

BOMK!

THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

PUBLISHED QUARTERLY

**PRICE
15p**



THE OFFICIAL JOURNAL

East Sussex

Cycling Association

ANNUAL REPORT

PRICE

15p

EAST SUSSEX CYCLING ASSOCIATION

-oooOooo-

New Series No. 53

Summer 1990

President Peter Davies

Secretary & Treasurer: Roy Humphrey, 4 Ebenezer Cottages, Framfield, Uckfield,
Sussex, TN22 5NR Tel: 0825 890742

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

EDITORIAL

Malcolm Pink, the Chairman of the L.S.D.C. of the R.T.T.C. would dearly like to hear from local time triallists. He would like to know our opinions about courses, times of start and any other matters appertaining to time trialling. Riders are very reticent people and seem to prefer to make their point with their entry forms and it is very obvious what sort of roads are favoured by the majority of competitors. We are quite sure that we are not alone in saying that being last in an event is of no consequence if a personal best is achieved - after all, that's what time trialling is about basically.

Six o'clock starts don't matter a lot to the riders; after all, one week you're early, the next week you may be late and it balances out. We don't even have to ride if we don't want to. It does get embarrassing though, especially when the same people are involved in so many events in this area, to have to ask for marshals at some ungodly time in the morning; and timekeepers; and the tea ladies; and the pushers off. Now that the lemmings don't leave home at the crack of dawn to putter down to the seaside surely it's feasible to start at seven for a 25.

Anyway, get in touch with Malcolm. If he's willing to listen it's something and at least he's got a positive attitude, which is something that's desperately needed in our sport at the moment.

Maurice & Esther

C.T.C. EASTBOURNE & HAILSHAM DISTRICT SECTION

"Variety is the spice of life" so it is said and we seem to have managed to have achieved this recently. The Dorset Coast Randonnee in April saw the Section riders well represented and in May we forfeited our Section rides in favour of the East Sussex Fireman's Randonnee. Several members entered the events and were rewarded with a good ride and excellent refreshments. Nicola Lade received an award for the youngest rider to complete the sixty eight miles. Some of us prolonged the social season a bit by attending the Fellowship of Kent & Sussex Cyclists Lunch at Tenterden in April and this again proved to be a very enjoyable function. In between times several members rode the 50Km and 50 mile Reliability Rides organised by the D.A. in March and May respectively, both of which were good events. An innovation this year has been the introduction of Thursday evening rides during the summer months and these are proving very popular.

What of our usual Section rides? Well these are flourishing and continue to attract more members, which is encouraging. The modest paced morning rides are proving particularly popular but perhaps not so with the motorists when we have to venture on to main roads. Nevertheless, tolerance on both sides prevails and no doubt some of the car occupants wish they were on bikes too. The energetic riders continue to pile in the miles and seemingly know the best pubs in Kent and Sussex; how many miles to the pint, I wonder. Let's hope the weather "keeps up" for the rest of the summer.

Tourist

EAST SUSSEX MID-WEEK CYCLING GROUP

Our friendly Group has continued to meet for rides in the winter months. Only the storms in February forced us to cancel two of our Wednesday rides. Since then, we have been turning out in force - to such places as Newick (where Syd Richardson nearly missed out on lunch!) and Shortgate. Towards the end of March, eighteen of us arrived at Scolfes Tea Rooms for 'elevenses' without forewarning (sorry Gaynor!) but we still received our usual warm welcome and were quickly served. Syd Richardson volunteered to lead the ride that day so we were taken by a devious and rather hilly route to our lunch venue at Woods Corner. I think SOME of us agreed that the agony of the 'ups' was compensated by the sheer bliss of the 'downs' and the delightful scenery through which we passed, with so many wild flowers in bloom. It was an exhausted group which arrived at the pub in much need of refreshment. It is understood that the leader of the ride has certain privileges, but the writer did find it rather hard to sit opposite our Syd and watch him devour HER lunch before her very eyes!! Meanwhile, at the far end of the table, Dave Kiernan was battling with Ice Cream served on a HOT plate - a slippery business indeed!

It is good to see Tony Vaughan back on the rides again after many months absence. We are also pleased to see our Intrepid Traveller (otherwise known as Tony Palmer) back from his travels once more and no doubt there will be a marked increase in the consumption of pickled onions in various Pubs.....

I am told that Ken Griffiths is quite an authority on the killing of chickens and modern plucking methods. Is that why so few of our Group now order Chicken Soup for lunch??

Our pre-Easter ride saw us at Drusilla's for 'elevenses' from whence Dennis Jakeman led us via a right of way to Berwick Church - which we paused to admire - and then on via a somewhat muddy Bridle Way to our lunch stop at Shortgate, where the 'muddy shoes brigade' were greeted by a spotless, gleaming grey tandem trike parked outside! Phyl and Yub Moore, the proud owners, were sensibly inside eating and drinking - and keeping their shoes clean.

In mid-May there was a car assisted ride with the S.W. London Midweek Wayfarers in the Ripley area which was enjoyed by all - particularly the endless cups of welcome tea accompanied by huge pieces of cake (real cyclists food) and the opportunity to browse through cycling magazines of thirty years ago - plenty of nostalgia here.....

Thelma Thompson

Firstly, my old/old chum Brian Hutton has been quick to defend his Club record and participation as to the number of events his Club are promoting. We have absolutely no criticism here, although in retrospect, and in comparison, Brian makes the point that for a small Club with a nominal membership of a dozen he can only go to the promotion of seven events. We are aware of another Sussex Club, with a membership of less than a dozen who are able to promote four events, two of which are road races!! We rather feel that Brian missed the point, most of the ESCA associated Clubs are able to promote a number of open and Club events. In fact what needs to happen is that the associated Clubs feel it their duty to promote, to ensure that their younger members benefit in time trialling before they attempt road racing. Despite trying I cannot see that any of the Etoile management has attended an ESCA meeting or promoted an Association event. Surely Brian, the lads could put the record right and give us a little bonus by promoting an ESCA event in 1991. We should also like to offer Brian the benefit of our expertise concerning the Wincanton event. Speaking to a spokesman of Sussex Nomads, we were informed that there was a suggestion that Sussex Clubs would be made aware of some race details, particularly as the Club could doubtless give generously of their help and time to make the promotion a success. Unfortunately this was not to be. There was scant information and very little enthusiasm among the BCF management. There was, of course, the usual 'rumblings' as to whether there was going to be any cash to defray general expenses, in particular, advertising, etc. Would Sussex Clubs benefit financially, plus a certain amount of unsolicited criticism concerning the organiser. In other words the BCF, with little or no hindsight, behaved as predictably as usual. The meeting reached no precise conclusions re. the event and insisted that any future decisions re. matters of interest, be reduced to a handful of minutes. It is encouraging that the RTTC and associated bodies take a more responsible attitude to their sport. As a footnote to this comment, may we be permitted to suggest the following, which we feel would be helpful to the vast majority of cycling devotees.

- a) What area of the course should you avoid, and why?
- b) How do you get to the smaller circuit? Should you bike, walk or what?
- c) If you live on the course are there any pre-precautions you should take?
- d) How long is the cavalcade? What roads will be closed?
- e) What are the train and bus services?
- f) What bike shops, if any, are open?
- g) And what about some good info. re. the riders. Their background, etc. Are we getting course commentators?
- h) What happens in bad weather, and, importantly, how to behave in a crowd!!
In the light of other sporting events I feel some emphasis should be placed on discipline, I would hate to see it end in a fiasco.

Since our last edition a number of nice observations were noted. We would like to congratulate Horry and Val and wish them every happiness in the future. Congratulations, too, to Ian Burgess on doing a nice ride in the SCA 25 (the Hulk returns); to Lewes Wanderers on buying up the entire Southborough Wheelers racing team; to Brighton Excelsior on recruiting Tracy Reed of triathlon fame and to Simon Barnes on his comeback trail and to Ken Atkins for purchasing Look pedals and coming back racing on a new bike.

Speaking of new bikes, Mark Bartup will shortly be unveiling his new Cinelli Laser. It is black, sleek and upmarket, not, I might add, a description of Ian Landless.

We are always intrigued at local comment when dear old Gordon Deacon brings out his 'different' tandem. I suppose we have now seen the tandem more times than Charlie Robson's appearances in East Sussex events. Gordon we see is now giving quick trips up and down the local roads. We are sure after riding the machine that if you were baffled by the design you are positively bewildered on attempting to ride it. Great stuff Gordon. Keep the public guessing. And where has his son disappeared to? We learn he is rock climbing, having we fear, got a little uptight with the RTTC. Don't despair Tony, we still love you baby.

Quotes around the County

From Graham Seymour - after the SCA Team Championship: "That has to be the slowest 25 I've done in years.

From DAVE DALLIMORE - at the Worthing 25: "I have a weight problem and a waste problem".

From DAVE STOKES - at the end of this year's Crawley/Horsham: "It's the marshals I feel sorry for".

From JOHN COE - again at the Team Championship: "I no longer fantasise; I cannot cope with all these women".

From SIMON BARNES - at the Team Championship: "I got an offer from the Excel I really couldn't refuse.

(Eds. note - sorry you haven't got capital letters, Graham, but W.H. obviously didn't think you'd earned them. Perhaps next time.)

From a reliable source after the Lewes C.C. returned from the Spanish vacation - "SYLVIA massaged more blokes legs than I have had hot dinners. In fact, if we had stayed there any longer she would have started on the locals!!!!

Lastly, a note to Rick Stringer - "What happened to Nat Adderley?

Until Wincanton, bon chance.

William Hickey

FROM OUR SEASIDE CORRESPONDENT

It was nice to read S.E.N.'s interesting reminiscences about Ray Booty in the Spring edition of BONK, as well the contribution from Al Moran. If only Peter Crowsley had felt like putting pen to paper again, this would have made the issue a feast of nostalgia for people like me who had their ESCA heyday in the fifties and sixties. The initials S.E.N. hide the identity of Stan Nash, for many years an Eastbourne Rovers stalwart who did a good job of writing the Club's notes under the nom-de-plume of Landrover; he also led Winter clubruns which were reported to be so tough that some members looked forward with longing to the racing season when they could have an easier time.

Stan had (still has, I hope) a brother who was a railway enthusiast and photographer, so it was sometimes possible to put down one's copy of BONK after reading Stan's efforts then open a copy of Trains Illustrated and see a picture of an East Sussex railway scene contributed by S.G. Nash.

Going back to Ray Booty, I never saw him but it was his stunning 3.58 in the 1956 Bath Road 100 that once and for all dispelled any lingering thoughts I may have had by then about racing seriously. Reading the report in Cycling the brutal truth sunk home that this man was keeping up a far higher speed for 100 miles than I could manage going flat out in an evening 10. No-one worth calling a sportsman minds being beaten but equally, no-one really likes being made to look ridiculous, so the obvious thing to do was to adopt a 'strictly for fun' approach to racing. And on that basis I had many an enjoyable dabble on the local time trial scene for another seventeen years.

Mind you, three years before Booty unleashed his shattering performance, East Sussex had been suffering a large dose of that's "what's the use" feeling brought on by that very fine Hastings rider Gordon King, who in his peak 1953 season went round East Sussex and Kent winning events as he liked, sometimes breaking course records in the sort of hard conditions which put most riders way down on their best times. Gordon, a "good big 'un" was a natural athlete who did well at other sports; for instance he was prominent in Hastings table tennis circles for many years after giving up cycling. He was strong enough to whirl an 86" fixed gear round the ESCA 25 and 50 courses but was also supple enough to win the early season restricted gear (72") event in March. Gordon was in fact so good that a year or two later when he was courting and not in serious training, he could still come third in ESCA events, only having to give best to up and coming young fast men such as John Dutson and Dave Narsh.

All this reminds us again of the old truth that in sporting endeavour, hard training and determination will get you quite a long way but in the end there is no substitute for natural talent.

D.J.N.

FORTY TWO YEARS AS AN OFFICIAL FOR THE ISLE OF MAN CYCLING WEEK

It all began one Saturday afternoon in March, 1947, in Strudwick Cycles, Oxford Street, Brighton, when I mentioned to Tom Howell that I had ideas of going over to the Isle of Man in June to see the Manx International Road Race. Tom, who hails from Liverpool where he had been a Club cyclist along with his brother Norman who after the war moved to the Isle of Man and married a Manx girl. Tom gave me Norman's address and I wrote to him. The outcome was that I arranged to meet him at the Race H.Q. - the Atholl Hotel - at 8.00 a.m. on the Thursday morning of the Manx International. Incidentally, 1947 saw the introduction of a second event, The Mannin Veg, being run in conjunction with the International.

Having taken the decision to visit the Isle of Man, I decided to ride to Liverpool, with an overnight stay in Stratford-on-Avon, arriving in Liverpool early Wednesday evening to catch the night boat to the Island. I arrived in Douglas just after 6.00 a.m. on Thursday morning and after an excellent breakfast at the Pierhead Cafe I sought out the Atholl Hotel and duly met Norman Howell. Norman then introduced me to Curwen Clague, the race organiser. Little did I realise at the time that this introduction was to be the beginning of a friendship that was to last until his untimely death in 1982, but more about that later on.

Curwen asked me to assist Norman Howell on the scoreboard and duly issued me with an official armband which allowed me access to the closed roads. Once the racing got under way, and with about an hour or more before the riders would be round again, we went down to the refreshment tent where I was introduced to Eddie Anderson, the Chief Judge from Liverpool, who at that time was President of the National Cyclists Union. He suggested that as he was short of judges perhaps I would assist him by recording the numbers of each rider after they had finished and were going off the road into Nobels Park beyond the finish line, as the numbers obtained at this point were crucial to the judges in preparing the result of the event. I might add that Curwen Clague insisted that every finisher had a time and a placing, this, incidentally, is the objective we still strive to obtain today despite the large number of competitors in the majority of events. In those days once the prize winners were placed and announced the judges could relax and take their time to prepare the result. Following a meal with the Howell family I was taken along to the Prize Presentation at the Palace Lido. All too soon the time came for me to say farewell and make my way back to the Sea Terminal to catch the night boat back to Liverpool. By this time my mind was made up that I would be back again in 1948. Friday morning and the ride to Wrexham to catch the 9.00 a.m. train to Brighton and home, with the memory of a French first and second in the International, with J. Baldassari notching up his second win in successive years. Incidentally, J. Baldassari has been back on the Island in recent years as the French Team Manager.

During the 'fifties the Manx Cycling Week really took off, with additional road races and time trials which became very popular after the introduction of the one lap of the Tourist Trophy Course Time Trial. The week also included a series of events for the non-racing fraternity who in the early days, outnumbered the purely racing cyclists. These social events included a mass clubrun (usually on the Sunday of the week), treasure hunts, visits to Breweries with unlimited free samples, and a Rally at Castletown, with it's pram race, riding the greasy plank and, to conclude the day, the mad rush by young and old to find the two needles in the haystack, the lucky persons receiving a bag of silver.

Every year efforts were made to bring more cyclists to the Island and 1959 saw the first Professional Race on the Clypse Circuit. F. Coppi, J. Anquetil, S. Elliott, Tom Simpson, R. van Looy, R. Altig and R. Poulidor are a few riders who have competed in the Manx Premier Race, who come to mind. The first event was won by Shay Elliot of Ireland and the first prize that day was £150. As the years went by the cost of bringing the top professional riders to the Island until it was impossible to meet the contract fees required by the riders. During the years that the top Continental riders competed it certainly brought increased numbers of cyclists from the mainland and Ireland; such was the demand that the Steam Packet had to put on extra boats from Liverpool.

Another big attraction was the International Track Meeting at Onchan Stadium, the track having been opened by Reg Harris in 1949. Nineteen years later, in 1968, the last meeting took place at the track. During that period all the world's top professional and amateur riders had competed at these meetings. The end of the track for cycling was

brought about by the introduction of Stock Car Racing throughout the holiday season as an added attraction for the many visitors to the Island.

During the mid sixties and early seventies the whole format of the week started to change, with more events added each year to the racing programme, until little time was left for the purely social events. 1990 will see a programme of thirty one events covering all ages and categories of amateur riders in road races and time trials.

Kermesse, or 'round the houses' racing, has proved a big success in the Island, starting in Castletown in 1961, followed a year later in Peel; Douglas in 1970 and in Ramsey in the mid eighties. With the exception of Ramsey, the events are run in the town centre with the riders covering the circuit in well under two minutes. These events draw large crowds who contribute generously to primes for the riders. Much of this popularity is due to the commentator, Mike Smith from Harrogate. The Officials have named him "Mike the Mouth": he never stops talking.

Monday, June 17th, 1957 is a date I shall never forget. It was the day I took over as Chief Judge. When I arrived at the Onchan Track expecting to be one of the Assistant Judges, Curwen Clague took me into his office and told me that Eddie Anderson had phoned to say that he would be unable to get to the Island due to business commitments and suggested to Curwen that I should take over his duties. Since 1948 I had been involved in all the aspects of racing as an assistant judge and working as the recorder for the time trials. It was fortunate that I had a very good panel of officials to assist me, otherwise I might have thought twice about taking over as Chief Judge. Up until then I had been involved with much smaller meetings of one day only. During the week of racing I had the help of many well known officials of that time; in particular the late Frank Slemen and Eddie Soens as well as Ken Matthews, who is still a member of the team that officiates on the Island. It was their support, guidance and advice that led to me being accepted as the one to take over from Eddie Anderson as Chief Judge. Over the years it has been my privilege to work alongside all the top officials of the British Isles. It was interesting to see how they worked, more especially the timekeepers at the time trials; those from the north were certainly more efficient than those from other parts of the country.

As the years have gone by I have become involved with all the racing events of the week. Normally I act as Clerk to the Timekeeper, though on various occasions in recent years I have acted as Timekeeper for time trials. On the Island we operate a card system for each event. When a rider finishes his time is entered on a card which has previously been made out with his name, club and number. These cards are then put in fastest time order by a third person. At the end of the event it is possible to see the placing of every finisher. These cards then go to headquarters for the result sheet to be produced without delay.

As the years went by, it became more difficult to find enough people with the experience, or who were willing, to assist as judges for the increasing number of road races taking place. I must say the introduction of the BCF photofinish equipment in 1977 did much to help the situation, despite its teething troubles in the first year. We have now come to rely on it to assist in placing the riders in the large bunches that are bound to occur in the big fields we have on the Island.

One thing that has always stood out as far as the Manx Week is concerned is the harmony that has always existed among the Officials, irrespective of which controlling body they belong to, all are cycling officials. During the last seventeen years or so, myself, John Cull, Tom Greep, Frank Daniels and Jeff Mills always go to the Island a couple of days prior to the start of racing, as it is our responsibility to allocate, from those officials who are going to the Island, the main officials for the week's events. Once the racing gets underway it is our task to see that all the race results get back to headquarters as soon as possible after the conclusion of the event, so that the result sheets are available to everyone with the minimum of delay. Many a night back at our hotel we work into the early hours finalising the day's results, bearing in mind that some evenings racing does not finish until 9.00 p.m. or later. 1989 saw a pilot scheme with a result sheet produced by computer for some of the time trials. This year should see much more use being made of the computers now installed at the new grandstand at the start/finish of the t.t. course by the Manx Government.

1982 was to be the last year that we were to have Curwen Clague with us. We knew that during the early months of the year he had spent quite a time in hospital and when we reached the Island prior to the start of the week, it was obvious to those of us who

had known Curwen for so many years that he was a sick man; it was only his willpower that kept him with us that week. In the background throughout that week as Assistant Clerk of the Course was Michael O'Hare, a new name as far as Cycling Week was concerned. At the conclusion of the 1982 Week, Curwen informed that it was now the end of an era as he had decided he could no longer continue as Secretary. It had given him real pleasure, in spite of his pain and discomfort, to see the week being ably conducted again by the team that had grown up with the event over so many years. At the same time we were told that Michael O'Hare would be taking over as Secretary of the Week. It was at the World Championships at Goodwood on September 1st that we received the news of Curwen's death. I immediately made arrangements to attend his funeral on the Friday. I was also to represent the President of the BCF, who would be unable to go due to her World Championship commitments. On arrival in Douglas on the Thursday evening I was asked by Curwen's family to be one of the bearers, representing his varied cycling interests. Following the funeral, over a cup of tea, I was able to confirm to the Clague family that the main officials would continue to give their support to Michael O'Hare and the organising committee. Curwen's death was a big enough shock but within a few months his wife, Blanche, passed away as well. This double blow really hit my family, as when my daughters were younger they always looked forward to the Sunday at the end of Cycling Week. He and his wife always took us out for the day in his car, showing us the beauty that was to be seen in the backwaters of the Island, always ending up with a meal at one of his favourite cafes.

At the end of January, 1983, several of the Merseyside officials, myself and Paul Sherwin flew from Liverpool for the Manx Viking Wheelers Dinner and a meeting with the organising committee of the Manx Week. All day Saturday we sat round the table at the Palace Hotel with Mike O'Hare, local club officials, members of the Manx Government and the Tourist Board. All aspects of the week were discussed, all agreeing that the present format seemed satisfactory. Mike O'Hare said that it was his intention to introduce more sponsors to the Week. Everyone was of the opinion, and the Government and Tourist Board agreed, that efforts should be made to cut the cost of travel to the Island. Quite a few ideas were put forward to attract more cyclists and the organisers would study them. Following the Dinner on Saturday evening, Sunday morning saw a large clubrun of Manx cyclists, led by Paul Sherwin, and many more of us in cars, travel up to the mountain box on the t.t. course for the unveiling of a seat in memory of Curwen and Blanche. Later that day we flew back to Liverpool knowing that despite the end of an era, the Manx Cycling Week had found a person to replace Curwen and carry on the traditions that were, without doubt, part of his life.

With Mike O'Hare at the helm the Week has proved as popular as ever, with entries continuing to increase. Some of this could be attributed to the special boat fares that have been available since Michael took over as organiser. One event that was introduced in 1983 was the steam train trip to Castletown for the Kermesses, followed by a barbecue in the Castle. Such was the support, two trains had to be run, one having a bar and special coaches for the officials, V.I.Ps., the foreign teams and their officials. Much could be said about what has taken place on this trip but I can honestly say that on no occasion have any of the Kermesse race officials been unable to carry out their duties at these events.

It is interesting to note that cycling is a very popular sport on the Island and the three clubs have healthy memberships. The Manx Viking Wheelers are the oldest of the clubs and brought into being the Manx International in 1936. In the early days of the cycling week it was not unusual to have ten year olds riding in the 10 mile time trial. They were given a day off school to enable them to ride. Over the years the Island has produced riders who have taken high honours in our sport, notably Millie Robinson (Ladies B.A.R. in 1958); Peter Buckley (International 1969), who was fatally injured in an accident in July 1969, which brought an untimely end to a promising career; Nigel Dean who had a varying career in the professional ranks, and in the mid seventies Steve Joughin started to make a name for himself by winning the Onchan Cup Junior Road Race. His mother and father have always taken a great interest in the Cycling Week and Steve was always around with them in his earlier years.

Now for a few highlights as far as I am concerned of the Cycling Weeks. Foremost must be the sight of the mass run back to Douglas after the Peel Kermesses, which I must admit I took part in in my early visits to the Island. Three hundred or more take part in this mad dash, including quite a few of the foreign riders. They all line up on the front at Peel and directly the roads are re-opened all hell is let loose. It is impossible to overtake the riders as gaps are few and far between, at times oncoming traffic is forced

to stop. For a number of years now the Police have escorted the run back to Douglas as a safety precaution.

The Island is unique in the fact that it is the only place in Britain that fields in excess of three hundred riders are allowed in races on the roads. It was on one such occasion in 1987 on the Billdown Circuit at Castletown, in Curwen's National Handicap, on a sunny Wednesday afternoon we had the spectacle of well over two hundred riders coming down the half mile finishing straight in one big bunch and spread over the whole road. The whole field had amalgamated with three quarters of a mile to go (something all handicappers dream of but rarely achieve). At this point a message came over my race radio from Frank Daniels the Chief Commissaire "it's all yours, Roy, I shall not be able to help with any of the numbers of riders in the leading group". I might add that the three judges managed to get the first five placed riders, even the photo finish had problems as well. With events having so many riders, frame numbers and arm numbers are essential.

1967 saw, for the first time in the history of the week, a dead heat in the finish of the Onchan Cup Junior Road Race. The judges who were on each side of the road were not in agreement as to who the winner was. The film was available in a matter of minutes and after long looks at the blown up version of the finish my deputy chief judge and myself decided we could not split the two riders. This was not to be the end of our problems because on Thursday afternoon in the Junior Kermesse at Ramsey we were again confronted by this situation at the finish of the event and to complicate matters it was the same two riders involved. As at the previous event, after looking long and hard at the film (this time we had the use of a much better enlarger), we had no hesitation in declaring a dead heat once again. What must be the odds against the same thing occurring with the same two riders in future years?

Last year at the President's "Thank you Dinner" to the officials, I was asked what was my most outstanding memory of all the years I had officiated on the Island. I said this had to be the win by local boy Steve Joughin, riding for his club in the 1979 Manx International, though Ortiare Goossens Of Belgium's consistent demonstrations of how to lap the field in the Douglas and Castledown Kermesses is a close second.

To conclude, I would like to think that in the not too distant future, we shall see a Sussex rider on the winner's rostrum of one week's major events. Over the years many riders from Sussex have competed on the Island: Ron Pannell and Dave Bonner in the Professional event, with Dave finishing eighth in 1966 and seventh in 1968 and Ron twenty fifth in the same year. Perhaps the best performance by a Sussex rider was the second place by Howard Burrell, Central Sussex C.C. in the 1968 Onchan Grand Prix on the track and in the same year finished forty seventh in the International. The previous year he had taken third place in the two lap Viking Trophy. Terry Leach, Eastbourne Rovers C.C. had a third place in the 1974 Willaston Handicap. Many of our local riders have sampled the atmosphere of the Manx Cycling Week and it would certainly be pleasing to see more competitors from Sussex competing on the Island. Where else in the British Isles is it possible to be able to ride one or more events each day on six consecutive days?

I certainly have to thank all those officials who gave me encouragement and advice in my early years on the Island. It was Rex Austin and Tom Anderton who insisted I should take up timekeeping. Quite a few of our present day top officials started at the bottom of the ladder in the Isle of Man. I can assure anyone who is thinking of going there that Manx people are very friendly and will go out of their way to make your stay on the Island something to remember.

R.H.

Roy is right. Dozens of ESCAbods must have been to the Isle of Man over the years and there must be a lot of stories that would bear repeating in BONK. We'll be pleased to print in the Christmas edition, so have a think over the next few months and send your reminiscences to us by the middle of November.

One of the things we remember particularly is having to sidle past the enormous cabin trunk belonging to Roy and Dorothy which was parked on the landing to our bedroom.



BRIGHTON MITRE CYCLING CLUB



May 1990

I have largely missed the early season events, due to taking some overdue holiday, but this is what I believe to have happened.

The first event of note was the SCA circuit event, in which Andy Green on a rare time trial outing achieved 5th place.

The start of Surrey League road races saw a win for Simon Tully, on leave from University, and a couple of placings for Andy Green.

Our Surrey League event at Glynde was accompanied by a certain amount of chaos, due to non arrival of the Commissaire. Contrary to some rumours, Surrey Division had issued a permit for the event, but had omitted to tell Sussex Division...

The first Goodwood event on 1st May had the enormous bunch as last year. Worthing's Nick Lelliot being prominent throughout, but in the usual mass sprint VC Raphael riders took 1st and 2nd place, with Andy Green in 4th Place.

Warm weather in the first SCA 25 brought personal bests to Andy Payne, Alan Morris and Paul Wilson with a 3 and 2 5s respectively, Peter complained of suffering with a long 1-1.

Evening 10s start on alternate Tuesdays from Falmer on 15th May.

Our track representation looks like being a bit thin on the ground, apart from providing the majority of officials. Stuart Collins is studying for his final accountancy exams, Peter Davies is suffering from overwork, and Simon Tully is at college. Our only representative is likely to be Alan Morris, who has been riding mainly road races, with Mark Walker.

First Social event will be a lunch at the Royal Oak, Wineham after the SCA team championship.

KEN WELLS

OBITUARY

Everymans C.C. were saddened to learn recently of the death of one of the Committee's most valuable members, Someone Else. His passing will leave a vacancy that will be hard to fill. Someone Else has been with the Committee from the very beginning and did far more than the normal person's share of work. Whenever there was a job to do, a helping hand needed or just an ear required, these words were on every lip. Let Someone Else do it. Whenever there was a volunteer needed everyone assumed Someone Else would step into the breach. Someone Else was a wonderful person, at times appearing superhuman but such a person can only do so much. Were the truth known everyone expected too much of Someone Else.

W.G.S.

EASTBOURNE ROVERS / PHOENIX CYCLES C.C.

Let's get the bad news out of the way first. The Hailsham town centre road races (for which we were begging your support in the previous issue of this famous magazine) had to be cancelled at almost the last moment owing to the failure of one of the main sponsors to confirm the offer made verbally some months before. All Gavin's hard work was in vain and we are sorry that all you riders and spectators have been disappointed. Next year is a possibility though.

The good news is that the Rovers are thriving and quite a few new members have appeared on the scene since the start of the season, mostly very young or in the veteran class. Most of the road racing is being done by the vets while our younger ones claim that studies and exams keep them from training in the first half of the season. George Windsor is leading the Vetarace 90 series with a win and a second place from the first two events. Messrs Cross, Blackman and Fowler are riding regularly in Surrey League and vets races. Brian Fowler is the only one so far to actually get lost in a race and arrive at the finish from the wrong direction. New member Lester Abbott is getting some good placings in his first racing season.

The evening time trial series is fairly well supported most weeks and keenly contested, especially by the juniors. Sean Reed gets faster (and taller) every week - what will he do when he is fully developed? The low profile section are learning to ride in straight lines and only Richard Thomas has fallen off. Fastest 10 to date this season is 23-30 by Paul Delani. A vote of thanks from the club is due to John Godwin and Jane Lade for organising and time-keeping every week.

Club secretary Peter Gill has given up racing and is not even able to join his mates in the Red Lion on Mondays these days as he has to leave the clubroom early to get to his sax lessons. We are looking forward to a "sax" demonstration at the club dinner - he says it is a musical instrument. Our new secretary was the only male in an aerobics class for several weeks last winter before he was expelled for heavy breathing.

We don't seem to have many time triallists this year outside of club events. Clive Willis and George Taylor are riding open events regularly and George is the leading contender for club honours with half the season gone. Andrea Winchester has only ridden local events this year but her 2-9-53 in the ESCA 50 showed that she is still as fit as ever.

Our sponsor is doubling the size of his bike shop to cope with the rising demand from Eastbourne's cyclists and we are looking forward to the ceremonial opening of this commodious additional accomodation.

Finally the Rovers open 10 and 25 are on August 18th and 19th and both start at Whitesmith with HQ at Laughton. It's not too soon to send in your entries now - there are no other short distance events in Sussex that week-end. See yor RTTC handbook for details!

K.Miller

CORRESPONDENCE

Dear Eds.

re. The Eastbourne Rovers Dinner 1990 (Saga of the drinks)

I can assure you, I bought the drink. I was standing at the bar having my usual Scotch and water, having bought drinks for Dot and friends.

Roy came up to me, "of course you will buy me a drink, Bill. I'll have a pint of lager and lime and Dorothy would like a fruit juice, she is in the cloakroom".

I paid for the said drinks and was called away. I did not see Roy take the drink to Dorothy, and am inclined to think he drank it while my back was turned.

I would mention that Dorothy wined me during the meal.

ESCA members say Roy makes a better photo than me.

Yours sincerely

Bill Collins

P.S. I have checked. Roy bought me a drink at the "Horns Lodge", Chailey Common (June, 1962).

WORTHING EXCELSIOR

With the season now well underway names are appearing with promise that the Worthing Excelsior is going to be a force to be reckoned with in the next few seasons. With talent including Nick Lelliott, Paul Toppin and Andy Lock making a comeback and the ever increasing number of younger riders improving, competition in club events has been fierce.

The opening club events were both won by Nick Lelliott pedalling in a most bizarre style on a 72" fixed in the Medium Gear Ten to finish in a mid twenty four and going on to win the following day's circuit event by a considerable gap.

As soon as the season started proper, it was the younger riders who were beginning to take the glory with consistant high placings in the Goodwood Road Races in the names of Andy Slater, Chris and Simon McNamara, Alan Edwards and Andy Martello. Meanwhile on the time trial scene, up and coming riders Pete Burgess, Marvin Lucas and Colin Toppin are showing promise and are all now sub-hour men from the club's annual open 25 which was won by E Edwards of the Archer RC in a fifty five. Our evening tens series is also being fiercely contested from a field of sixty riders and some magnificent times have been recorded in the so far kind weather.

You all know that this year all the world's top pros are coming to Brighton for the Wincanton Classic, but do you know who's responsible for this? John Tarry, father of promising Worthing rider Andrew, is a traffic Management Officer with the Sussex Police Force and has been involved for several years with the London to Brighton cycling pilgrimage. John was keen to see the Wincanton come to Sussex and spent a considerable amount of time devising a testing course and working out his proposals. After his ideas had been put forward to Alan Rushton of Sport For Television, the course was agreed and work began. Rumour has it that John will soon be looking for around one hundred riders to test out the course in a bunch so that escort procedures can be practised, so watch out!

After years of being tucked away in our little clubroom in Broadwater, our limited facilities have been noticed by another local sporting organisation, the Worthing Football Club. We've been offered joint use of their clubroom facilities which are much larger and more comfortable than our own. Our committee are seriously considering this offer.....watch this space.

IT'S RUMOURED.....that Don Lock is in search of a second childhood after buying a new bike with a 26 inch wheel, shame the back one doesn't match though!

Wishing you all fast and safe rides.

B.I.KING

Forthcoming Open Events...

30th June

Open 10)

GHS 10 London South Heat)

Entries to Don Lock

23th September

Open Hardriders)

Entries to Andy Lock

HIC! HIC! HICKEY! HICCOUGH!

Many avid readers of BONK will be wondering why the William Hickey column appeared twice in the last issue. Was it a mistake or was there a more sinister reason? Neither really - I am sure it was just a subconscious but thoughtful response by the Editors to the news contained in the small newspaper cutting appended hereto

Final roll call for Bronco

This Week

A SMALL but significant scrap of British history will disappear this week when Bronco, the world's first purpose-made toilet paper, ceases production after 127 years. The demise of Bronco will be announced at the Science Museum on Wednesday, when a few of the shiny sheets will be ceremoniously flushed away. The much-married actress Zsa Zsa Gabor will find out on Tuesday whether she is to be sent to jail for slapping a Los An-

When does East meet West
and
Steam come into its own?
(see later pages for answer)

C.R.

A Derby Experience!

"Of Course we'll come to Derby" we told Andrea, when it was clear that she would be presented with a Certificate for 4th place in the Women's National Best Allrounder Competition. It's many years since Graham and I last went to a "Champions' Night" - I think the last time was at Derry & Toms in London, and before that at the Royal Albert Hall (that's a lot of years!!).

So plans were made. We sent off for Dance only tickets and were so keen that we were issued with the first six tickets off the press. Andrea was given two complimentary tickets for the Dinner and Dance, and she took Alan Cooper with her as he had been a great support to her for several counting events. Her mother and father also attended the Dinner travelling down from Scotland, where they now live. I then had to book some digs for the four Lades, Sarah's boyfriend Chris and Jon Cooper (no relation to Alan), and so I duly sent off to the Derby Tourist Office who supplied plenty of literature on Derby and surrounding area as well as lists of hotels etc. The first hotel telephoned was so unhelpful and not sure whether or not they could accommodate us that it was quickly crossed off the list, and so the Ascot Hotel was contacted. Yes they could take us all in three twin bedded rooms and so this venue was booked and deposit paid.

On the Saturday morning the four Lades plus Chris travelled in the Lademobile, whilst Andrea and Jon travelled up in Andrea's mini. We met up just outside Cambridge at the first Little Chef on the A1 (after coming off the M11) where we breakfasted and filled up with the petrol (the cars that is!!). Then onwards to Derby. The two cars had become separated so the Lademobile drove into Derby and quickly found Andrea's hotel (The Gables) which looked very nice and rather posh. We then found our road for the Ascot Hotel, and found ourselves travelling out of Derby again as it's number was 724!! We passed another hotel on the Derby Tourist Office list and joked that being next door to the local Tandoori Restaurant it probably served curry with everything. We then came across the Ascot Hotel - we stared with disbelief at this run down building with various homemade extensions and a caravan in the car park. Jon and Andrea had already arrived and came out to greet us in hysterics. It seemed to be a "Fawlty Towers" type place run by an Indian couple and everywhere was the smell of curry!! We signed in and were taken to our rooms and were told that the showers did not work - also the toilet door should not be shut tight as it would not open again, and on turning on the colour television it was indeed colour as the picture was yellow and brown - nothing else!! We quickly deposited our possessions and made our way to Andrea's hotel for coffee. Here we were served by a very nervous waiter who had great difficulty in pouring out seven coffees dripping cream over Andrea's foot and then spilling brown sugar everywhere. It was rapidly turning into one of those weekends when you had to laugh or else you would cry!! The coffee bill was presented after much hassle and we were instructed not to get it dirty - by now hysteria was setting in. Alan Cooper finished us off by arriving from Bedford, where he was on a Post Office course, without any luggage, having left his bag in his digs - fortunately he had come in his suit, otherwise he would have attended the Dinner in jeans and teeshirt.

We then left Andrea to get herself ready for the Dinner whilst the rest of us took a quick look at Derby town centre - Sarah and Chris disappeared to visit Chris' sister who is at Derby College. We then went back to our "hotel" to put on our glad rags and then had a meal at the local Pizza Parlour before finding our way to the Assembly Rooms for the Prize Presentation.

When we arrived all the non-Dinner people were shown up to the Balcony where we could look down on the proceedings. It quickly became clear to us that all was not well, with our friends from the Chippenham Wheelers telling us that the meal was diabolical and cold, and some had not had the main meal whilst others had finished their sweets!! We then watched, amazed, as a waiter served the "After Eight's" with a fork and spoon!! Everything was running behind time

and so by the time everyone had been served and all the speeches had been made the Presentation ended up being an hour later than it should have been. We were all very disappointed with the lack of enthusiasm for the prize winners and it was only when Andy Cook of the Chiltern R.C. went for his award that a slight cheer was heard. Well we had come to Derby armed with a large banner in Club colours congratulating Andrea on her terrific placing, so we let everyone in the hall know that the Eastbourne Rovers were indeed present when Andrea went up to receive her Certificate from Roy Cromack!! The only other flag to be shown during the evening was that of the Chelmer C.C. when Sue Wright collected her trophy. Thinking back to the "Old Days" of the B.B.A.R. concerts that we had been to and the near riots when top personalities went up for awards we felt very sorry that the evening was turning out to be such a let-down, especially as Andrea's non-cycling parents came all the way from Scotland for a cold meal, a 'cold' presentation and a non-Dance!! Apparently there was usually a group playing for the dancing but this time it was a young man playing an electric organ - he was very good but by this time a lot of people had left, probably to get a hot meal somewhere.

Our evening finished by renewing old friendships with all our mates from the Chippenham Wheelers, Chiltern R.C., East Surrey R.C. and many more so we had a good time. All proceedings came to a stop at midnight and we made our way back, with some trepidation, to our "hotel" - Andrea left with Bob and Kate Crisp of the Chippenham to get a beefburger and a hot drink!! Back at the hotel we all went to our rooms for a good night's sleep - how wrong can you be. Apart from Jon and Chris, who were warm!!, the four Lades suffered from being cold; Nicola put all available clothes on, as did Sarah and Jane, but by two o'clock Graham was almost suffering from hypothermia. Wondering what he could do he noticed a dustbin liner hanging on a coathanger, used for transporting Jane's posh clothes, so he got inside this and after a few minutes some warmth returned. This caused much laughter at breakfast the following morning - breakfast was quite good which surprised us all.

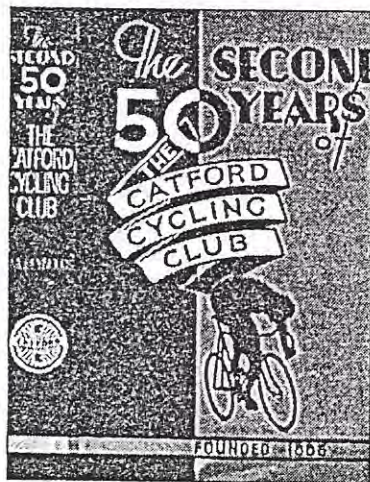
After collecting Andrea from her hotel we made our way to Castleton and Winnatts Pass! Graham and I had been telling the others about the National Hillclimbs at Winnatts and what a hill it was, but all were unimpressed as we drove up the hill - it certainly didn't look as steep as we had remembered. However, we then turned round and did a return journey which did prove to all how steep the road was as it dropped away from in front of the cars. Next stop was the Trek Cliff Caverns - Jon had never been in a cave before!! Our guide had a very dry sense of humour, and both Andrea and Jon looked very worried when being kidded that they would have to descend 30ft down a mud slope followed by a right hand turn into a long tunnel. All the usual stalagmites and stalactites were noted and the lights were turned out to show everyone total darkness - this was great fun as during this dark time there were screams of anguish or perhaps delight and many hands were held, but you weren't sure whose!! It was then back down to Dove Dale for a stroll up to and over the famous stepping stones, and then back on down to Derby for our last meal before returning to the South!!

The weekend was voted a great time despite the "hotel" and the disappointing "Champion's Night", and if Andrea can do as well or even better next year we shall be back to Derby next January, but staying at The Gables instead!! Good Luck Andrea, we're with you all the way.

Jane

P.S. How could I forget, we also managed a visit to Mercian Cycles for Jon and Graham's benefit!!

CATFORD - THE SECOND HALF



The Second 50 Years of the Catford Cycling Club by R.A.Reynolds, available from H.F.Carrington, 22 Ebsworth St, London, SE23 1ES, £14.95 or £17 including post and packing.

THE Catford CC, a distinguished South London club celebrated its centenary in 1986. The first half of the club's life had already been covered in a book written by E.G.Southcott and published in 1939. This handsomely produced book with 400 pages and 30 illustrations recounts the second 50 years to 1986. Its author, Reg Reynolds, joined the club in 1931 and is perhaps uniquely suited to undertake the daunting task of committing 50 years of the Catford CC story to print.

A life member and vice president he has held most official posts from president to magazine editor, in his 58 years with the club.

Reynolds has employed the device of allocating a chapter to each year and the result is a very detailed and readable account of one club's story through 50 often turbulent years. His principal sources were the club maga-

zine the 'Gazette', club minutes and manuscripts for a book which was intended to mark their 75th birthday but never printed.

In the immediate pre-war years Catford members enjoyed a deservedly high reputation not only for their prowess on the road and track but also in the fields of promotion and administration. An outstanding achievement in 1937 was their capture of the national team pursuit championship, beating local rivals Norwood Paragon in the final.

Best known for their hill-climb and 24-hour, the club also promoted an open '50' and a novices '25' in addition to track meetings at Herne Hill. On one occasion the novices event attracted 425 entrants; illustrating the growing popularity of time trialling.

The war years hit the sport badly with many clubs closing down for the duration. Thanks largely to the older generation the club was able to maintain a restricted racing and social programme throughout the war and this in spite of some 100 members serving in the forces.

This book can also be obtained from Peter Lee
12 Penny Lane, Bexhill-On-Sea. 0424-214 932.

(Written in boring airport departure lounge)

Although it seems ages ago now the Club's reliability trial was well supported with the majority of entrants managing to qualify despite heavy rain and stong winds. The following week a few of us rode the Crawley promotion in spring-like weather.

The season kicked off for most of us with the ESCA hilly round Ashdown Forest, where Steve (I've nearly got a pony tail) Dennis started 1990 as he finished 1989. We managed to fill the next two places with Kevin (the Gerbil) Harding showing signs of things to come with a fine second and Paul (it's a lot longer this year) Lipscombe third. With superb backing from Kevin Bramham they completely failed to win the team! The ESCA TTT produced similar results with the Harding/Lipscombe duo chasing Dennis/Blackmore, again to no avail. However, the Herbatz/Beale partnership roared round in impressive style to win the junior award and to come fourth (or was it fifth?) overall. Bryn Reeves and John Green completed our entry with sixth place.

Kevin Harding, now sporting the beginnings of a pony tail, scored his first road win in early March and by the end of May had secured his second category licence. Not to be outdone, Paul Lipscombe had his first road win of the year at Easter and became a born again first cat.

On the subject of road races, the Brighton Mitre promoted their Surrey League event in March and a good job they made of it, although it would have helped the few Club members who turned out if they'd had a bit more support from the rest of their Club mates or even, dare I suggest it, some officials from the Sussex Division. It was, after all, in their 'patch'.

Anyway, thanks to Brian Hutton for stepping in at the last minute. The event went ahead and despite the small field it was a good race, well won by Oliver Davies. The only thanks Brian got for his efforts was to be reported to BCF H.Q. by someone who wasn't even at the event!

Anyway, enough of that. Eric (I haven't had a holiday for at least two weeks) Bonner has been tearing about and approaching the times he used to record in his 'youth'. Colin (44DD cup at least or I'm not interested) Tamon has been having back problems (is it any wonder?) but seems to be getting back to form. Gary Moore has gone into semi retirement. Alex Beale has modelled himself on Steve Dennis as far as the time trialling goes and has been showing a lot of promise.

Of the others, Mark Beaumont has tried with some success. Ian (I really am ill) Fake and his brother Jamie have had a few races but are still finding their feet and Simon James has ridden a few events but always seems to have some sort of problem. Matthew (Happy Jack) Funnell doesn't seem to have the time to train but does quite well considering and finally Robert Herbatz prefers road racing but hasn't yet ridden enough on a regular basis to see how good he could be.

Ferrett

ENJOY A NEW EXPERIENCE!

RIDE THE ESCA 100 ON ITS REVISED COURSE ON JULY 22

The organisers have recognised the difficulty some riders have encountered in mastering the hill on the approach to Bexhill, so have come up with a new course which goes out to Newick and Chailey instead. This means there are four little hills replacing the big one. Still, the start and finish are the same, and that's quite flat, really.

OH ALL RIGHT THEN, IT'S A HARD EVENT BUT AN ENJOYABLE ONE.

ENTRIES CLOSE JULY 10

TO

M.E.D. RABBETTS, JARVIS COURT, JARVIS BROOK, CROWBOROUGH.

SOUTHBOROUGH AND DISTRICT WHEELERS

Greetings from the Hop Garden of England.

By the time you read this most of the Wheelers should have returned from their first attempts at Warwick's new Club 25 course. It used to be a simple out and back course. Then the increased traffic forced us to change the 'frying pan' route. Competitors rode down the 3.7 mile handle then round the rim twice, a circuit of 8.8. miles before heading back along the handle to finish. The increase in traffic in Laddingford and Yalding put paid to that one, hence the new version. Ready! Move the start (end of handle) to Chainhurst and repeat as before, except the new handle is too short. So you ride across the pan and half round the circuit to the starting point. Now do two more circuits and finish back up the handle at Chainhurst. Simple, isn't it? Well, actually seventeen out of nineteen found their way round, although two minutes before the start one competitor could be seen with a map spread over the roof of his car saying "Well, for a start, where are we now?".

This club event was the latest in a series where the entry has approached twenty. So serious is the competition that Les Hayman is now competing in order to keep in the swing of things. With several competitors riding different events at weekends, renewed enthusiasm has grown. Returning to the sport after a lay-off, Peter Fox, who served his apprenticeship with the Thanet R.C. has been leading our efforts and is currently down to a '4' for a 25. He has been supported by John Watson, Nigel Read, and Colin and Diana Russell, together with the ever mercurial Peter Holland. The latter doing a 24 minute 10 on his trike one day and a 17 for a 25 on his bike two days later! Nigel, Colin and Diana all dabble at triathlons whilst Rosemary Dunford and Mike Russell (from another Russell family) mix their racing with road running and half marathons. With Jean giving support, we now have three racing girls again. Don Robb and Warwick have been supporting the Open events as well.

Meantime on the Bunched scene, Peter Watson, Robert Thatcher, Paul Hopton and Peter Fox again, have been making their mark on the Brands Hatch Thursday meets. John Watson has recorded a 20 minute 10 on his tandem with Peter Fox stoking whilst young Peter Watson has stoked the Holland tandem trike to good effect. Despite all this racing activity, clubruns continue every Sunday morning, supported, when the occasion allows, by a couple of 'all-terrain' specialists. In between writing his regular reflections column for the Club magazine, Don Robb also opens the clubroom early on Thursdays for the schoolboy element.

Holidaywise, the Abraham mile-eating combine of Geoff and Paul have completed a tour to Wales and back (probably bash is a better word), covering in a week the sort of mileage most of us manage in a couple of months. Jean and Arthur have been on a CTC Tour to Spain, whilst Les and Diane have pottered round the Loire Valley region of France for a fortnight. To be different, Joyce and Warwick walked and hopped onto boats around the Scilly Isles. Joyce said "we knew it was only a small plane for eight people when we flew from Lands End but we hadn't reckoned on Biggles being the pilot".

Finally, now's your chance to ride a mid-summer event with a 7.00 a.m. start and a Village Hall H.Q. with ample car parking. Yes! It's the Southborough Open 25 at Bethersden on July 15th next.

That's all for this time folks, back in three months, unless I'm trying to find my way back from the Club's 25 mile course!

Sarfbra Scribe

"BONK RECOMMENDED CAFES"

BOWLEY FARM HOUSE, HERSTMONCEUX

This is not really a cafe but is strongly recommended as an elevenses place. The only problem is that prior booking is necessary. The farmhouse is owned by one of the partners in a firm of private caterers called "PINNIES AND PLATTERS" who will provide who will provide vast quantities of tea, coffee, cake, scones, cream, jam and meringues, spongecake and other goodies to sweaty cyclists at remarkably cheap prices. Sit on the lawn, listen to the birds and the breeze rustling through the trees, and stuff yourselves with good unhealthy food. BUT TELEPHONE FIRST: 0323 833389 or 0323 832005. Bowley Farmhouse is in Lower Road, Herstmonceux where the road from Rickney joins the one between Magham Down and the Observatory. OS TQ 627 113

LEWES WANDERERS C.C

Have you heard the one about the racing cyclist who went to a residential training centre to get fit for an ESCA 25 and came away with the 'flu. If not, ask Jim Farrell about it. And have you heard the one about the racing cyclist who swept the opposition away in the Crawley-Shoreham, and two days later was grovelling in the stinging nettles just before the finish of the Charloteville 50, pleading for water from passing riders so that he could cross the line? Don't ask Matthew Rabbetts about that, because he's a sensitive lad. Let us, instead, pass on quickly to happier things: like the romance which blossomed in Crowborough's mountain air and led to Valerie Owles and Horry Hemsley getting engaged. Few things can have pleased us more. Valerie is happy because the plumbing in her house can be kept up to standard and Horry finds it easier to go faster because he's happy. Actually, that's not quite true. The engagement celebrations on the eve of the Crawley-Shoreham jellified Horry's legs so much that he was caught by Mick Burgess. His fiancée, meanwhile aided and abetted by our President (Sylvia Burgess, masseuse to the Gentry) was laying her hands on another man's body. She and Sylvia seized poor Kevin Bramham as he came into event headquarters, cold, wet and shivering, and gave him a good rub down. Whether this involved any disrobing is too delicate an issue to go into here. Anyway, it seems to have the old devil some good, and one wonders if that kind of service couldn't be on offer to all vets at the finish of cold and windy events. There could be a tariff of charges, depending on which parts are massaged, whether oil is used, how much help is given to remove wet skinsuits and so on. Beating with birch twigs could be an optional extra. Lovely.

It won't have escaped the notice of East Sussex testers that Lewes Wanderers are getting among the team awards again. This is due to a combination of factors: Matthew's improved form in the shorter distance events, Paul Gibbon's consistency - and the impact made by three relative newcomers. Clive Orchard's abilities were already apparent when he transferred from Southborough, but we have the additional bonus of good rides by another former Southborough man, Peter Roberts - back to racing after a long Lay off - and by Leigh West, a sixteen year old from Seaford who has already beaten the hour this season. Peter, Paul, Leigh and Barry Fowler won us the Sussex 25 Team Championship and it was Matthew (the individual winner), Peter and Clive who took the ESCA 10 and 25 in April. At the time of writing (before the ESCA 50), Clive had done a '57', Peter and Paul were within a few seconds of getting under and Matthew had achieved his aim of getting well under two hours for a 50.

These prizewinners are not the only ones with ambitions. Our youngest racing man is Stephen Comben who in three weeks has improved his 'ten' time by six minutes to not far off evens. Not bad for a twelve year old. Of course he has the advantage of not offering much wind resistance. And Sandra Weller began racing this year after being told the Club's records for women needed updating. She has bought a new bike but could do with some competition from other girls to spur her on: why are they so shy? It may have something to do with Club flirts like the ones who became so besotted with a waitress at a cafe in France that they nearly missed the ferry home. (Photographic evidence available.) One female Club record holder, now a super-tourist, Iris Stevens, has been getting the miles in on various randonnees - but that's nothing compared with the rest of the Stevens' family: Ken and Heather seem to have been riding on 200k. event after another. Others were content to do the shorter ones, like the sixty eight mile Firemen's Randonee for which Geoff Boxall was co-organiser. This event - in aid of charity - had the added attraction of five gallons of home-made ale being available at Crowborough Fire Station, the halfway point. Jim Farrell was observed leading a breakaway group at a rapid pace into Crowborough, perhaps in the belief that alcohol wards off influenza.

Talk of drink provides a reminder of the social season. Please note that the best Club Dinner in Sussex (and probably anywhere) will be held at the Highlands Inn, Uckfield, on Saturday, February 16th, 1991. This will be an exclusive affair: seating will be limited to a maximum of one hundred and five, with tickets available at a date to be announced later. The Wanderers don't provide just good food and a disco: we have members with minds so simple, they enjoy making fools of themselves to entertain others.

And a final down-to-earth note about the romance mentioned earlier. According to Horry he's going to have to work until he's seventy to pay for the engagement ring; so Jill Rogers thought of a way he and Valerie could economise in the early stages of their married life. Why not spend their honeymoon with the Club party who would be going to the Continent next April? Horry didn't seem impressed somehow.

Rotrax

EAST SUSSEX CYCLING ASSOCIATION 48 $\frac{3}{4}$ MILE RELIABILITY TRIAL

SUNDAY, 18TH NOVEMBER, 1990

THE COURSE

START at the King's Head, East Hoathly. Join A22 (CARE) and proceed through Halland to Pear Tree Farm where the chip potatoes come from (2.62 mls). Turn left and continue past turning to Bentley Wild Fowl Trust to halt at T junction with A26 (4.82 mls). Straight over (CARE) into Horsted Lane. In Isfield turn right over level crossing just south of railway station, which is the start of the Lavender Line. Trains in steam most Sundays and Bank Holidays and you can have a meal on the train (details from Isfield Steam Railway Company Tel.(082575) 515).

On past The Laughing Fish, Isfield Mill run by Dickson & Church Ltd., Isfield Place and Brockham Hill Farm to Shortgate, where take left fork. Be ready to stop at the T junction at the bottom of the hill, where left past The Peacock and left at the next fork. Watch out for golfers and flying balls through Piltdown Golf Course. Past the pond take the right fork and halt at the A272(9.29 mls). Straight over (CARE). Just before you reach the Fletching sign you may spot some miniature buildings behind a hedge in one of the gardens. Bear right round Fletching Church and then bear left through Splayne's Green to halt at the A275 at Sheffield Green with the Sheffield Coach House Hotel on your right (12.38 mls). Straight across (CARE) and shortly you will pass a farm with Doberman guard dogs. Don't call here for a drink, though it might be all right for a nip! Halt at Freshfield Crossways (14.36 mls) and you may see a man made waterfall on your left discharging into a pond.

Straight across (CARE) and down under the bridge that carries the Bluebell Line just north of Freshfield Halt. On past Cockhaise Mill Farm Shop, up the hill and take the right turn signposted Ardingly. Right again at the T junction and then very shortly first left to the B2028 at Stone Cross (16.71 mls). Turn right and proceed on B2028 to Ardingly. There are loos here for anyone who is desperate and a paper shop if you are ahead of schedule. As you come out of Ardingly there is another set of loos and the South of England Showground on your left. Please check both brakes before you turn right into Cob Lane (18.55 mls). If your brakes are not working well, do not enter Cob Lane as there is a steep winding descent and you will need to use your brakes to negotiate the bends safely. Cob Lane is not very wide and single file is recommended as you climb past Hook Quarry to West Hoathly Church (20.73 mls). Follow road round to the right with The Cat Inn on your left. In $\frac{1}{4}$ mile be ready to STOP at a downhill T junction by The Vinols Cross Inn (21.05 mls). Turn right down hill with the Inn on your right and proceed through Sharpthorne. This looks like a good place for old Vets to retire as there is The British Legion, Horn-Castle House Luxury Nursing Home (disc wheel types only), the Old Plaw Hatch Bio-Dynamic Farm and a Centre for Social Development (Hickey please note).

On into the Ashdown Forest, taking right fork for Wych Cross (24.50 mls). Halt at A22 and cross carefully. Past Wych Cross Nurseries and the Ashdown Forest Tourist HQ, the first picnic spot on the left should contain a Mr. Whippy Van, so riders will be able to have an ice cream. On down the hill you pass a stone memorial horse trough at Coleman's Hatch. At the T junction with the B2110, turn right and proceed past the 16th Century Gallipot Inn to Hartfield. Keep on the B2110 through Withyam and over the railway to Groombridge. Turn right at the Victoria Inn (signposted Eridge)(33.17 mls). Continue past Groombridge Station, sadly lacking rails, and take right fork. Continue on this road to Eridge Station. The final descent is quite quick and rather narrow, so please keep well in to the left in single file. Halt at T junction with A26 by The Huntsman (35.35 mls).

Turn right (CARE) past the front of Eridge Station and Twerps Railway Shop & Display. Climb gradually up the slope, past the Boar's Head and take the left fork signposted Rotherfield (37.09 mls.). On past Steel Cross Farm to T junction with B2100 (38.25 mls.). Halt then straight across (CARE) into Tollwood Road. Follow road down past Rotheriron Blacksmith to T junction by railway bridge just southwest of Crowborough & Jarvis Brook Station (39.08 mls.). Left over bridge and then immediately right past the County Primary School (is this a secret training school for Lewes Wanderers?). Up the hill keep right and proceed through Fordbrook to halt at A272 at Hadlow Down (42.79 mls.). Straight across (CARE) into Wilderness Lane. On past Wilderness Wood and Wilderness Farm to halt at the B2102 at Blackboys (45.27 mls.). Straight across (CARE) into Star Lane.

Halt at T junction with B2192. Turn right and proceed past Blackboys Inn (A.D.1389) and the Cider House Farm and take the left turn signposted Waldron (46.41 mls.). On past Pear Tree Barn and Bushbury to T junction where left to next T junction where right via Hawkhurst Common and Davis's Town to finish at the King's Head, East Hoathly (48.75 mls.).

THE CHECKPOINTS

Each rider will receive a Start Sheet and 3 numbered Check Cards. The Check Cards MUST be carried with you during the Trial. Check Card No. 1 will be given to the Checker at West Hoathly (soon after you have past the Church). Check Card No. 2 will be given to the Checker at the Victoria Inn, Groombridge. Check Card No. 3 will be given to the Checker & Timekeeper at the finish at the King's Head, East Hoathly.

THE TIME

Riders may choose to complete the course in 3hrs.5mins., 3hrs.30mins. or 4hrs.5mins. and should specify their choice on the Entry Form. Riders preferring a leisurely pace and opting for 4hrs.5mins. will go off at 0900 and should finish between 1255 and 1305 hours. The medium paced section will go off at 0920 and should finish between 1240 and 1250 hours. The hardriders section will go off at 0930 and should finish between 1225 and 1235 hours.

THE COST

The entry fee will be 50p per rider (except for late entries). Entry forms will be provided in the Autumn issue of BONK and additional entry forms will be sent to each Club. THE CLOSING DATE FOR ENTRIES IS THURSDAY, 8TH NOVEMBER, 1990. Entries should be sent to Charles Robson, 39 Winchcombe Road, Eastbourne, East Sussex BN22 8DE. Late entries will be accepted but these riders will NOT qualify for inclusion in the competition for points to win the Rally Shield and the cost will be 75p per rider.

THE REWARDS

All riders on the Start Sheet completing the course in the chosen time will receive a Certificate, providing each of the 3 Checkers has received from you the correct Check Card. The Club with the largest number of successful riders, whose entries were received by the 8th November, will hold the Rally Shield for one year. In the event of a tie, the Club with the largest number of successful riders in the two faster groups will be the winner.

PARKING AND TOILETS

There is a public car park by the Church in the village. Parking is also available in the small road down which you ride to the finish, but please do not block any field gates and allow room for milk lorries to get through. Please do NOT park immediately outside the pub or opposite the pub on the double yellow lines. There will be a Parking Marshall outside the pub to help you. Any rider parking on the double yellow lines opposite the pub either before or after the event will be disqualified and is liable to prosecution. The toilets in the King's Head will be available for riders and officials from 0830 hours.

GENERAL NOTES & SAFETY

Every effort will be made to make this an enjoyable day and all age groups are welcome.

Please remember to be as quiet as possible at the beginning of the Trial and to be considerate and polite to the local residents (so we can come again next year).

If you should come up behind horses in the lanes, please shout a warning so that the riders know you are approaching and, if you meet horses coming towards you, please give them room and remember they are not fitted with brakes.

Talking of brakes, will all riders (and dads) please ensure that their brakes are in good order. You will need to use your brakes quite a bit, particularly leaving Ardingly when you turn right into Cob Lane and also on the descent to Eridge Station. Also please be very careful crossing the A22 at Wych Cross. We do not want any accidents this year.

FURTHER DETAILS

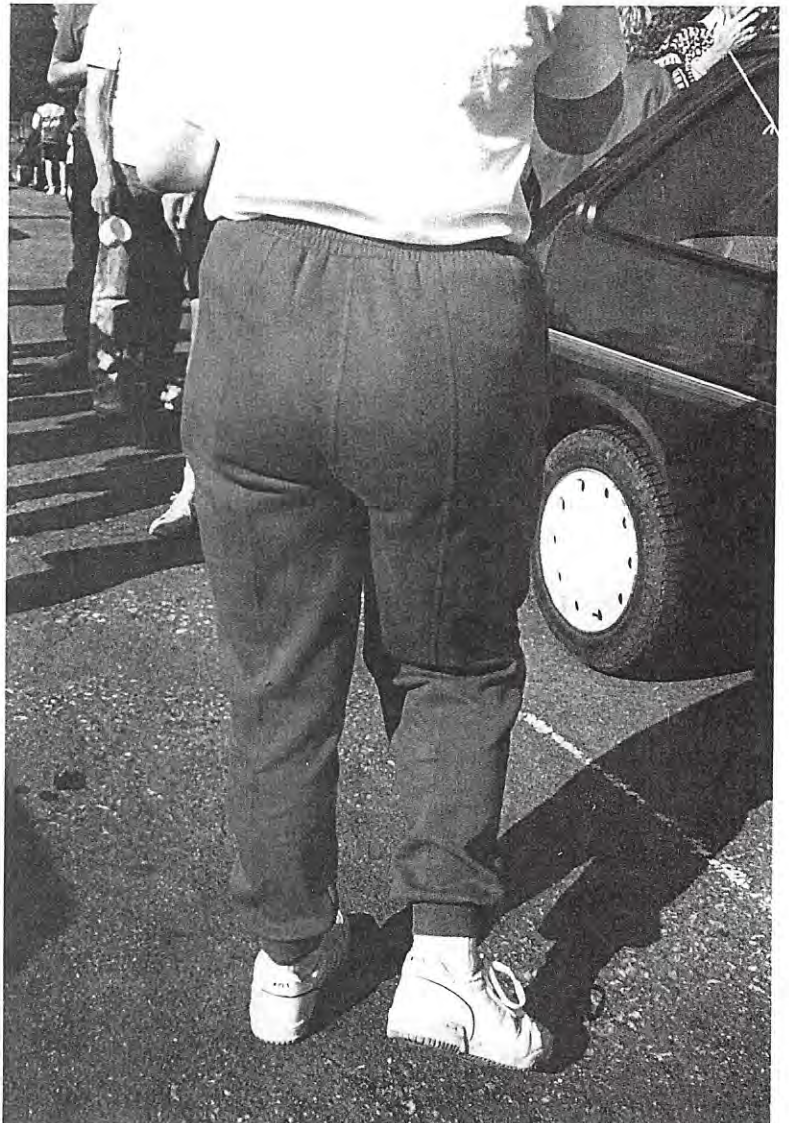
Further details of the Reliability Trial and the Lunch will be in the next issue of BONK together with entry forms and lunch booking forms. Meanwhile why not note the date in your diary - SUNDAY, 18TH NOVEMBER, 1990!

REAR OF THE YEAR - NO. 2

A little clue with this picture. If the photo had been printed in colour it would be seen that the lady is wearing a pair of green tracksuit trousers.

The rules governing this competition were in the Spring edition of BONK. Rear no. 3 will appear in the Autumn issue.

A prize (free entry in the Reliability Trial) will be awarded to the first person to tell the Editors the answer to the riddle on page 13. A post-card will be acceptable.



Before sunrise on May 4th the first of the Wanderers twice yearly trips to one of the European sunspots assembled at Gatwick Airport, this time our destination being the island of Ibiza. This was an all veteran party with none of the club's young 'whippersnappers' along this time to stir things up and I therefore thought we were in for an easier time - I was mistaken!

Upon arrival at the Hotel Cala Nova in Es Cana, a superb location right by the beach and with magnificent views in all directions, we were soon settled into our rooms and then set about the serious business of assembling the bikes. The management seeing bike bits and tools strewn all over the main entrance steps and terrace were quick to allocate us the disused "Parrat" bar as a bike store, and were all soon assembled with Adrian being the perfect gentleman and assisting Vanessa and Su in this task. Having been up since 3.00 a.m. all were now ready for lunch so having got full board we went in search of the hotel restaurant and caused a slight disturbance by asking for a table for seventeen, which after this occasion the staff provided for us. For the remainder of the holiday all mealtimes were reminiscent of a club dinner with much joking, barracking and raillery to go with the excellent buffet meal service. After a short siesta the riders were itching to get out on the road, all went sedately until we reached the first climb at Roca Lisa when the Central Sussex team of Eric, Kevin and Adrian attacked. Geoff Baker looked up saw them going and exclaimed "Jesus". You may think he was blaspheming! but this was also the name of the next town en route which some may associate with heaven but Derek disliking the climb thought it more like hell and renamed the town Satan. After a furious chase on the descent all regrouped at Puig d'en Valls and continued in a most unusual manner - all together - to a refreshment stop after a bumpy drop down into the scenic bay of Porto San Miguel. Climbing back out we continued on a hilly route through wooded terrain and along a picturesque coastal road back to the hotel where we found our other halves disported around the pool like page 3 girls.

The subsequent days followed the pattern of a group discussion at breakfast about who was doing what, the girls going their own way most mornings on a bike ride, to the carnival in Santa Eulalia, walks, shopping, to the Hippy market, swimming, or lazing in the sun. The men usually set off together by bike, a typical day being, meeting in the Parrat, then after giving interviews to the other holidaymakers and hugs and kisses to our women, setting off to the clicking of cameras. All usually stayed together until the first climb when those with aspirations of wearing a polka dot jersey took off and the others swore and gritted their teeth to stay on. On this occasion at San Rafael I deliberately! dropped back in order to give chase but I only got back onto the group moving along the San Antonio at 32 m.p.h by slipstreaming a lorry. This pace continued for another two miles until Laurie launched himself into a 40 m.p.h. sprint to take the town sign. All turned left and came to a halt, dripping sweat all over the promenade as we took in the scene - "where is Mike?" - "stopped to take a photograph" - he came into view but carried straight on not having seen us. After an exhaustive search for our chairman and being unable to find him we carried on via Port d'or Torrent to our eleventh stop (sometimes twelves) at Cala Tarida, where from the sundrenched terrace of a cafe overlooking the beach we forgot cycling for a while and enjoyed our other interest of ornithology and were all enthralled with the sighting of a "Pink Bottomed Bronze Breasted Bimbo" amongst many other exotic birds. Dragging ourselves away from this lovely spot an elderly couple wondered how Eric could ride up that hill, "he must be ever so fit". Then Graham stopped at a building site to have his photograph taken against a huge notice board proclaiming SEMOR Construction. Once under way again we followed the undulating and sometimes rough coastal route via Cala Mall and then tore through Cala Vedella in about thirty seconds with only a quick glance at the view, which according to Geoff who paid a lone visit a few days later was an absolutely ^{DELIGHTFUL} place and he spent some time there over his THREE coffees and gateaux. Up the steep hill out of the bay and onto the Col de la Croix with views to the Isle of Vedra (Bali Hi in the film 'South Pacific') we reached San Jose and pressed on for the inevitable burn up back to the hotel in time for lunch

Afternoons were mainly spent around the pool and swimming, with Sylvia getting her oily hands on the riders aching limbs for a massage, whilst Laurie captured all the goings on in video; other hotel residents must have wondered what sort of club we really were, particularly when she was giving others instructions on massaging her own body. Some went out on their bikes for a second time. On another of our morning rides we ran out of road at San Mateo and on to rough stuff - "it won't be like this for far let's carry on" after five miles of this (not advisable on 700 x 19 slicks, Eileen's mountain bike would have been better) we came across the small village of Santa Ines, where spotting an enticing bar the others decided to stop for eleves to wash away the dust. I pleaded with them not to as we had arranged to meet Derek in the main square of San Antonio, but with a lot of abuse I was over-ruled and threatened with a lynching, so poor Derek was left with a long wait during which time he swapped life histories with a local, eventually he gave up on us and we met up again on the road just a few miles away from the hotel.

Having heard where the local clubrun went out from at the weekend we decided to join them and so on a very hot morning we found ourselves bowling along in a thirty strong group using the whole road and with three tri-athletes complete with carbon fibre frames and tri-bars heading the field. The group was blown asunder on the four and a half mile stretch between Cala San Vicente and San Juan Bantista but with Adrian impressing the Spanish lads and holding his own to the top where all regrouped, but not for long as we hurtled along the road towards Ibiza Touri at speeds touching 40 m.p.h. leaving just us and the tri boys to complete a brisk fifty mile training ride. This was a fantastic morning enjoyed by all and leaving us in high spirits for our coffee stop in Santa Eulalia where we met the girls and felt quite euphoric on the hottest day so far.

Julie, who had completed a couple of thirty five mile rides during the previous week, not bad for a golfer, joined the final day's run to Santa Eulalia to watch a criterium but carried on to visit Cala Llonga and the golf course at Roca Lisa. The race on a 900 metre circuit in the backstreets had some of the riders that we had been out with the previous day. Every corner was marshalled by the police with whistles constantly screaming at encroaching motorists, pedestrians and the alsatian that ambled across the road as the riders approached down hill at great speed. Laurie drew our attention to police lady marshals in the high heels, silk stockings, tight uniform, peaked cap and long flowing black hair, but of course the rest of us only had eyes for the racing! The final ride after the race took us by a roundabout route to San Carlos (Hippy settlement when they invaded the island in the sixties) where we spent some time over coffee and admiring the view before reluctantly returning to the hotel to pack up the bikes for our return home the following morning.

Evenings were spent strolling into town along the beach in the moonlight for drink or two down by the small harbour and on one occasion visiting "Grannies Bar" which Vanessa had been told was the place to go. Well perhaps it is if you are eighteen but this veteran party left after twenty minutes of ear splitting disco music even though the Tour de Trump was on TV. A floodlit knockout novelty golf competition was arranged which turned out to be hilarious and eventually got winners in Graham and Su after much cheating, the worst offender being Cathy, who thought you could dribble a golf ball like in hockey. Card games were played, a bit of dancing, pool matches and watching a cabaret act called "Masquerade" which turned out to be a drag act so appalling that it made the Lewes entertainment at the annual dinner look like a professional performance. Plenty of book reading went on with Liz topping all with five novels closely followed by Ann, whilst Su entertained all by reading out sexually explicit passages from her book. Graham was later seen to be reading it for himself.

This was altogether a most enjoyable holiday in good company in a superb location and to anybody contemplating a holiday with or without bikes, I can thoroughly recommend Ibiza. I think all would agree. Roll on the next trip.

Ian (Sungod) Landless

SUSSEX NOMADS

I know it's a long time since Nomad notes appeared in BONK; this is due to my lack of time, the onset of old age or just apathy - in any order you like.

Quite possibly you may not have heard about our Club Dinner, which as usual was a quiet affair, even though Geoff was himself. John Woodburn ("my mate", Geoff says), was there and presented the prizes (even though he paid for his ticket) but that's enough of that.

The Nomads have had a few new members lately, we even had a team in the other Sussex C.A. Team Championship without the elderly one. Daniel Bennett, who joined last year, has ridden two 25s, doing a 12 in one and an 11 in the other, and he goes well in training. Another juvenile, Tony Mephram, has done one 25 and is still keen to do more.

We now train around a circuit near Wivelsfield/Ditchling/Plumpton on Tuesday and Thursday. It's about three and three quarter miles and not easy, especially fourth or fifth time round. The beginners go clockwise and the fast boys (and vets) go anti. It's one way to keep together. Anyone is welcome to join us going round and round.

Club nights are going well at Clayton Sports Pavilion (every other Friday - 8th and 22nd June, 6th July, etc.). Geoff makes the tea, Alan does the office work, Keith mends bikes, the lads make noise and play table tennis, so why not visit us.

Back to the racing side. Geoff did a 2 on E72, but recently went back to a 7 (sob, sob). Keith did a shorter 2 on G938 followed by a 4 a couple of weeks later. Alan has been trying to get somewhere near his old form, getting down to 1.1.23 after a 6 on E72 and a 3 on H25/14, although he was pleased with a 6 on the Uckfield course. A visit to P201 at Ringwood was something of a let DOWN - his old Clements finally gave up. A slow puncture at three and a half miles saw the end of one, then after pottering back the second one blew up with two hundred yards to go and both ended up in the bin.

We have a young lady with us in the Nomads, she is only thirteen (almost) but is not afraid to try and enjoys going round the circuit and has even managed a fifty five mile Sunday ride.

A pair of white legs under khaki shorts, topped by a fag, are also seen around the circuit as Dan's dad tries to regain his youth or something.

Don't forget to enter Geoff Boore's "No Nonsense" ESCA 25 in the autumn. There will be lots of prizes and you might get your picture on the cover, or even have the chance to catch or be caught by Geoff's mate John Woodburn, or even the other John (Pritchard, that is)

Well, that's it for now. It's the ESCA 50 tomorrow and it's seven o'clock (1900 hours) already and I must go to bed!

Limbo

Well hello everybody, it's me again with another rip-roaring newsletter packed full of interesting and informative material.

The season's in full cry now and already some notable performances have been made. Ben Merricks - do you remember him? - recorded a magnificent 22.06 individual 10 tt to miss the club record by seconds. Unlucky Ben, next time, eh? He also, with the combined effort, much needed I might add, of Martin Penfold, dipped well under the club's tandem record with a middle 18, that's nearly 33 m.p.h. !! Well done lads. And good luck to everyone riding the trials this season, it would appear that the over all standard is better this year. I see John Brimm is eager to build an extension to his trophy cabinet and has already ridden some reasonably quick times in windy conditions. Watch this space for further details.

Whilst everyone is riding the evening 10 series many have forgotten the track at Preston Park. There are sometimes as many BECC riders as there are queues outside butchers shops for beef!! Come on everyone dust off your fixed wheels and let's see you out there.

Christmas is around the corner and although many of you have not bought a turkey yet, please start thinking of a venue for this year's dinner. Some members suggested a different venue from the University and others, who were left behind in the small hours waiting for a bus that was in Mile Oak, would rather forget the whole affair. Sorry Dic. Please direct all your suggestions to the Committee.

Results:- I am trying to compile a monthly news-sheet for regular clubroom visitors. I would therefore be grateful for those who ride any 'obscure' events, i.e. non BECC races, if they would take down their own time and those of the winner. This will help me a great deal. Many thanks in advance.

Those of you who race regularly may have notice a profusion of 'les disc wheel noir' or rather, flashy black disc wheels, 'worn' by many in the evening 10 races. Well, it would appear that one pair were bought by Dick and Martin and due to the early spring weather mated and produced offspring.

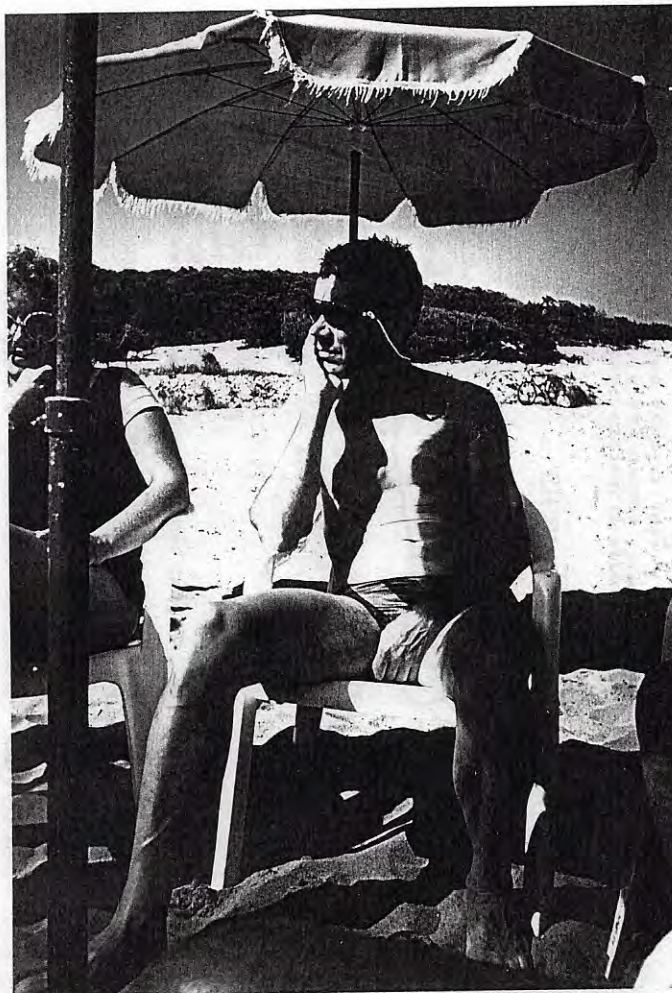
That's all for now, see you all out training or down the clubroom, new venue. Remember if you're reading this at Glebe Villas you are in the wrong place!!

Bye for now,

M.F.

This is a glamour picture of Laurie Leaney, Lewes Wanderers Secretary. We don't think that's the Wanderer's spare cash he's hiding under his left hand! But he'll take your subs any time, girls.

Talking of Lewes Wanderers, we have been promised some articles by East Sussex' answer to Dr. Ruth. If you've got problems, she'll make them worse. This contributor will be writing under an obscene name and will pull no punches..



EAST SUSSEX C.A. JUNIOR CHAMPIONSHIP

POSITIONS AFTER E.S.C.A. 10 (APRIL 21ST)

AND
E.S.C.A. 25 (APRIL 22ND)

C. Kitchenham	Hastings	24.57/1.6.29	23.305mph
G. Smith	E. Grinstead	26.43/1.12.27	21.581 "
S. Rattray	Eastbourne	29.26/1.17.11	19.909 "
C. Stones	Eastbourne	29.23/1.19.33	19.638 "

There are several juniors who have ridden either one 10 or one 25. Other qualifying events are the Eastbourne Rovers 10 on August 18th and the ESCA 10 and 25 on 1st/2nd September.

CLOSING DATE FOR AUTUMN EDITION

23 AUGUST

Footnote: At a recent London South Committee Meeting a rider was accused of "doing a Geoff Boore" (taking pace) in a local event.

Who was on the Committee?

Yes, Geoff Boore.

CLOSING DATE FOR AUTUMN EDITION

23 AUGUST



CRAWLEY SEVERN BRIDGE CRAWLEY

3rd annual Crawley to Severn Bridge sponsored ride. All donations will be equally divided between "THE SHAW TRUST" and the school/club/charity etc; of the riders choice.

Please contact Raymond Honeybell
6 Chandler Close
Southgate
Crawley RH10 6DH
Telephone 0293/37681

A small entry fee will be charged for non sponsored riders. REIMBURSEMENT RIDERS WILL HAVE A CHOICE OF 24th or 25th SEPTEMBER. PLEASE CONTACT RAYMOND HONEYBELL ON 0293/37681.



SHAW TRUST

Footnote: The Shaw Trust currently sponsors over 2000 people with a handicap in employment throughout the country including people in the Crawley area