly obscured by the hedge and I saw two riders going straight on. I yelled but they did not hear. Through the lanes and down to Darwell Hole I came upon a big group of stationary riders almost blocking the road and found the Check Point had moved up from the corner a bit presumably due to a young lad who had come down a bit too fast. Gave my card to Tim and toiled up the 1 in 11 towards the Sugar Loaf. I was catching various groups now who were ahead of schedule. Up one little hill I came upon Richard Shipton pushing a certain worthy Worthing lady. Could he not push me with the other hand? 'No' he said, so on I went to Heathfield where I passed Matthew Rabbetts slumped on the pavement with his back against a shop window, but he was too weak to give me a toot on his trumpet as I went by.

At Pages Hill the indefatigable Ken Griff. was on the corner. In charge was Mick Rabbetts who told me I was too early and Megan who was tempting riders to stop. I missed a gear change and didn't see her, but I did see

Ian Landless and now I know why he was sitting there.

Through the lanes again I passed some of the fast boys sitting in the sun. I thought about stopping at the pub. in Waldron, but no I must press on. At the top of the last hill, there was Tiny Boore and a large group of riders waiting out their time. I got the impression that I was the only rider who kept going all the way round, but then I have to do it in the time. Back to HQ and I clocked in to Roy at 2-51.

A quick change and in to the hall to do the place settings for lunch. A pint to Roy in his office and then a pint of draught cider in the bar - nectar! Then out to take some more photos and a group picture of the Worthing riders with the Shield. What confidence they have!

About 45 of us sat down to lunch at 1330 and what a marvellous meal it was. I think everyone enjoyed it. My special thanks to Esther Carpenter, Ken Griffiths, Roy Humphrey, Tim & Toby Carpenter, Mick Rabbetts - and Alan Hughes at the King's Head - the team that made it all possible. If you want to do it all again, the date of the next E.S.C.A. Reliability Trial is Sunday, 18th November, 1990 (subject to approval at the A.G.M.)

-oOo-

(CR.)

#### RESULT SUMMARY

Worthing Excelsior 25; Lewes Wanderers 20; Eastbourne Rovers 20; East Grinstead 12; Brighton Mitre 4; Southborough 2; Central Sussex 1; Tunbridge Wells 1.



WORTHING EXCELSIOR WIN THE RELIABILITY TRIAL SHIELD ONCE AGAIN

YOU'VE LIVED THROUGH THE ACTION.....

NOW READ THE REVIEWS!!!!!!

WHAT THEY THOUGHT ABOUT THE COURSE:

PICTURESQUE

- Mick Burgess  
Lewes Wanderers

BONKABLE

- Anon.  
Eastbourne Rovers

QUITE NICE, REALLY

- Tony Palmer  
Worthing Excelsior

AND WHAT THEY SAID ABOUT THEMSELVES:

I'M GUTTED

- Tim Claydon  
Lewes Wanderers

I OWE IT ALL TO ELIZABETH

- John Pelham  
East Grinstead CC

THEY WENT TOO FAST FOR ME

- Ray Douglass  
Worthing Excelsior

I BLAME MY HEADSET

- Rita Preston  
East Grinstead CC

MY CADENCES ARE ALL WRONG

- Geoff Boore  
Sussex Nomads

I'M ABSOLUTELY KNACKERED

- Paul Gibbons  
Lewes Wanderers

I'LL HAVE TO WALK - MY THIGHS HAVE SEIZED UP

- Brian Fowler  
Eastbourne Rovers

I THINK I'LL MAKE IT

- Steve Dennis  
East Grinstead CC

I'M ON THE HAMMER AND RIVET

- Esther Carpenter  
Southborough Whs.

SORRY ABOUT THE SMELL -I'M SOAKED THROUGH

- Ian Landless  
Lewes Wanderers

These quotes were made at the foot of Page's Hill, Heathfield, on Sunday, November 19th, 1989 as the final act of the ESCA drama was about to be played: a drama that had all the essential ingredients of greed, love, hate courage, despair, suspicion, misfortune and compassion.

The GREED was in evidence with the arrival of Simon Prior's Eastbourne Rovers team at the head of the field and an hour early: he ordered them to get to the Little Chef and stuff themselves with toasted teacakes. LOVE shone from the eyes of Richard Shipton as he gazed down at his gleaming new mountain bike. "Best thing I ever bought," he said, fondling the top tube. But pure HATE was in the glare that Matthew Rabbetts delivered at the reflective teddy bear on Paul Gibbon's shoulder which had been winking and nodding at him all the way round. "I know Paul takes a teddy to bed with him but this is going too far," muttered Matt between clenched teeth. The COURAGE showed itself in the way Charlie Robson weaved from side to side up Page's Hill, determined to show that his bottom gear of 52 x 13 really was low enough; and there was DESPAIR in the voice of Graham Seymour, who had burned his mouth in a cafe at Boreham Street: "If it was less hilly, I'd have had more time to drink my coffee," he whimpered plaintively. The SUSPICION was aroused by the activities of Shelia Lucas, after 43 torrid miles in the middle of the Worthing Excelsior bunch: WHAT WAS THAT SUBSTANCE SHE HANDED TO A HAGGARD TONY PALMER? "It's minute cake," she said - and sure enough, after about a minute Tony shot off up the hill like a rocket. And so to the MISFORTUNE which inspired COMPASSION. The last to arrive at Page's Hill were the Worthing's new Hon. Sec., Mike Slater, who with George Wall had serious mechanical problems at 31 miles. A white haired, apple-cheeked elderly woman took pity on them and brought out a pot of tea. Three or four cups later, and being well aware of the problems of middle-aged cyclists, she said: "You can use my toilet if you like."

Shortfellow

Annual General Meetings are a necessary, but not always popular, part of the annual scheme of things, but ours in October proved to be a very enjoyable affair. The business was conducted at a brisk pace with all the existing Officers and Committee Members being re-elected whilst Ted Haynes was elected as an additional Committee Member: welcome Ted. Everyone seemed happy with the way things are organised so after some refreshments we passed on to the final item of the evening, which was a video film of the Paris to Honfleur Randonee. It was excellent and had added interest because some of our members had taken part in the Randonee. Our thanks are due to Ray Gearing for organising the film.

Last year in December we arranged Section Reliability Rides on what proved to be a dreadful day which restricted entries. In November we tried again and were rewarded with a super Autumn day. Twenty one chose to enter the 100Km event - their mounts included two tandems and a trike - but only two rode the 50Km event. We must be a hard riding lot without knowing it. After the rides the ladies provided a superb tea in the Harris Room at Stone Cross Memorial Hall and then Jack Dunn rounded off the day nicely with a slide show depicting his and Marjorie's many excursions into France.

In between our two rides on Sundays continue to be well supported. We have been pleased to attract riders from as far afield as Haywards Heath and Winchelsea who have made the effort for some weeks now to be with us, which is nice. Our annual Lunch is on February 11th, also at Stone Cross Memorial Hall, but before that we have to eat and drink our way through the other "do's" which abound at this time of the year - which reminds me, "Happy Christmas and Enjoyable Safe Cycling in the New Year" to all readers.

Tourist

#### WORTHING EXCELSIOR CC

A very short report from the wrong side of the A23 this quarter. I did in fact sit down and write a full report yesterday evening; but trying to meet the editorial deadline I pressed the wrong button on the Amstrad and everything disappeared off the edge of the floppy disc.

I had in fact hoped to look back on the whole season but now have only the time to congratulate our 25 successful entrants in the recent ESCA Reliability trial, we look forward to keeping the trophy in its adopted home for the next twelve months and probably the year after as well.

I did say I would be brief; so on behalf of all Excelsior members may I wish everybody a Very Happy Christmas and New Year, safe cycling through the winter months and look forward to seeing of many of you as possible for our own Reliability trials and Audax events early next year.

I will now set about writing the next quarters contribution!!

A PEDALLER

## EASTBOURNE ROVERS C.C.

Well, hello again. Lots to tell now the season's ended. And what a great one we've had.

Superwoman, wonderwoman, woman of the year, musclewoman, call her what you like, but Andrea must be the Club's revelation. Riding superbly all the year, Andrea Winchester made national news with her amazing time trial ability and super strength, with an incredible 4th over all in the National Women's Best all Rounder Competition!! With rides of sub hour 25s, sub two hour 50s and 4.12 for 100. WOW!!

Well who can follow that introduction? Steve Willis managed fame a couple of weeks ago with his picky in "Cycling Weekly" for his efforts at Brighton's Track League, being narrowly beaten by professional Richard "I ride my bike all day and get plenty of rest" Smith whilst Steve "I eat Pot Noodles, do about ten miles a week, work twenty seven hours a day and never rest" Willis. Steve rode well all year (Big head) regaining his first cat. licence, winning a 1/2/3 Crit and riding top international races and finishing!! Romford-Harlow, Folkestone-Charing-Folkestone, Tour of Riviera, to name a few. Anyway, less about him.

Another star, Paul Delani, shone brightly in the sky of talent. He won so many races that I couldn't manage to count that high. He rode for Sussex, was Divisional Road Race Champion, won the Evening Series and was generally unbeatable! He rode with true professionalism and was always a marked man, but even with the whole bunch sitting on his wheel all they could do was gasp at his amazing turn of speed. Certainly a man for the future - maybe a World Champion!

Nick "Playboy" Smith, the man with designer stubble on his legs rode a quiet season for his potential. He rode at Brighton and rode his heart out even though his legs weren't there somedays, for his team leader Steve and Paul Delani, who consequently was fourth overall. Nick also rode a few road races purely as domestic for team mate, Paul.

But you must feel for Nick, what with half days at College, laying in until 11.30 a.m., Nick never had time to train.....

Other riders we must watch are Andrew "I,m beginning to come out of my shell" Neale who rode well all year and looks very keen for 1990!

Clive Edgar Willis who always shows his class and gets faster with age is another to watch, and Simon Prior is on the come back. I hears Simon "stump, bullet man, humanoid , O.M.D., mega sprinter" Prior and when he's fit he's unstoppable.

John Blackman goes down to the gym in Bexhill shaping up those long sexy legs of his and doing loads of stretching exercises especially when he sees Miss Bexhill working out there.

The Club Hillclimb was the season's end for me, but good luck to all those who ride Christmas Day and hope you're all keeping fit over winter like me!!

See you later, take car!

Clement Condom

THE TALE OF A TOURIST ON THE PILGRIM'S WAY

The day dawned bright (a classic opening to any adventure story) as I set off on my hybrid mountain bike up Crowborough Hill. I plunged downward and then upward for some time, through Balls Green, Blackham and Chiddingstone Hoath - a lovely village - and to the equally attractive Chiddingstone. Here, the B.B.C. Drama Unit were filming. I considered chancing a free cup of B.B.C. canteen tea but I've seen what that's done to Mick Rabbetts' hair. So onward I pressed through Hever, Four Elms and up past Chartwell. Here my real touring started as I used my 28 ring x 34 sprocket for the first time. I know Iris Stevens might consider it big-gear pushing but then I am a racing man! In a house near Chartwell I saw my first Christmas tree of the season - not bad at the beginning of November. On to the main road for a bit, then down through woods with rough stuff to Westerham and elevenses. Then under the M25, up Westerham Hill before turning right on to the Pilgrim's Way. A little way along under Tatsfield Heights I crossed the Kent/Surrey border.

"The Way", as it shall be known from here on, crosses the main Biggin Hill/Westerham road after a short distance. It is on made up lanes and rough stuff undulating along the foot of the North Downs, offering lovely views of the Weald (and the M25). A herd of cows down by a farm caught my eye and then I noticed a cow on its own close to the roadside hedge. It was licking its newly born calf. I watched as the calf took its first cumbersome steps and after some encouragement got to its mother's udder. Just then a BMW whizzed by, oblivious to the real world and free entertainment going on outside his car window.

A detour had to be made around Chevening Park - ex home of Geoffrey Howe. A law passed by King Charles I prohibited any right-of-way through his land, so both the old London road and even older Pilgrim's Way had to skirt the edge of the park. I had a look around the small church which is probably visible from the nearby M25/M26/A21 junction near Riverhead. Rough stuff along a cow muck strewn farm track formed the next section of my ride. After climbing several gates and being scratched by rose briars I came back out on to the lane which crosses the M25 to Otford. Here I realised I'd lost my map. Fortunately I didn't have to go back far until I found it; unfortunately, it was in the mud! I pressed on through Twitten, Otford to Kemsing, then more rough stuff began - this time for a few miles to Wrotham. Being between two hedges and having had the local stables along it, it was very muddy. My hybrid mountain bike, with normal tyres and mudguards, had a tough time: I had to push up the last hill to Wrotham and unclog the wheels.

The village of Wrotham is a gem tucked away as it is below the M20. Over this road complex and on towards Trottiscliffe (pronounced Trosley) I hit more rough stuff and then went down a footpath to discover Coldram Stones. This collection of stones is a Neolithic burial chamber called a long barrow; there are several in the Maidstone area. With the storm clouds getting increasingly close I made straight for Aylesford. Being soaked to the skin had its compensations when I saw a double rainbow. The old Aylesford is quite a contrast to the noise of the sprawling modern industrial estates neighbouring it. By chance I came across the bargain of the ride: £2 for double eggs, bacon, fried bread, tea, etc., - available only on Thursdays at Aylesford Market, by the Community Centre. This became my late dinner, for it was now gone 3 p.m. and I still had some way to go to my digs near Charing. Up to and then under the main Maidstone to Chatham road via more rough stuff and then lanes by way of Boxley and Detling to Hollingbourne. The rain had started again and it was getting dark. Fortunately I had shaken off the schoolboy cyclist who had been following me for miles - I was knackered! The thought of being marooned high up in the North Downs became a little worrying as I struggled along my umpteenth rough track in the evening twilight. I came out high above Harrietsham and the workings of the M20 extension and rode by the back of the giant Marley factory near Lenham. Eventually I began the climb to my sanctuary for the night at Stallisfield Green, near Charing. After an enquiry at a house on the way I found the digs and the rosy cheeks of my farmer's wife landlady. Tea and scones awaited me as I reflected on a very enjoyable 85 miles "touring" (?) .

Unlike the previous day, Day Two didn't dawn bright, etc., etc. It was murky and misty, but little did I know it was the driest it was going to be all day. The rest of "The Way" to Canterbury is difficult to follow, so having got it out of my system I intended to explore the country on top of the Downs for a while and then potter back to

... and the bleakness: no houses, no farms, no

sunny J.B. What struck me immediately people - eerie! I visited Newnham, where in the churchyard is a memorial to the members of the De Laune C.C. who died in the two world wars, and then Sharsted Court, country home of the founder of the De Laune C.C. 100 years ago ("A Century Awheel", history of the De Laune C.C. - £9.00, etc., etc.). This I decided was the fulfilment of my pilgrimage. I struggled back over the Downs against the wind and rain to Lenham. Being a member of the C.T.C. I felt I should act like one, so I walked around another church at Boughton Malherbe and took some pictures. I meandered through the peaceful lanes towards Egerton, past two farm labourers at work on a haystack in the middle of nowhere - a picturesque scene, except for Radio Invicta blasting out from the cab of their tractor!

In the lanes near Smarden is another memorial. This one is in memory of the USAF squadrons who took off from these fields on D-Day. One inscription says: "To Squadron 1051, who gave their all so that others could be free". Makes you think a bit. Though it was raining and I had a head wind, the beauty of the countryside "numbed" my body to the elements (what do you mean, that's not difficult?). Cranbrook was the biggest place I was to go through both days. I inspected the windmill - visits by appointment only - and made for Goudhurst. By trying to follow a track marked on a Barts map of Kent I found myself in woods surrounded by hundreds of newly released pheasants. Some tried to commit suicide by trying to fly into my wheels whilst others chose to smash themselves against the trees. Rather naughtily I ended up riding across some large formal gardens and up the gravel drive of Glassenbury House. Through Goudhurst, resisting more tea and cakes in Weekes Bakery, and up the long climb to Kilndown. I stopped to take in yet another good view - back over Goudhurst Hill and Horsmonden church - then a short stretch of the A21 and down over the half empty Bewl Bridge reservoir to Ticehurst. Despite an initial dismissive glance from the proprietor of a cafe there I stopped for tea before summoning up the strength to ride the dozen or so miles home.

I skirted the reservoir and bypassed Wadhurst to enjoy the pleasure of climbing out from Scragoak and up Snape. The views here are stupendous and in the incessant rain, with the leaves turning, the landscape looked quite rugged. But I was feeling more ragged than rugged as climbing up Tidebrook my legs took on a jelly-like quality. I had to persuade my pedals round, up to Little Trodgers near Mark Cross: even 28 x 34 became hard! As darkness fell once more I made it home, having done another seventy five miles. Without giving too much away as to what excitement may be in store for my future wife, I can't think of a better way to spend two days.

Happy Christmas!

From the pen of REAR END

NEW - BONK TEA PLACE GUIDE

Now that Charles Robson has retired as the Egon Ronay of ESCALAND, it is up to everyone else to look out for alternatives to Little Chefs and Happy Eaters. Recommended tea places must be open on Sundays and not mind being descended on by hot sweaty cyclists. A few have come into existence in the past year or so. One of the best is the WOODGATE COTTAGE TEA ROOM in Marle Green Road, Vines Cross, nr. Horam (OS ref. TQ590171). Judy Goldfinch's winter menu includes sandwiches and salads of all kinds and seemingly unending tea and coffee for 35p and 50p a pot. The cost for two people having three cups of tea and three of coffee, plus two cheese scones and a sticky bun with piles of jam (choose from three home made kinds) and butter, was £2.05. The nearest equivalent at a Little Chef would have been £3 more. There are seats for 20 with room for a few more. If you tire of the company you are with, have a look round the grounds and talk to the flop eared rabbits, miniature goats, varied fowls, ducks, donkeys and geese. Should there be a lot of you, Judy would appreciate a warning telephone call: HORAM ROAD 2834. Then she can shut the more nervous animals away

R.T.T.C. (LONDON SOUTH) A.G.M. - VICTORY, OF A SORT.

The London South Annual General Meeting on October 8th attracted about twice as many delegates as usual - and lasted about twice as long. This unprecedented interest was inspired by an ESCA motion instructing the L.S. District Committee "to withdraw their ruling regarding revised times of start for Sunday events on all courses within the London South DC, as approved at their July meeting and since circulated by the Secretary to all member Clubs in the DC." This ruling would restrict times of start in June, July and August to 6.00 a.m. for 25 and 50 miles and 5.00 a.m. for 100 miles; 10 mile events would also have to start earlier. This imposition of earlier starts had obviously incensed a number of Clubs - especially those in Sussex; Crawley Whs. even put down a motion of no confidence in the Committee - but it wasn't accepted for inclusion on the Agenda. The Chairman of the Committee announced his resignation at the start of the A.G.M. and Malcolm was elected in his place (18 to 15 against Mick Ryall). The subsequent lengthy argument over starting times was mainly between the Ryall camp, who maintained that increased danger on the roads made the restrictions necessary, and the ESCA supporters, who said that putting the 100 time back for an hour, for instance, would make no difference to road dangers but could increase disturbance to sleeping neighbourhoods. The weight of opinion expressed in the debate was reflected in the final vote - 24 to 7 in favour of the ESCA resolution. Satisfaction at the outcome was tempered by the fact that (as Mick Ryall pointed out) RTTC regulation 2(a) gives District Committees "power to allocate or refuse a course, date or time for any event." The 1989 Committee's ruling had already gone to the Handbook printers and been confirmed by the National Committee; now we wait to see what effect the A.G.M. decision will have on the 1990 Committee.

The London South A.G.M. also considered E.S.C.A.'s proposed item for inclusion in the National Agenda: that Regulation 33 should be amended to increase the mileage between start and finish of 10 and 15 mile events from one to three, and in the case of 25, 30 and 50 mile events, from two to five. The intention was to make it easier to find new courses, or amend existing ones: but the argument that the National Committee could waive the regulation won the day, and we lost the vote - 10 to 20.

Michael Rabbetts

CHALLENGE

I, MIKE BLOOM OF THE CRAWLEY WHEELERS, CHALLENGE MIKE RYALL OF THE CENTRAL SUSSEX, TO RIDE IN THE 1990 SUSSEX 12 HOUR TIME TRIAL. I ALSO HOPE THAT ALL THE PEOPLE WHO SAY "YES MIKE, NO MIKE" WILL VOLUNTEER TO BE HIS HELPERS.

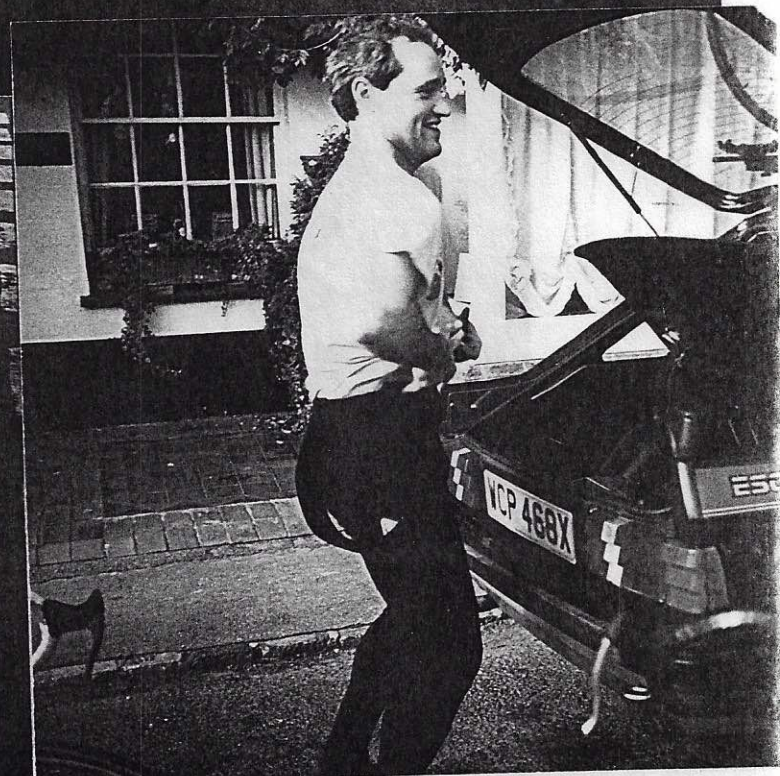
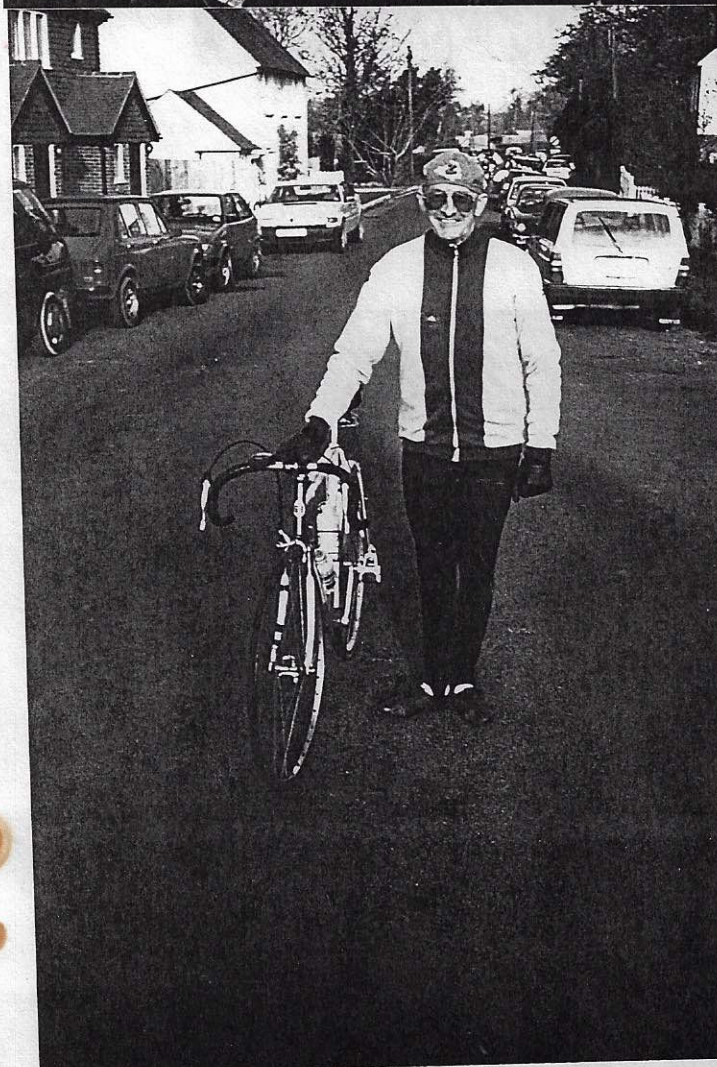
WHILST MIKE IS RIDING THE EVENT HE WILL BE ABLE TO DO A TRAFFIC COUNT, AND ALSO NOTE THE DANGER SPOTS SO THAT HE CAN ACCURATELY REPORT BACK TO THE LONDON SOUTH COMMITTEE. THIS WILL AID HIM IN HIS CRUSADE TO MAKE COURSES CLINICALLY SAFE FOR ALL RIDERS.

Mike Bloom

EAST SUSSEX MID-WEEK CYCLING GROUP

WE ARE A GROUP OF CYCLISTS, NO LONGER IN THE FIRST FLUSH OF YOUTH, WHO MEET FOR ELEVENSES EACH WEDNESDAY AND THEN RIDE A DOZEN OR SO MILES TO A PUB FOR LUNCH. WE ARE A JOLLY LOT OF LADS AND LASSIES WITH PLENTY TO TALK ABOUT AND THE PACE IS MODERATE, AS YOU CAN IMAGINE. INTERESTED? IF SO CONTACT THE SECRETARY: DENNIS JAKEMAN, "JORDANS", 2 MAURICE ROAD, SEAFORD.





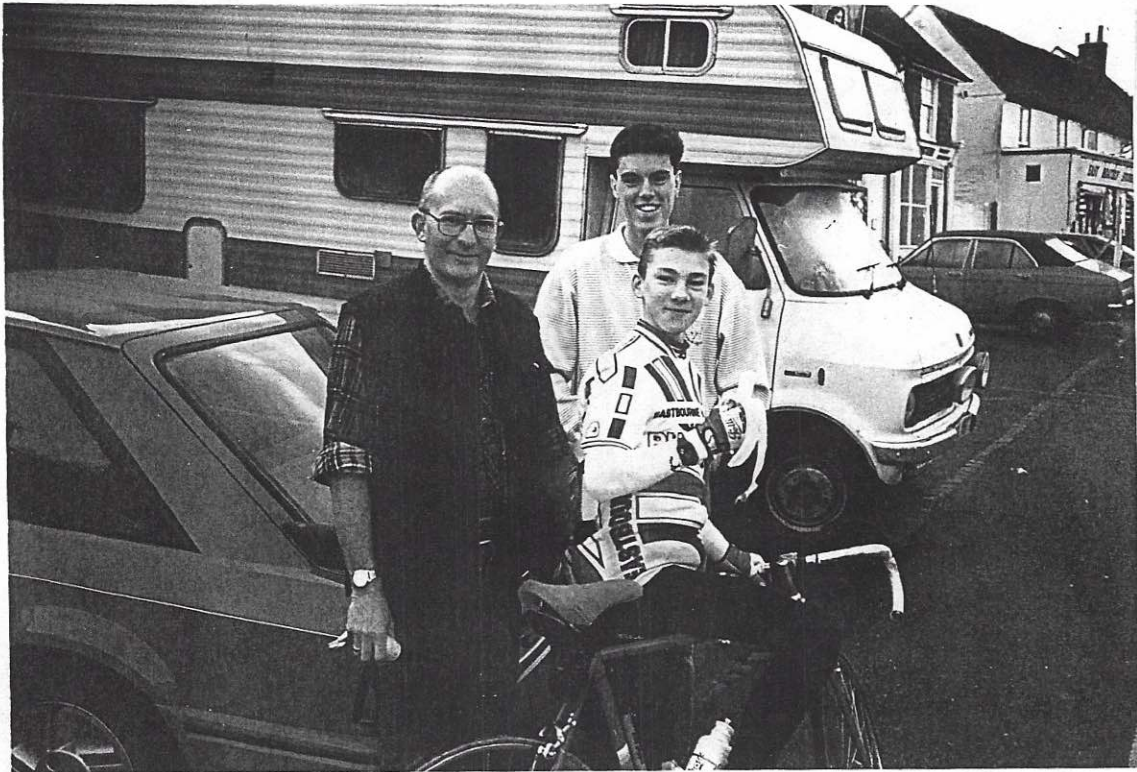
TOP LEFT - ELIZABETH OWENS

BOTTOM LEFT - GEOFF BOORE

TOP RIGHT - MICK BURGESS

BOTTOM RIGHT - SIMON PRIOR

MORE RELIABILITY TRIAL PICTURES



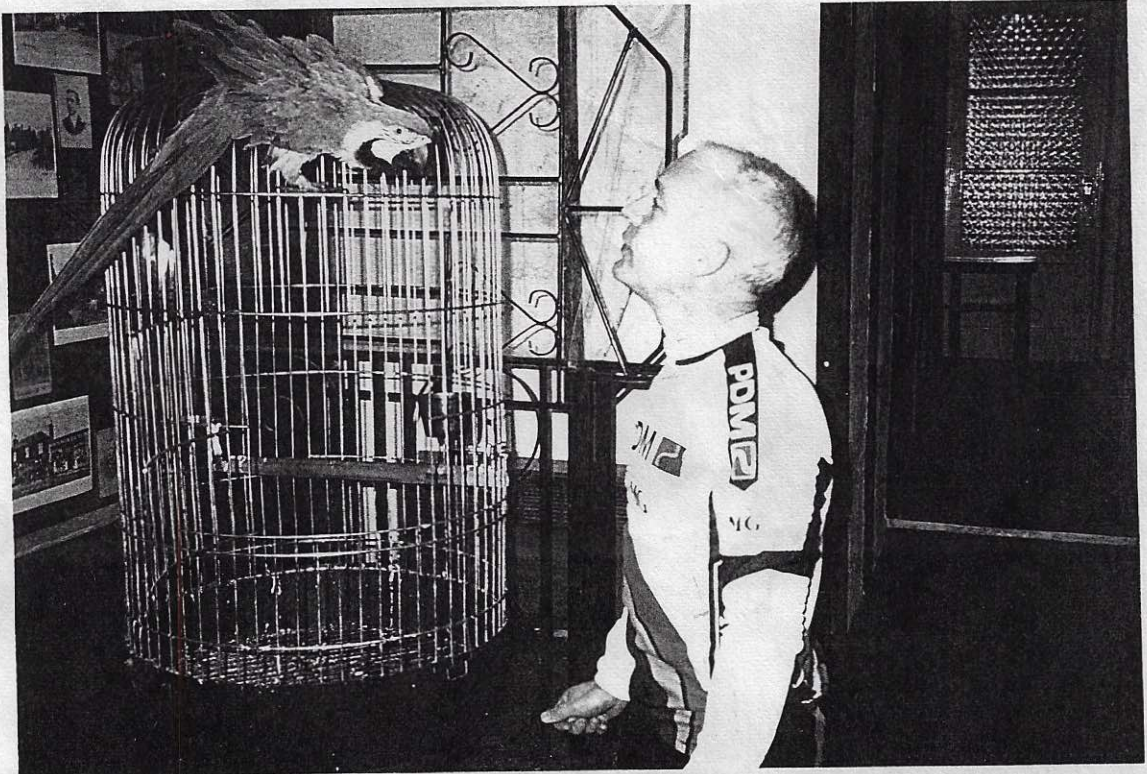
TWO MECHANICS.....



.....AND HE STILL NEEDED ANOTHER ONE BEFORE HE WAS ABLE TO START!!

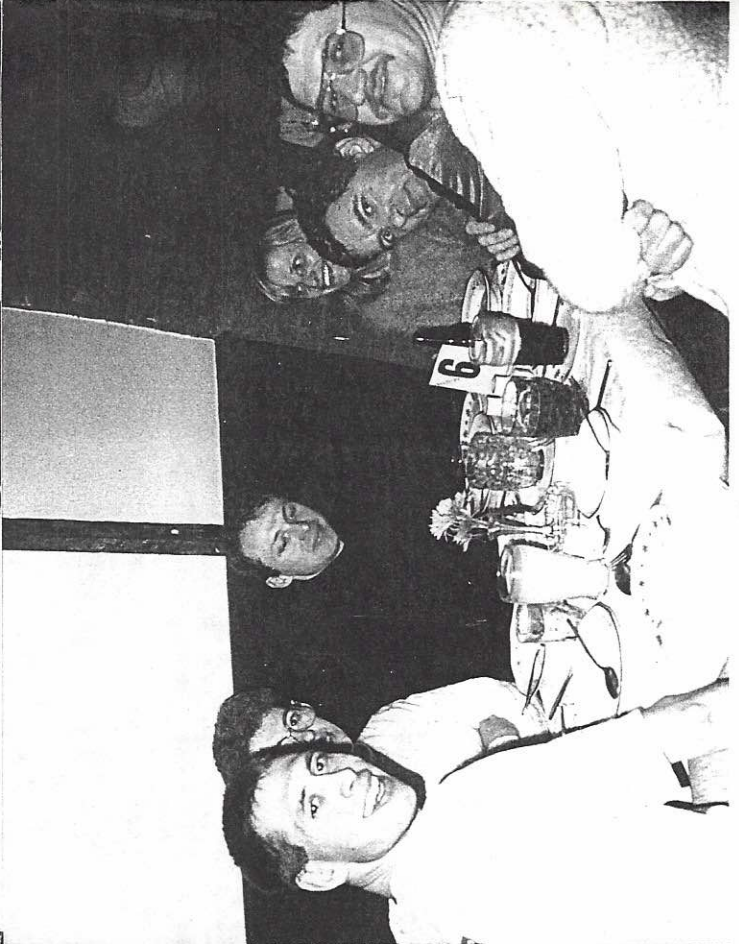


ROY IN HIS "OFFICE" AT THE FINISH



JOHN BLACKMAN IN THE BAR...ENROLLING A NEW MEMBER FOR THE ROVERS??

AFTERWARDS.....IN THE "KINGS HEAD" FOR LUNCH



It was nice to see that B.C.F. correspondent Brian Hutton is giving both the ESCA and Sussex Nomads some well featured write-ups (and BONK got a mention. Ed) in a little monthly pamphlet entitled "The Chequered Flag", which Brian edits, produces, writes, sponsors and, we also understand, is responsible for the photographs, quite apart from the 'heaped up praise' for the V.C. Etoile, or as the boys have re-christened it "The Toilets". Their record is certainly impressive, it seems a pity that their ESCA commitments have suffered over the years, one would be hard put to recall when The Toilets promoted a time trial, a cursory look at the ESCA Meeting Book is equally disappointing. There does not appear to have been any form of representation from l'Etoile since, we believe, 1977, is this some sort of record which could be added to the three hundred wins and five hundred seconds and thirds. Perhaps our Brian could give us an up to date time trialling situation as he sees it in the Toilets.

Quite the most entertaining afternoon was experienced by a number of Club members at the recent London South D.C. A.G.M. held at Crawley in October. Most of the cabaret in the form of the previously elected Committee were present. Resulting from some rather dubious proposals which were debated with some derision and a good helping of patriotic rhetoric, new Committee members were elected and the dubious proposals lost in a play-off vote. Malcolm Pink was elected as Chairman, which in itself is an interesting switch; we have three Crawley Wheelers on the Committee, so beware! no more poaching Crawley riders or you could end up having your entries repeatedly returned. What is probably clearer is that matters of National and procedural interest will now be relayed back to the "grass roots", i.e. the riders who regularly turn out, and that issues that affect them will no longer be cocooned or rather, just be available to the chosen few.

Does anybody know. Where all the cats-eyes and similar studs have gone? Training in the back roads used to be essential not so long ago. However, you can no longer see the precise width of the lane nor can you calculate which is the best line to take. Combined with the poorness of the lighting generally, it is a brave man now who ventures out at night to do his weekly miles. The day of the turbo is now with us, and even though it could never compare with the real thing, at least you are safe in the knowledge that you won't be another road statistic in changing over to a static machine.

For all those bikies who were present at the final Association 10 mile t.t. when Ron Rogers sustained his accident, he is now well on the way to recovery. Ron and Jill are going to Australia in January via Bangkok, I am told, for a three day stop over. Knowing Ron's difficulty in keeping to courses even in 25 mile events, I hope he doesn't lose his way in Bangkok; I'm told the locals can be very persuasive to young, fit fifty seven year olds.

I was able to fit in a quick seven days in Portugal with Inter-Suns Hove travel rep, Mr. Ian Legless. Some thirteen members of the Lewes tribe, three Nomads and one Central Sussex member were treated to a week of sunshine and open roads. Our Lewes correspondent will in all probability enthuse over the trip, but in all it was a pleasant break. There were a number of minor mishaps, a few broken wheels, some minor revelations from John Coe, in particular to a 'dating service' which appears to be on the surface to be particularly cheap. Keith Parvin and young Paul were similarly pre-occupied with girls and icecream. We were able to photograph, albeit fleetingly, a young English waitress in wellies who took John Coe's fancy. We are therefore recommending it's publication (the original goes to John). John could also tell an interesting story on how he found himself going to Lisbon with no lights on Portugal's equivalent to the M25. The ride of the week goes to Ian Landless who took the coveted Monique climb, and yellow jersey to Paul, who I believe grabbed a quick four hundred miles plus. A word to the good, while the roads of the Algarve are traffic-less except after 5 o'clock, the surfaces are not so good, so for the record, no light equipment; tubs are a no no. The scenery is superb and is probably better further into the interior. We were all treated to the climbing attributes of the 'old fella' Kevin (I'm from Yorkshire tha knows) Brahmam. Kevin was unable to pick up a Portugese bus pass or retrieve his U.K. pension via the Portugese Post Office. I was unaware that Kevin is an authority on porcelain, however, bedecked in his splendid Central Sussex vest, he was able to secure a cock, the poultry variety, this I understand was a present and since I believe it is to be handed over at Xmas, it seems such a pity to wait so long for a bit of cock.

We were speaking to John Pritchard at Mitre's successful talk in evening at Sussex University (for those who found it!) We were able to secure part of John's secret

'go fast' formula, part of the Herbal Life diet which we commend to our readers.

Finally, our old pals Bill and Margaret Raiment are back in Sussex and have recently opened another bike shop at the top end of Lewes. Nice to see you, Bill.

Out of the Nomads archives we print a quick feature of our President. He had his own hair then.

Lastly, the Nomads have their own clubroom. This is the Claydon Village Hall. Meetings are held every other Friday. All club folk are welcome.

Safe riding and count your revs.

W.H.

# Reg—Big man behind the Nomads

**M**EEET Reg Porter, six feet tall, and scaling 15st., burly president and hon. secretary of Prestonville Nomads and time trials secretary of the Sussex Cyclists' Association. Always smiling, he gets through a lot of work in his apparently unhurried manner. His is largely the remarkable story of the Nomads, a club that died twice and rose again to become a force on the track and the road.

"My job," grinned Reg, "I am a hairdresser or more correctly, a barber." Surprise No. 1.

Then came another. "I was born in Newcastle." Many good men have come from that great city and Reg is no exception.

He came South to Stroud in Gloucestershire at the age of three months. There, later, he had a bicycle to ride the three miles to school and back again.

He came to Brighton in 1934 and toured on Sundays on his own. Then he contacted Nomads, then about three years old, and signed on. This was 1937.

Reg made the team that season and was a committee man a year later. But the shadow of his fate was early upon him. "I found myself just as happy in helping as in racing," he said.

The war disbanded the club. Reg went into the R.E.'s, served in France, and was demobbed in 1946.

## HOPE, GREAT ASSET

A meeting took place between Bert Edwards, George Cowling, Reg Hayward, Vernon Hyde, Bert Cager and Kitty Fuller at the Elephant and Castle, London-road, and eventually the club was restarted. There was little in the kitty but hope is a great asset.

Fred Wilson helped. Then George Playle, Gerald Griffin and Gerald Jones came in.

They were just not strong enough to hold their own so the Nomads' club went into cold storage and they all joined the old Brighton Mitre Club with the gentleman's agreement that if, later, the Nomads got going



REG PORTER

again, the Mitre would release them.

They were not long with the Mitre for at the end of 1948, Brighton Clarion C.C. disbanded and 15 of them wanted to join the Nomads.

Brighton Mitre honoured their agreement, released their Nomad members, plus Eric Howell and the Nomads were once again on the war path. The ex-Clarion riders included Pat Moreton, Derek Marsh, and Ken Wells.

Nomads started from scratch with Edwards as president and Porter as hon. secretary. Experienced ex-Kentish Wheeler, George Banfield, chairman, came

along to render splendid service.

New members like Alan Limbrey, Derek Payne, Ernie and Fred Johnson, Pete Howarth, Alan Lucas and Bert Simmonds, with a starring long distance rider in Gerald Griffin were strong reinforcements.

Then Gerald's father, the late Charles Griffin, took over to supervise training and by 1950 they were beginning to hit the high spots. Then with Colin Brennan, another good lad, they really went to town.

In 1951 and 1952 the club won the blue riband of the roads, the Sussex Cyclists' Association 25 miles team championship.

On the track they won the great Strudwick inter-club championship trophy outright with a trio of successive wins in 1951-52-53. They handed the trophy back for further competition. That team included Limbrey, the two Johnsons, A. Lucas and M. Elliott.

Limbrey had joined in 1949 and his great adversary, Colin Brennan, had joined in 1951. Limbrey won the Sussex Cyclists' Association individual championship three times in succession, 1951-52-53.

Brennan won the Nomads 25 miles open time-trial in 1952 and 1953. Limbrey won it in 1954. Their duels for the Sussex 25 miles road record are historic. In 1951 Limbrey had been the first man to ride that distance under the hour with 59min. 45sec. Brennan equalled that time in 1952 and soon afterwards Limbrey broke it to 59min. 34sec. In 1954 Limbrey brought that time down to 59min. 16sec.

Although still strong in 1954 National Service began to take toll, but last year, with the influx of several promising new lads, the picture brightened.

In 1941 Reg married a charming lady from County Cork, a Miss Maureen O'Brien. Besides Terry, they have a daughter, Sheila, who, at 16, is an adept cyclist.

After the war, wife Maureen got interested and went touring with Reg and enjoyed it: "Now she is a great help to the club, feeding and marshalling on club and Sussex Cyclists' Association events.

"She puts up with a lot," says Reg, "spends a lot of time helping with entry forms and anything else that comes along."

Maureen lighted up with a really heart-warming smile: "Nonsense, I just love it. It's great fun and the boys and girls are great sports. It's just the thing."—J.D.

## LEWES WANDERERS C.C

Laurie Leaney put the phone down. "Who was that, darling?" asked his wife, from the bedroom. (Author's note: Yes, I know no-one calls Laurie darling any more. I just put it in to add a touch of romantic interest. Now read on.....) "That was Graham, sweetie, asking about tomorrow morning's clubrun." There was genuine concern in the voice from the bedroom: "Did you remind him that the clocks go back tonight?" Laurie laughed scornfully: "Oh, come on. Only an idiot wouldn't know that."

### Chapter Two: Graham Drops a Boo-boo

It was a crisp, clear morning as Graham bowled merrily along on his bicycle, whistling a happy tune and looking forward to meeting his chums at Uckfield. "That's strange," he thought, as he passed the Little Chef at Piltdown. "They're still closed, an hour past their opening time".....

-----

It would be unkind to continue that story, as it would to reveal some of the details which have emerged about the LWCC trip to Portugal in October. Some of the more bizarre incidents involve a member of another Club, and if the William Hickey promises in the Autumn issue of Bonk are fulfilled, we will be getting first hand accounts of them. Those of us who were too poor to go to Portugal were given a tantalising glimpse of what we missed when Ian (Sungod) Landless performed his ritual elevenses strip tease at the Honeysuckle House Tearooms in Hadlow Down. As he slowly removed the final covering in the uniquely provocative way he has perfected over the years, we gasped at the deeply mahogany shade of that barrel-shaped hairy chest. Damn the man. He goes out of his way to humiliate the inadequate. This particular clubrun was graced by the presence of the senior Rabbetts, who had trained hard for the occasion with the mid-week section of the C.T.C. He explained his pitiful performance on the climb up to Hadlow Down by saying that he and Ken Griffiths had fallen into the depths of a thorn bush the previous Wednesday. The only blood that was spilt came from a motorist who cut his finger while trying to extricate them; but let this be a warning to all those who think C.T.C. runs are only for softies.

The main event in our Autumn racing scene was Horry Hemsley's successful promotion of our Seymour Contracts G.P. des Gentlemen. The inspiration for this event came from Horry himself, and the fact that he was able to see it through so efficiently despite severe personal problems reflects great credit on him. What's more, he was our only prizewinner. Matthew Rabbetts and Paul Gibbons have been our top racing men in 1989 - Matthew with a club record BBAR average of 23.542 and fifth place in the SPOCO (Sporting Courses) competition, and Paul with an armful of club trophies, including the club BAR which is based on rides in Sussex. Potential champions include the three young men who represented Seaford Head School (and L.W.C.C.) in the GHS 10 mile final in September - Geoff Watts, Leigh West and Matthew Heap. They did well on a hard day to cut two minutes from their team time in the District final. Leigh later showed good form in the Mitre 25 with a p.b. of 1.06.14 which won him the under 16 prize. In the same event, Tony Cox got down to an 8.09 after many months of trying, and so joined Keith Payne in celebrating 1989 as a p.b. year.

Now we're well into the clubrun season, with water pistols and foghorns making Brighton Excel. runs seem like Sunday School outings. Young men like Tim Gorringe are being blooded to see if they can stand the pace of the nineties - and already he outlasts his Dad. They and everyone in ESCALAND will be able to pit themselves against the ultimate test on Sunday, January 28th - THE LEWES WANDERERS RELIABILITY TRIAL. There may even be an extra, flat event for softies. See you there, Graham.

Rotrax

CORRESPONDENCE

Dear Eds.

Re. SUSSEX 100 MILE TIME TRIAL

The author of the William Hickey column in your Autumn edition displayed a remarkable lack of knowledge about the S.C.A. 100. Having taken over the promotion of this event in 1988 - from Ray Douglass of the Worthing Excelsior C.C. who "carried the torch" during many difficult years - I found a great deal of enthusiasm amongst the many Clubs and individuals whom I approached for help in marshalling, drinks, etc.

According to "William" one would gain the impression this event is in the doldrums and is dying on its feet. It certainly will be if your readers believe what William is saying. In my opinion he seems to be a little muddled in his thinking if he links, as he does, that the absence of 'sponsorship money' in the same sentence as having '20% absenteeism' rate.

Let's look at the facts. The number of entrants increased from 46 in 1987 to 54 in 1988, with 21 Clubs represented compared with 14 in 1987. Having paid an entry fee of £3.00 per head seems a good reason to me for intending to ride and pre-supposes having, at the same time, done sufficient training to build the confidence required to compete in medium distance events of this kind.

There's no need to change the basic formula for the 100 but there is a crying need for common sense to prevail. It seems to me there are too many events attracting too few riders. Promoters, if they can continue to be found, must get together and ensure a really well balanced and realistic programme is submitted, with events on a 'county' basis making use of all available courses throughout the whole of the County and adjacent areas. The RTTC District Council has a 'role' to play here. It seems that the total number of events at each distance calls for a spot of rationalisation.

If the time trial fraternity don't, or won't, get their act together they can't complain if it's imposed upon them, either by worsening road traffic conditions (Channel Tunnel 1993), Police Authorities or whatever.

Mike Hayler. Promoter SCA 100

CENTRAL SUSSEX C.C.

In the dark and distant days of ESCALAND there was a scribe of great renown called Honest Ginge who often foretold the fortunes, misfortunes and dark deeds of the Central. Many were these deeds, especially the dark ones.

Now this proud and alive Club has gone. Or so it appears. No more is their history recorded in BONK - they have no scribe. Is this due to living in the wilds of Central Sussex where the knowledge of writing has been lost? Who could do it?

- Rex Wells - No! Telecom never write - they phone (when it works).
- Honest Ginge - Too OLD?
- Roller Ron - Spends too much time at football.
- Kevin Bramham - Comes from the north and is still only at the painting of pictures on cave wall stage.
- Colin Tamon - Doesn't have a pen that works under water.
- Paul Lipscombe - Too busy tying pony-tail.

There must be somewhere out there to write their notes. There is money to be made. People will pay to see their name in print (or even out of).

Come on, Central, let's have some notes from you before William Hickey takes you under his wing.

Pen Pusher



## NOTICE BOARD

ALAN HUGHES, LANDLORD OF THE KINGS HEAD, EAST HOATHLY, WILL BE PLEASED TO CATER FOR YOUR CLUB FUNCTIONS AND WELCOMES ALL CYCLISTS AT ANY TIME. AS EVERYONE WHO ATTENDED THE LUNCH AFTER THE RELIABILITY TRIAL KNOWS, ALAN PUTS ON A FIRST CLASS MEAL AND THE SERVICE IS EXCELLENT.  
PHONE: HALLAND (082 584) 238

oooooooooooooooooooooooooooo

RAY DOUGLASS, 25 GUILDFORD ROAD, WORTHING, IS PROMOTING THE SUSSEX C.A. 12 HOUR ON AUGUST 19th. HE WILL ACCEPT ENTRIES UP UNTIL AUGUST 7th. NOW IS THE TIME TO THINK ABOUT RIDING THE 12 BECAUSE NOW IS THE TIME TO START PREPARING FOR IT. IT'S NOT AN EVENT TO BE FRIGHTENED OF. AT THE WORST YOUR LEGS WILL ACHE AND YOUR CRUTCH WILL HURT; YOU MIGHT BECOME DEHYDRATED AND SOMETIMES PEOPLE COLLAPSE, BUT THEY ALL RECOVER: MOST OF THEM GO ON TO RIDE MORE 12s AND SOME RIDE A 24 BUT THAT'S ANOTHER STORY. MAKE UP YOUR MIND TO GIVE IT A GO THIS YEAR - BEFORE IT'S TOO LATE. RIDE MIKE HAYLER'S S.C.A. 100 AS WELL - IT WILL HELP YOUR PREPARATION AND YOU COULD GET A B.A.R. PLACING.

oooooooooooooooooooooooooooo

For Sale - Lady Back Mountain Tandem. New in box. Green. Surplus to importer's requirements. £200  
Apply to - Telephonic Supplies, Unit 4/s, Wimbledon Stadium Bus Centre, Riverside Road, Summerstown, London. SW17 OBA

oooooooooooooooooooooooooooo

Travelling east. Want a cuppa? The Strand Cafe proprietors extend a welcome to all cyclists passing through Rye.

oooooooooooooooooooooooooooo

E.S.C.A. BADGES AVAILABLE FROM ROY HUMPHREY £1.50 each

RESULT OF POINTS COMPETITION 1989

INDIVIDUAL

<u>Name</u>	<u>HR</u>	<u>10</u>	<u>25</u>	<u>50</u>	<u>25</u>	<u>100</u>	<u>50</u>	<u>10</u>	<u>25</u>	<u>HC</u>	<u>Total</u>
P. LIPSCOMBE	-	19	19	18	18	19	19	19	20	-	151
P. Gibbons	-	-	15	17	14	18	15	18	11	-	108
S. Dennis	20	-	-	20	20	20	20	-	-	-	100
K.M. Taylor	1	16	14	-	4	13	-	14	12	15	89
G. Taylor	-	-	11	13	9	16	12	16	9	-	86
T. Deacon	17	-	-	-	-	-	18	20	18	-	73
J. Coe	-	10	6	9	7	14	10	6	-	-	62
R. Taylor	-	11	8	-	-	-	-	17	14	11	61

CLUB

<u>Club</u>	<u>HR</u>	<u>TTT</u>	<u>10</u>	<u>25</u>	<u>50</u>	<u>25</u>	<u>100</u>	<u>50</u>	<u>10</u>	<u>25</u>	<u>HC</u>	<u>Total</u>
East Grinstead	23	18	6	8	14	14	10	10	11	6	21	141
Central Sussex	-	-	9	18	6	15	7	7	7	9	-	78
Lewes Wanderers	7	6	-	3	5	3	13	10	7	2	15	71
Brighton Mitre	-	4	17	12	7	5	-	6	-	-	-	51
B.E.C.C.	8	8	5	1	-	-	8	1	5	1	-	37
Regent R.C.	5	-	-	-	-	-	-	6	8	6	-	25
Eastbourne Rovers	-	-	-	3	1	7	4	4	4	-	-	23
Hastings & St.L	-	2	5	6	5	-	-	-	-	4	-	22
W.E.C.C.	-	-	-	-	2	-	3	2	-	15	-	22
Southborough	-	-	-	-	4	4	-	-	2	4	-	14
Crawley	-	-	-	-	-	3	-	2	-	-	8	13
Sussex Nomads	-	-	-	-	-	-	-	-	-	4	-	4
V.C. Etoile	-	-	-	3	-	-	-	-	-	-	-	3

Once again we have to thank Stan Shirley for recording the points throughout the season and for compiling these tables.

EAST SUSSEX CYCLING ASSOCIATION

1989 B.A.R. RESULTS

SENIOR B.A.R. (25, 50 & 100 Miles)

		<u>mph</u>
1	STEVE DENNIS EAST GRINSTEAD CC - Snowhill Plant & Garden Centre	25.199
2	P. Lipscombe Central Sussex CC	24.439
3	P. Gibbons Lewes Wanderers CC	23.803
4	G. Taylor Eastbourne Rovers CC - Phoenix Cycles	23.046
5	J. Coe Lewes Wanderers CC	22.327
6	K. Taylor East Grinstead CC - Snowhill Plant & Garden Centre	22.136
7	D. Lock Worthing Excelsior CC	22.072
8	I. Landless Lewes Wanderers CC	21.289
9	C. Robson Eastbourne Rovers CC - Phoenix Cycles	21.260
10	A. Payne Brighton Mitre CC	21.008
11	R. Settle Crawley Wheelers	18.362

TEAM

1	LEWES WANDERERS CC - P. Gibbons, J. Coe, I. Landless	22.473
---	--	--------

VETERANS' B.A.R. (25, 50 & 100 Miles)

		<u>+mph</u>
1	C. ROBSON (60) EASTBOURNE ROVERS CC - Phoenix Cycles	2.587
2	D. Lock (52/3) Worthing Excelsior CC	2.298
3	I. Landless(49)Lewes Wanderers CC	1.021
4	J. Coe (40) Lewes Wanderers CC	0.651
5	R. Settle (67) Crawley Wheelers	0.631

LADIES' B.A.R. (2 x 10 Miles & 2 x 25 Miles)

		<u>mph</u>
1	MISS S. LADE EASTBOURNE ROVERS CC - Phoenix Cycles	17.907

JUNIOR B.A.R. (2 x 10 Miles & 2 x 25 MILES)

		<u>mph</u>
1	C. KITCHENHAM HASTINGS & ST. LEONARDS CC	21.970
2	Miss S. Lade Eastbourne Rovers CC - Phoenix Cycles	17.907

-oOo-

(PROV/CR/030989)

It was a pleasant surprise to find a contribution from my old sparring partner, Al Moran, in the Autumn edition of this magazine, and I was able to surprise the lad a few weeks later by appearing in person on his doorstep having found that on the estate where Geoff lives, his road, Hythe Crescent adjoins Hastings Avenue.

Regarding that cutting from the Evening Argus about sex and cycling, I don't recall often thinking about sex while riding a bicycle. When 100% concentration was not required as in riding a time trial or coping with heavy traffic, I was usually thinking about music, with cheerful up tempo tunes running through my brain when going well on a bright day and slower moody stuff when making hard work of it in miserable conditions. From time to time the music would switch itself off and the Nerves grey matter would start to produce ideas for contributions for the next edition of BONK. On the other hand I don't ever remember thinking about cycling while playing a musical instrument, which I suppose classes me as basically a musical person who rode a bike a bit and occasionally showed a bit of interest in members of the opposite sex. Finally I hope Al Moran has the odd thought about cycling while he's having his frozen shoulder massaged by Sylvia Burgess (suffering from medical conditions has its compensations!!).

Neevo

THE NEWSPAPER REPORT BELOW REFERS TO OUR 'SUPER MARSHAL' KEN GRIFFITHS. RACING MEMBERS WILL ALSO RECOGNISE THE REG PORTER FEATURED ON PAGE 20 AS OUR 'SUPER TIMEKEEPER'. THANKS TO KEN, REG AND MAUREEN FOR ALL THEIR WORK FOR US.

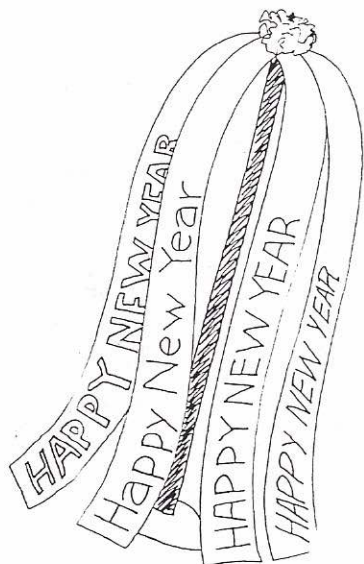
**EASTBOURNE ROVERS**  
Cycling Club's oldest racing member, Ken Griffiths, is still producing commendable results at the age of 61. In the latest 10-mile series he has returned 21mph rides of 27min 26sec and 28min 17sec, worthy of healthy riders of half his age.

His cycling career started when in 1948 he paid the princely sum of £10 for a hand-built Ferris racing bike, and has never looked back since.

He joined the Uckfield Cycling Club and before long he was beating his mentors at the game, becoming club champion in 1952.

Looking back, he rates his best ride as his personal best 1hr 1min 38sec in the 1952 Bognor Regis 25, when he finished only seconds behind British champion Stan Higginson. Of his 15 wins in his long career, his best was a 1hr 2min 36sec time in the East Sussex 25 of 1954.

In 1960 he moved to Eastbourne and joined the Rovers. He has raced with them every season since, and reckons that in his 30 years of cycling he has done some 750 races and clocked up over 25,000 miles.



● KEN GRIFFITHS . . . still going strong after 750 races and 25,000 miles in 30 years of cycling.

EVENTS 1990

SUNDAY JANUARY 7th	EAST SUSSEX C.C. LUNCH FRAMFIELD. £7	ROY HUMPHREY, 4 EBENEZER COTTAGES, FRAMFIELD, SUSSEX.
FRIDAY JANUARY 12th	SUSSEX NOMADS DINNER HICKSTEAD	ALAN LIMBREY, 13 RUSTINGTON ROAD, BRIGHTON. BN1 8DQ
SATURDAY JANUARY 20th	EASTBOURNE ROVERS DINNER AFTON HOTEL £8	JANE LADE, 66 WILTON AVENUE, EASTBOURNE. BN22 2MY
	BRIGHTON EXCELSIOR DINNER SUSSEX UNIVERSITY £12	DICK JONES, 147 ELM DRIVE, HOVE. BN3 7JA
SATURDAY JANUARY 27th	1066 DINNER YELTON HOTEL £9	ESTHER CARPENTER, 10 MAPLEHURST ROAD, ST. LEONARDS ON SEA
SUNDAY JANUARY 28th	LEWES WANDERERS RELIABILITY TRIAL	
SATURDAY FEB'Y 17th	LEWES WANDERERS DINNER HIGHLANDS HOTEL, UNION POINT	GRAHAM SEYMOUR, 26 WESTERN ROAD, NEWICK
SUNDAY NOVEMBER 18th	E.S.C.A. RELIABILITY TRIAL	CHARLES ROBSON, 39 WINCHCOMBE ROAD, EASTBOURNE. BN22 8DE

1990 Road Time Trials Programme as approved by the Road Time Trials Council

<u>Sunday March 4th</u>	17.3 MJs Hardriders Mrs V Stringer, 8 Cypress Close, Shoreham-by-Sea. BN4. 6AF. Promoted by Brighton Excelsior CC	Course G.896 Entry Fee £2.00p
<u>Sunday April 1st</u>	27 Mls 2 Up Team Time Trial K L Atkins, 46 Valebridge Road, Burgess Hill. RH15. 0QY. Promoted by Central Sussex CC	Course G.893 Entry Fee £4 per Team
<u>Saturday April 21st</u>	10 Miles J Adams, 83 De Cham Road, St Leonards-on-Sea, East Sussex. Promoted by Hastings & St Leonards CC	Course G.815 Entry Fee £2.00p
<u>Sunday April 22nd</u>	25 Miles R Humphrey, 4 Ebenezer Cottages, Framfield, Uckfield, TN22. 5NR. Promoted by Eastbourne Rovers CC/Phoenix Cycles	Course G.838 Entry Fee £2.00p
<u>Sunday June 3rd</u>	50 Miles S Dennis, 105 Home Park, Oxted, Surrey, RH8. 0JT Promoted by East Grinstead CC/Snowhill Plant & Garden Centre	Course G.853 Entry Fee £2.00p
<u>Sunday June 17th</u>	25 Miles A Kraft, 50 Addiscn Road, Hove, East Sussex. BN3. 1TP. Promoted By Brighton Mitre CC	Course G.836 Entry Fee £2.00p
<u>Sunday July 22nd</u>	OPEN 100 Miles M E D Rabbetts, Jarvis Court, Mottins Hill, Jarvis Brook, Promoted by Lewes Wanderers CC. Crowborough.	Course G.865 Entry Fee £3.00p
<u>Sunday August 5th</u>	OPEN 50 Miles D Jones, 147 Elm , Hove East Sussex. BN3. 7JA. Promoted By Brighton Excelsior CC	Course G.853 Entry Fee £2.25p
<u>Saturday September 1st</u>	OPEN 10 Miles G Boore, 21 Park Road, Burgess Hill. RH15. 8EU. Promoted By Sussex Nomads CC	Course G.838. Entry Fee £2.25p
<u>Sunday September 2nd</u>	OPEN 25 Miles G Boore, 21 Park Road, Burgess Hill, RH15. 8EU. Promoted by Sussex Nomads CC	Course G. 815 Entry Fee £2.25p
<u>Sunday September 30th</u>	OPEN Hill Climb R Blackmore, "Ladymead", Snowhill, Crawley Down. RH10. 3EE. Promoted by East Grinstead CC/Snowhill Plant & Garden Centre.	Course G.801. Entry Fee £2.25p

Anyone requiring more details of the above Events, or would be willing to assist with the Marshalling of Events or help with the catering, please contact the Association Racing Secretary -

M M Burgess,  
7 Sandridge,  
CROWBOROUGH. TN6. 1JE. Crowborough 661754.

**CLOSING DATE FOR NEXT EDITION**

**25 FEBRUARY 1990**