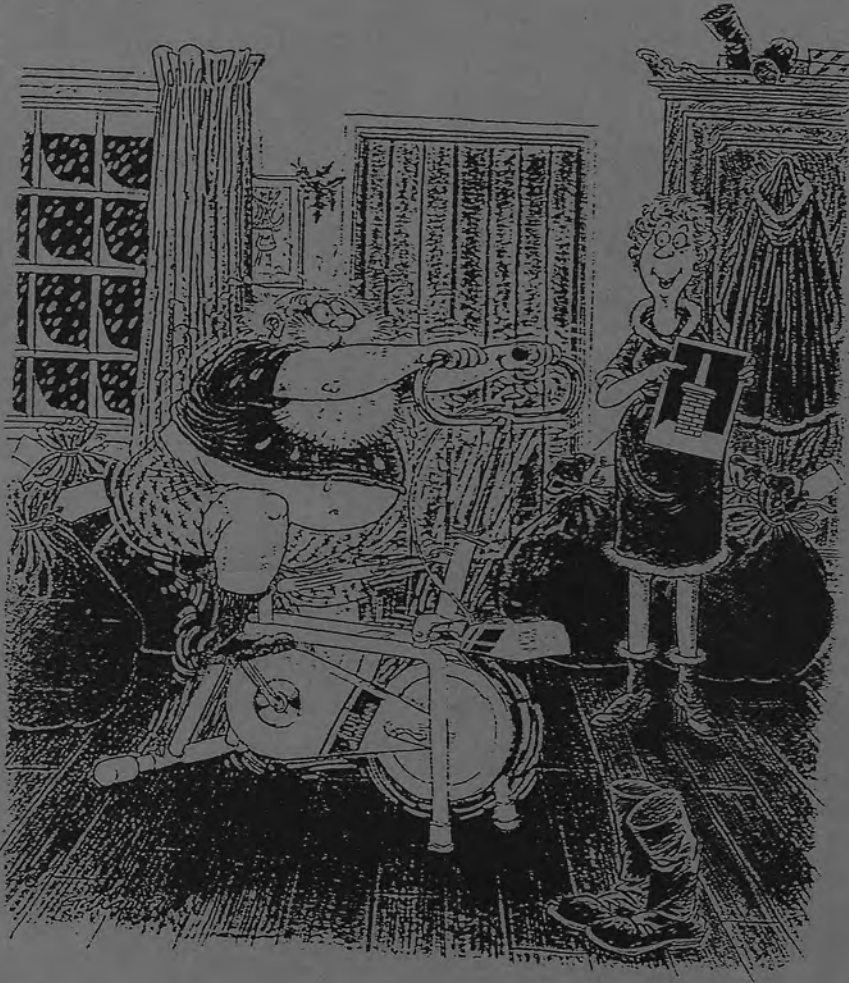


BOMK!



RELIABILITY TRIAL ISSUE
RESULTS REPORTS PICTURES

THE OFFICIAL JOURNAL

East Sussex

Cycling Association

PUBLISHED QUARTERLY

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President Peter Davies

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

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

EDITORIAL

Space is at a premium in this edition and a great deal of material is being held over until the Spring number is prepared. However, don't be deterred from sending in any news or items of interest - we are usually foraging around in the Spring to fill a few pages and will welcome anything.

We are having to use this space carefully as the last "Rear of the Year" is being fitted onto the bottom (sorry!!) of the page. This time it's one for the girls to gloat over. Don't forget the rules of the competition which can be found in issue no. 51. Entries on a postcard by January 4th to the editors at the above address.

Just a reminder that the ASSOCIATION LUNCH has been booked for JANUARY 6TH, 1991 at FRAMFIELD VILLAGE HALL, STARTING AT 1.45 p.m. Reserve your place through your Club Secretary, who will have received forms from Roy. Special Guest - King Alf.

Make a note in your diaries that the ESCA Reliability Trial will be held on November 17th, 1991. Watch Bonk for further details.

Now the bad news. As from Spring 1991 the price of Bonk goes up to 20pence. This is probably a good time to remind contributors to revise their orders and put a note in with the next essay.

We will conclude now with very best wishes for Christmas and the New Year.

Maurice & Esther

REAR OF THE YEAR

No. 4



This young fellow is fairly new to cycling but he's made quite an impact locally and turned out some very good rides.

He's mentioned in the pages of Bonk regularly and attends all the Association revelries.

A member of one of the coastal clubs he sports a very dark suntan.

No more clues. You're on your own now.

THE ISLE OF MAN REMEMBERED

The article in the Summer edition of Bonk by Roy, about his forty two year association with Manx Week, brought back memories of the two visits I have made.

Egged on by Roy, it was decided in 1965 that Ken, myself, two year old Mark and John Dutson would go over and 'see what it was all about'. Digs were booked, as was parking in Birkenhead, and we duly prepared to leave Burgess Hill in time to catch the 3.15pm sailing from Liverpool, on the Friday afternoon prior to Manx Week.

With us were Margaret and Gerry Atterbury, and crossing later were Chris and Liz Shaffer. We were very glad to reach Douglas as the crossing had been rather rough. Roy met us at the Ferry and insisted that he would ride Ken's bike to the digs; Ken would ride mine while I took Mark in a taxi with the luggage. On the first climb off the sea front, Roy changed the gear down - into the wheel. A good start!!

Both Ken and John had entered the '25' - John's entry being accepted for the 'good' event on Sunday morning, just outside Douglas, whereas Ken was in the 'overflow' event at Ramsey in the afternoon. Problems! We had full board digs booked and there was no way I could get to Ramsey, even by the coastal road, after lunch with Mark on the seat of my bike, in time for Ken's start.

So, unfortunately, he had to go alone, whilst we had a look around Douglas. We went to the Lighthouse and nearly created havoc on a marvellously sunny afternoon as Mark found the button to sound the siren. His strength wasn't quite enough to make it work!!

The following morning, John was riding the Mountain TT and Ken, with Mark and I, was marshalling at Windy Corner. We awoke to the sound of the siren and a downpour. Mark and I stayed in bed, and the other two got rather wet.

We rode on the trams - Pulleyhorses to Mark; we watched the kermesse racing at Castletown and of course the three Road Races on the Friday. Ken and John were volunteered by Roy to be judges!! But we did get Anquetil's autograph!

1967 saw us back again, this time with an addition - eight month old Joanna. It was decided to rent a cottage and take a car over; also, to stay on for the second week. The cottage was a disaster, so after one night we managed to get back to our old digs.

We also managed to get track side seats for the Onchan meeting - a part of the week which no longer happens.

This time we were prime judges at Gutheries, on the Mountain, for the whole of the Friday, and I was able to dry Jo's nappies, sending signals to Radio Caroline North, which was anchored in the bay below!! We got a 'rocket' from the police at the feeding station 250 yards above us for following the 'all clear' car up the road, before the official 'Road Open' vehicles had passed.

During the second week, when the cyclists had departed, we saw a lot more of the Island and it's beauty.

Ken and I have decided that hopefully 1991 is to be the year of our next visit, and holiday dates are already booked. A disappointment is that we will not be going from Princes Landing, Liverpool and sailing down the Mersey but will have to sail from Heysham.

Barbara Atkins

Best con-trick of the year prize goes to Geoff Boore for getting John Pelham to marshal in the September '25'. It seems that John thought it was one of the East Grinstead asking him. G.B. the mimic?

CLOSING DATE FOR THE SPRING EDITION OF BONK IS FEBRUARY 23RD, 1991. I SHALL TYPE THIS ONLY ONCE MORE CLOSING DATE FOR THE SPRING EDITION OF BONK IS FEBRUARY 23RD, 1991.

LEWES WANDERERS

Our caring, sharing philosophy was in evidence again in October, when we ran our second annual old folk's outing. The old dears were pitifully grateful for this opportunity to throw away their sticks and expose their varicose veins to the cold air of the Uckfield bypass, in the company of young, hard-muscled cyclists from East Sussex and beyond. This was, of course, our quaintly-named Grand Prix des Gentlemen, during which some ungentlemanly words were uttered by the golden oldies struggling to keep up with their pacers. One was heard to complain that it was no use his son shouting orders to "keep your front wheel just there" when he was fifty yards back and having problems with his deaf aid. But there were some brave tales of courage. Our Peter Sharp, a BBAR qualifier in the thirties, found the going even harder than he expected in the early miles, then he discovered that he had pulled his back wheel over. It took some time to get things right, but he still finished the course.

Other veteran Wanderers have been prominent in our time trial scene. Horry Hemsley and Geoff Baker have been mopping up our newly-instituted vets' records between them - Horry ended the season as Club BAR and Geoff took the vets' Championship. The ever youthful Graham Seymour even managed a personal best 10 mile time (23.25); Sandra Hill has shown that she's capable of beating the Club's longstanding women's records at 10 and 25 miles; and first year rider Peter Price has made his mark at all distances from 10 miles to 12 hours (the 12 hour left marks on his bottom, too, but that's another story). Graham's attention is now focussed on organising our annual Dinner, which is undoubtedly the best of any Club's. Note the date ... FEBRUARY 16TH. THE HIGHLANDS INN, UNION POINT, UCKFIELD. Tickets (at £11.50) are going to be scarce because there's a strict limit on the number of guests - so book early! Another date to be put in your diary is SUNDAY, JANUARY 27TH - THE LEWES WANDERERS RELIABILITY TRIAL. One route for those who've been training, another for those who wished they had.

Since the last issue of Bonk we have changed clubrooms. Our former H.Q. in The Cottage next to St. Mary's Social Centre in Lewes, has been taken over by the Centre's snooker section. We were certainly snookered for a couple of clubnights, with forty or fifty of us crammed into a substitute room in the Social Centre itself; but we are now based in the village hall in Cooksbridge ('The Malthouse'), which is a great improvement on The Cottage. first and third Tuesdays in the month - visitors welcome. The Malthouse will be able to cope with our increasing membership but the increased numbers on clubruns create problems in finding elevenses venues which are big enough. Little Chefs/Happy Eaters are all very well but hardly ideal for large groups of cyclists who want to sit together. Bonk has tried to spread the word about cyclists' Sunday tea places, but why don't ALL Clubs in this area share their own information with each other? A recent Wanderers clubrun (car assisted), for instance, discovered this addition to the list of

BONK TEAPLACES

The Oast House, in the main street of Wittersham, is open every day except Mondays, usually from 11.00 a.m. but if the "closed" sign is displayed, knock on the door. Cream teas with massive pieces of fruit cake and endless tea, coffee, cream and jam, all for £2.00. Fruit cake alone (about 6" x 4") .. 35p.

Rotrax

OBITUARY

STEVE TAYLOR ... EASTBOURNE ROVERS CC

Many of you will already have heard of the tragic death of Steve Taylor in a road accident. He was a passenger in a car which overturned on the A27 near Glynde. Steve only took up cycling about two years ago and had tried his hand at road racing and time trialling. He was a member of the Rovers' Committee, a willing marshal and always prepared to help out in any capacity. He leaves a widow and two very young children.

Stuart and Peter attended the funeral to represent the club and at Mrs. Taylor's request a donation was made to their favourite charity.

Although this was not a cycling accident, it serves as a reminder that the roads of Sussex are so overcrowded that we are all at risk every time we go out - by bike or in our cars.

Dear Eds.

My enjoyment of the last issue of BONK was tempered with sadness on reading of the death of Arthur Linington. Although I met him in person only briefly, I was associated with him for much of my time as Editor of Bonk. During this time Arthur handled the duplicating side very speedily and efficiently.

The arrangement we had worked very well in the old days when anything posted at the pillar box near Hastings sorting office in time of the last (9.00p.m.) collection of the day would unfailingly be delivered in Brighton (or, come to that, London) at breakfast time next morning, and the parcel of duplicated sheets was equally reliably sent back to Hastings by the bus companies' parcel service. This happy state of affairs only came to grief once through a prolonged strike by the postal workers (remember Tom Jackson, he of the luxuriant moustachios?) which came when the Spring issue was almost due. I decided that I would not be beaten so rolled up the typewritten 'copy' in my saddlebag and pedalled over to Brighton where I located Arthur at the far north western end of the conurbation (I think from memory it was New England Road) where he and his wife made me very welcome and stoked me up with tea and buns so that I had plenty of steam for the thrash back to Hastings. Interesting and happy memories of a chap who could obviously be described as one of the stalwarts of the club game. I offer my sympathy to his family and club mates.

D.N.

Dear Eds.

I was very sorry to read in the last edition that Arthur Linington is no longer with us. If each bikerider put into the sport a fraction of the keenness and dedication of this gentlemanly man, it's popularity would be much greater than at present. Arthur didn't believe in leaving things to 'the other bloke' and his willing help will be sadly missed.

One abiding memory of Arthur occurred as we were changing and preparing to do battle in a 25 one morning on G41 at Lancing. Suddenly John Grover caused some head turning and laughs when he exclaimed: "Look at Linington - he's polishing his balls!" We went over, to find Arthur with his front wheel out, and the spindle and cones likewise and the bearings held in a cloth in his hand. As we looked he started to assemble this lot and we then noticed that he was doing this with no grease or oil at all. Naturally we queried this, to be told by Arthur "I always ride with dry hubs; all that oil and grease just helps to bind thing up and slow one down."

We also noticed, on that bike at least, that both wheels were radially spoked, something else to ponder on thirty five years or so ago. Does any other reader remember this, and did Arthur really have a point in what he said? Never before - or since - have I heard of anyone riding on unlubricated hubs and I would think that goes against a basic engineering principle.

Geoff W.

EAST SUSSEX CYCLING ASSOCIATION - 1990 RELIABILITY TRIAL

There were 231 entries for this year's Reliability Trial, with 44 entries from Eastbourne, 36 from Worthing and 34 from Crawley. It looked as though the Shield would go to a new home this time with a landslide victory for Eastbourne, but once again the more disciplined Worthing Club triumphed with 29 successful riders. Eastbourne were runners-up with 28 successful riders, Crawley were third with 25, East Grinstead fourth with 24, Lewes fifth with 17 and Brighton Excelsior sixth with 16.

34 riders did not start or did not hand in a card at the first Check Point, 24 riders were either too fast or too slow and 16 riders had missing Check Cards. The list of riders who completed the course is given below and overleaf. An 'S' against the name indicates that the rider was on the Start Sheet, an 'L' indicates a late entry and an 'OK' indicates the rider was a successful qualifier for the Reliability Trial Shield.

The 151 successful qualifiers for the Reliability Trial Shield will each receive a Certificate. These will be ready for your collection at the E.S.C.A. Luncheon & Prize Presentation at Framfield on the 6th January, 1991. If you are not able to attend, your Certificate will be sent to you via your Club Secretary.

3 HOUR 5 MIN. GROUP

C McNamara	Worthing Excelsior CC	2-59	S	OK
S McNamara	Worthing Excelsior CC	2-59	S	OK
R Smith	Worthing Excelsior CC	2-59	S	OK
G Taylor	Eastbourne Rovers CC	2-59	S	OK
M Pelling	East Grinstead CC	3-02	S	OK
M Hawkes	Worthing Excelsior CC	3-03	S	OK
C Robson	Eastbourne Rovers CC	3-03	S	OK

3 HOUR 30 MIN. GROUP

M Ballard	Eastbourne Rovers CC	3-00	S	
S Willis	Eastbourne Rovers CC	3-01	S	
P Cauldwell	Sussex Nomads	3-06	S	
C Matthews	Lewes Wanderers CC	3-20	S	OK
N Griffin	Lewes Wanderers CC	3-20	L	
S Dennis	East Grinstead CC	3-22	S	OK
S Blackmore	East Grinstead CC	3-22	S	OK
T Ellis	East Grinstead CC	3-22	S	OK
P Wilson	Brighton Mitre CC	3-22	S	OK
P Gill	Eastbourne Rovers CC	3-22	S	OK
M Cross	Eastbourne Rovers CC	3-22	S	OK
J Blackman	Eastbourne Rovers CC	3-22	S	OK
A Holter	Eastbourne Rovers CC	3-22	S	OK
N Smith	Eastbourne Rovers CC	3-22	S	OK
C Willis	Eastbourne Rovers CC	3-22	S	OK
A Cox	Lewes Wanderers CC	3-22	S	OK
K Moffat	Brighton Excelsior CC	3-23	S	OK
S Walder	East Grinstead CC	3-23	S	OK
P Gibbons	Lewes Wanderers CC	3-23	S	OK
B Fowler	Lewes Wanderers CC	3-23	S	OK
R Owen	Lewes Wanderers CC	3-23	S	OK
A Morris	Brighton Mitre CC	3-23	L	
D Lock	Worthing Excelsior CC	3-24	S	OK
R Shipton	Worthing Excelsior CC	3-24	S	OK
V McLelland	Worthing Excelsior CC	3-24	S	OK
I Landless	Lewes Wanderers CC	3-24	S	OK
M Rabbetts	Lewes Wanderers CC	3-24	S	OK
J Farrell	Lewes Wanderers CC	3-24	S	OK
M Owen	Eastbourne Rovers CC	3-24	S	OK
J Preston	East Grinstead CC	3-25	S	OK
G Daniels	East Grinstead CC	3-25	S	OK
M Woolfenden	Worthing Excelsior CC	3-25	S	OK

3 HOUR 30 MIN. GROUP (CONTINUED)

J Fry	Brighton Excelsior CC	3-25	L	
J Stevens	Brighton Excelsior CC	3-26	S	OK
V Lowe	Brighton Excelsior CC	3-27	S	OK
H Van Beinum	Brighton Excelsior CC	3-27	S	OK
A Birchall	East Grinstead CC	3-27	S	OK
R Taylor	East Grinstead CC	3-27	S	OK
A Payne	Brighton Mitre CC	3-27	S	OK
S Springman	CC Breckland	3-27	L	
N Lelliott	Worthing Excelsior CC	3-29	S	OK
K Balcombe	Brighton Excelsior CC	3-30	S	OK
M Walker	Brighton Mitre CC	3-35	S	

4 HOUR 5 MIN. GROUP

S Stacey	Eastbourne Rovers CC	3-12	S	
S Wright	Eastbourne Rovers CC	3-12	S	
M Hutchinson	Brighton Excelsior CC	3-26	S	
J Bridger	Lewes Wanderers CC	3-29	S	
A Morris	Sussex Nomads	3-49	S	
D Simmons	Sussex Nomads	3-49	S	
B Kirby	East Grinstead CC	3-55	S	OK
A Kirby	East Grinstead CC	3-55	S	OK
R Ellis	East Grinstead CC	3-55	S	OK
H Parsons	East Grinstead CC	3-55	S	OK
M Wates	East Grinstead CC	3-55	S	OK
L Wates	East Grinstead CC	3-55	S	OK
M Roberton	Worthing Excelsior CC	3-56	S	OK
K Roberton	Worthing Excelsior CC	3-56	S	OK
M Gibbs	Worthing Excelsior CC	3-56	S	OK
J Lucas	Worthing Excelsior CC	3-56	S	OK
S Lucas	Worthing Excelsior CC	3-56	S	OK
M Lucas	Worthing Excelsior CC	3-56	S	OK
T Palmer	Worthing Excelsior CC	3-56	S	OK
D Boorsma	Crawley Wheelers	3-57	S	OK
D Pink	Crawley Wheelers	3-57	S	OK
M Burgess	Lewes Wanderers CC	3-57	S	OK
R Foster	Worthing Excelsior CC	3-57	S	OK
A Orman	Worthing Excelsior CC	3-57	S	OK
D Dallimore	Worthing Excelsior CC	3-57	S	OK
A Preston	East Grinstead CC	3-57	S	OK
K Taylor	East Grinstead CC	3-57	S	OK
K Marshall	East Grinstead CC	3-57	S	OK
N Schillinger	Crawley Wheelers	3-58	S	OK
P Clegg	Crawley Wheelers	3-58	S	OK
S Elms	Crawley Wheelers	3-58	S	OK
A Attwood/V Attwood	Brighton Excelsior CC	3-58	S	OK
R Stringer	Brighton Excelsior CC	3-58	S	OK
V Stringer	Brighton Excelsior CC	3-58	S	OK
C Beckingham	Brighton Excelsior CC	3-58	S	OK
L Budgen	Brighton Excelsior CC	3-58	S	OK
J Budgen	Brighton Excelsior CC	3-58	S	OK
P Shaw	Brighton Excelsior CC	3-58	S	OK
R Bradgate	Lewes Wanderers CC	3-58	S	OK
C Fowler	Lewes Wanderers CC	3-58	S	OK
H Hemsley	Lewes Wanderers CC	3-58	S	OK
D Wells	Lewes Wanderers CC	3-58	S	OK
G Boxall	Lewes Wanderers CC	3-58	S	OK
D Lednor	Worthing Excelsior CC	3-58	S	OK
A Scarratt	Worthing Excelsior CC	3-58	S	OK
C Toppin	Worthing Excelsior CC	3-58	S	OK
A Matthews	Worthing Excelsior CC	3-58	S	OK
P Toppin	Worthing Excelsior CC	3-58	S	OK
A Stepney	Worthing Excelsior CC	3-58	S	OK

4 HOUR 5 MIN. GROUP (CONTINUED)

D Stepney	Worthing Excelsior CC	3-58	S	OK
S Greenway	Eastbourne Rovers CC	3-58	S	OK
K Miller	Eastbourne Rovers CC	3-58	S	OK
A Winchester	Eastbourne Rovers CC	3-58	S	OK
G Lade	Eastbourne Rovers CC	3-58	S	OK
N Lade	Eastbourne Rovers CC	3-58	S	OK
J Dilley	Eastbourne Rovers CC	3-58	S	OK
J Cooper	Eastbourne Rovers CC	3-58	S	OK
T Jones	Eastbourne Rovers CC	3-58	S	OK
R Thomas	Eastbourne Rovers CC	3-58	S	OK
R Gearing	Eastbourne Rovers CC	3-58	S	OK
D Springett	Eastbourne Rovers CC	3-58	S	OK
A Worcester	Eastbourne Rovers CC	3-58	S	OK
R Gorringe	Lewes Wanderers CC	3-58	S	OK
T Gorringe	Lewes Wanderers CC	3-58	S	OK
W Scott-Douglas	East Grinstead CC	3-58	S	OK
A Morgan	East Grinstead CC	3-58	S	OK
R Vanstone	East Grinstead CC	3-58	S	OK
J Breeds	Brighton Excelsior CC	3-59	S	OK
F Godwin	Brighton Excelsior CC	3-59	S	OK
G Ferron	Brighton Excelsior CC	3-59	S	OK
B Howe	Worthing Excelsior CC	3-59	S	OK
G Wall	Worthing Excelsior CC	3-59	S	OK
D Dunbar	Eastbourne Rovers CC	3-59	S	OK
R Wickham	Eastbourne Rovers CC	3-59	S	OK
G Henty	Eastbourne Rovers CC	3-59	S	OK
R Wickens	Eastbourne Rovers CC	3-59	S	OK
S Lade	Eastbourne Rovers CC	3-59	S	OK
P Wall	San Fairy Ann CC/Southborough Whs.	3-59	S	OK
E Carpenter	Southborough Wheelers	3-59	S	OK
K Harding	Central Sussex CC	3-59	S	OK
D Morris	Unattached	3-59	S	
E Haynes	East Sussex CTC	3-59	S	OK
L Springett	East Sussex CTC	3-59	S	OK
R Levett	East Sussex CTC	3-59	S	OK
D Kiernan	Audax UK	3-59	S	OK
P Fox	Gatwick ACT	3-59	L	
S Carter	Vets	3-59	L	
B O'Dell	Crawley Wheelers	4-00	S	OK
A Rice	Crawley Wheelers	4-00	S	OK
R Rowland-Jones	Crawley Wheelers	4-00	S	OK
T Waite	Crawley Wheelers	4-00	S	OK
D Stokes	Crawley Wheelers	4-00	S	OK
T Gould	Crawley Wheelers	4-00	S	OK
D Hickey	Crawley Wheelers	4-00	S	OK
M Archer	Eastbourne Rovers CC	4-00	S	OK
S Prior	Eastbourne Rovers CC	4-00	S	OK
A Seltzer	East Grinstead CC	4-00	S	OK
R Preston	East Grinstead CC	4-00	S	OK
M Springett	East Sussex CTC	4-00	S	OK
M Shephard	East Sussex CTC	4-00	S	OK
S Ogborne	Crawley Wheelers	4-00	S	OK
M Bloom	Crawley Wheelers	4-01	S	OK
P Coventry	Crawley Wheelers	4-01	S	OK
G Payne	Crawley Wheelers	4-01	S	OK
D French	Crawley Wheelers	4-01	S	OK
M Bloom	Crawley Wheelers	4-02	S	OK
D Nash	Crawley Wheelers	4-02	S	OK
B Simpson	Crawley Wheelers	4-02	S	OK
A Hale	Crawley Wheelers	4-02	S	OK
I Holder	Crawley Wheelers	4-02	S	OK
R Griffin	Crawley Wheelers	4-02	S	OK
T Betts	Crawley Wheelers	4-02	S	OK
D Roberts	Crawley Wheelers	4-03	S	OK

4 HOUR 5 MIN. GROUP (CONTINUED)

P Cameron	Crawley Wheelers	4-03	S	OK
R Klemperer	Worthing Excelsior CC	4-04	S	OK
R Gray	Crawley Wheelers	4-07	S	
S Sharp	Crawley Wheelers	4-07	S	
P Palmer	East Sussex CTC	4-07	S	
D Excel	East Sussex CTC	4-07	S	
T Kennedy	Sussex Nomads	4-08	S	
R Davis	Sussex Nomads	4-08	S	
J Freese	Unattached	4-10	S	
R Douglass	Worthing Excelsior CC	4-13	S	
J Harris	Crawley Wheelers	4-15	S	
R Ward	East Sussex CTC	4-40	S	
B Mockridge	East Sussex CTC	4-40	S	
D Jones	Brighton Excelsior CC	4-50	S	

Sponsored Clubs

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

RESULT SUMMARY

Worthing Excelsior 29; Eastbourne Rovers 28; Crawley Wheelers 25; East Grinstead 24; Lewes Wanderers 17; Brighton Excelsior 16; East Sussex CTC 5; Brighton Mitre 2; Southborough Wheelers 2; Central Sussex 1; Audax UK 1; Unattached 1.

ORGANISOR'S NOTES

Got to East Hoathly about 0750. It was cold but dry and the sun was getting up. Chief Marshal Ken Griffiths arrived nice and early to guide cars up the lane and this year Toby Carpenter was up the lane ensuring neat parking. He did a good job as we had no complaints from milk lorries. Then the riders were arriving in an almost non-stop stream.

Chief Timekeeper Roy Humphrey was busy taking late entries, recording transfers and dealing with people who had forgotten their cards. Next year (if there is a Reliability Trial next year) there will be some changes to avoid this last minute chaos. There will also be more Groups to lessen the congestion and give riders more choice.

At 0930 it was still pretty cool so I started in tights and discarded them at the first Check Point at West Hoathly manned by Tim & Toby Carpenter with full video surveillance! On to the T junction at Vinols Cross Inn where Mick Rabbetts was seeing the riders safely through. The second Check Point at Groombridge was manned by Ken Griffiths helped by Megan Rabbetts and Cedric Pearson with his Mum & Dad.

Up the steep little hill near Fordbrook I was brought off by a rider who passed and then cut in front of me. I now have a bruise 10" x 3" on my right hip! Making up time after this incident I was not very thrilled to pass some riders who were nearly all over the road. I am thankful they are still alive and hope they will learn to ride properly before next year.

I had a job to get down the last bit of the lane to Roy at the finish as there was a caravan squeezing through towards me and no room for even the thinnest rider. However I did make it just in time.

A pint for Roy who was hard at work again and a quick change and some cider for me. At 1330 we sat down to lunch, 50 in the Hall and 22 in the Restaurant, the absolute maximum that could be managed. I am extremely sorry that another 30 or so lunch bookings had to be returned. Some of these went to Laughton and I hope they had a good lunch too. Last year there were 45 to lunch - this year I could have had over a 100. It was all a bit overwhelming.

It just remains to thank Roy, Tim & Toby, Mick & Megan, Ken, Cedric with Mum and Dad, Alan Hughes with his wife & staff at the King's Head and Esther who produced endless cards, a table plan and quantities of duplicating. Charles R.

WAITING TO GO!



A DAY IN ESCALAND

My name is Pete Wall. A shy little bloke, you may have heard (of) me, not for my cycling prowess perhaps, but rather for my intemperate behaviour at social functions. That, however, is another story. This is an account of the Charlie Robson extravaganza (with a cast of hundreds), the ESCA Reliability Trial. In an attempt to write (as requested) in a humorous vein it is possible that I may have appeared to take the out of some of them. Please don't take offence, it was probably well meant!

When the kids were young we were members of the Southborough and many excursions were made into ESCA territory - a favourite being the car-assisted run. We would unload the tandem and the solos at Hellingly (after supporting the local ESCA event) and the day would be pleasantly spent exploring the numerous Sussex lanes with the inevitable compulsory stop at a seaside pub...purely for the purpose of allowing the youngsters time to play on the beach! Sadly time has marched on and the kids grown up, and a few of life's hardships have had to be endured. Well that's enough nostalgia, I don't want you crying in your beer, unless you want to reduce it to the strength of a certain brand which will remain nameless but is stored in red barrels!

So, not to escape the past, but rather to have a fresh start with my cycling activities, I joined the San Fairy Ann Cycling Club. Quite naturally the club is Kent-orientated, so it gives us great pleasure to venture into Sussex from time to time. Should the ESCA 100 become interchangeable with the KCA 100 for the purpose of counting towards either BAR, there will be yet another chance for a pilgrimage. For a pilgrimage it has become. A journey to a most pleasant part of the south with equally pleasant bike riders populating (in) it!

When I read the last issue of "Bonk" I was attracted by the details of the Reliability Trial. I reasoned it would be a good idea to penetrate virgin country, for Chas would bound to have found a few places I hadn't visited in my tender 55 years! What an ideal way to knock myself into shape, especially as re-marrying in April accounted for a very late start to my cycling season. It would also provide an opportunity to escape from the other diversions currently on the scene! (No, I was thinking about the extra gardening caused by the non-sale of my old abode!) A phone call to my new brother-in-law, Ron Foster of the Worthing, settled the matter and our entries went off with the same keenness one usually associates with a time trial entry.

However, a few weeks beforehand saw my enthusiasm somewhat dented when my Ashford Grand Prix de Gentlemen partner, John Hawkridge, laid down in the road after only 2.2 miles. Unable to avoid a human obstacle, the resulting impact left John with the impression he had been hit in the kidneys by a bull elephant and he suggested that my power-to-weight ratio needed some adjustment. Miraculously we suffered no serious injuries, but it did mean I had to quickly get kitted out with a new bike as my super-duper ultra-lightweight Raleigh now resembled a crudely bodged low profile!

Now this didn't do my confidence much good, especially as we were to race in France a fortnight later. The get-fit schedule also took a knock as wounds had to be licked. Being made redundant due to the recession added to the gloom, but it was time to don my "Superbikie" cloak and rise above the set-backs, hadn't I, after all, just entered the ESCA reliability trial.

My confidence had not been restored by the time we rode the Gentlemen's event in France, which was held in torrential rain making it impossible to even see the pacing rider yet alone his back wheel. Needless to say riding five lengths off the back and at two miles an hour round the corners did not exactly contribute to a very fast time...although we were far from being last. I was, however, in very good form at the banquet later that evening as Alan Limbrey (whoever he is!) will testify. The great day of the ESCA reliability trial neared and we journeyed from Tonbridge on Friday night to the Foster accommodation...an event such as this needs proper preparation. Despite Mr. Robson's more-than-adequate course details, I could see that should I not muster the courage (or more realistically be too unfit) to ride in a small group, a map of the area would be a useful item for the back pocket. On purchasing OS198 it became obvious that OS199, OS198, OS187 and OS188 were also needed. "Oh well can't be too careful, bugger the expense, they will come in useful later on when my memory deteriorates." I think that day may have arrived, because I clean forgot to take the newly purchased maps with me on the day!

My reliability trial preparation took another knock on the day before. As a warm-up ride Ron and I took to the lanes via Devil's Dyke, Steyning and the Coombes, only to encounter gale-force winds, a driving drizzle and some very greasy roads. "Oh dear, hope it's not like this tomorrow." At Ron's suggestion, of course, the evening was spent drinking substances which, I was assured, would penetrate where no other substance had previously penetrated, to bolster my flagging confidence. (If you believe that, may I suggest your other half purchases a copy of Grimms' Fairy Tales for your Christmas present!) As it turned out Ron was absolutely correct and I spent most of the night travelling up and down the stairs to the toilet with a rather leaky bladder.

The great day arrived. It was an effort to swallow breakfast. "Good God," I thought, "It's only a reliability trial, not the Tour de France." Ron and I hardly spoke as we drove out to East Hoathly, this was very uncharacteristic of me. "Just a minute, Ron," I spluttered as we were just about to ride down to the start. "I haven't got my cycling shoes on!"

The sight of about 150 riders milling around outside the King's Head was awe-inspiring to say the least. Good job we'll be going off in small groups, I thought in all my innocence. At the appointed time there was a concerted burst of energy as all and sundry rode off at the same time! Without time to worry about my recent lack of nerve I found myself launched in the middle of the pack and when the opportunity arose I looked round anxiously to make sure my brother-in-law was nearby. The pack split into two as riders made for Halland. A touch of wheels or something left some of the front group at the side of the road sorting themselves out and I was glad I had exercised caution. As the ride progressed my confidence returned and in a more relaxed frame of mind I actually started to enjoy the company and the surrounding countryside on what had turned out to be a beautiful sunny day.

It was a breath of fresh air, metaphorically speaking, to be riding on roads previously untraversed by myself, but lack of air on some of the climbs left me clambering to stay in contact, fearful of going off course. I need not have worried unduly because as the ride went on I felt stronger and was climbing past all types of riders...young ones, old ones, on mountain bikes, touring bikes, tandems and even a Dursley-Pederson. I later saw the Dursley-Pederson complete the course to confirm that I hadn't been hallucinating ("Well done old 'un").

I thought Charlie Robson might have gone over the top with his repetitive mentioning of checking brakes, but certainly the descent from Ardingly still came as a bit of a shock as the road snaked down and down before straightening to catch everybody out. Letting off the brakes rider after rider swooped down to gain momentum for the climb only to find a patch of loose surface. Not able to change direction without causing a certain stack-up I gave a deep sigh of relief when I reached a firm surface again and set about tackling the climb in front. A quick check of my underpants at nearby Checkpoint Number 1 revealed the experience had not been as serious as first thought.

As we neared Sharpthorne my thoughts were of the terrific (sometimes boozy) jazz sessions I had been privileged to attend at Ravenswood. This old manor house provides a perfect setting for Sunday lunchtime sessions, especially in the summer. I have often thought of leading a clubrun of like-minded jazz buffs, but the journey back to Tonbridge has always put me off! It rather looks like a "car assisted" job to me. What say you, Graham Lade? With a few "flag wavers" flitting about in my brain, the next few miles whizzed by and only an extraordinary display of courtesy interrupted my musical thoughts. "Can this really be England?" I mused, as cars travelling in both directions on the A22 actually stopped voluntarily to allow the large group of riders to glide over the main road at Wych Cross.

The view from the top of Ashdown Forest is always good at this time of year with the falling leaves providing a landscape painting no canvas could adequately capture. I estimated us to be about half way round the course at this point, which reminded me it would be a good time to stuff food into my "undernourished" body. My jazz thoughts returned, and I inwardly recalled the strains of "Lullaby of the leaves"! It's funny, but when I was a young man I found I could ride quite vigorously to the tune of "Tiger Rag"... As we approached Withyam I noticed my brother-in-law had that "I need food" look about him. I think he had planned a sit down feed somewhere, for his pile of cheese sandwiches were inaccessibly lashed onto his rear bag support. With the season of goodwill not too far off, I weakened and gave him a Mars Bar which had been in my rear pocket and now resembled a wrapper containing drinking chocolate! Ron seemed unperturbed at the thought that this food had been in the proximity of probably the windiest backside in the south of England. It did the trick for him, however, and at Groombridge's Checkpoint he took the opportunity to stoke up with his own supplies.

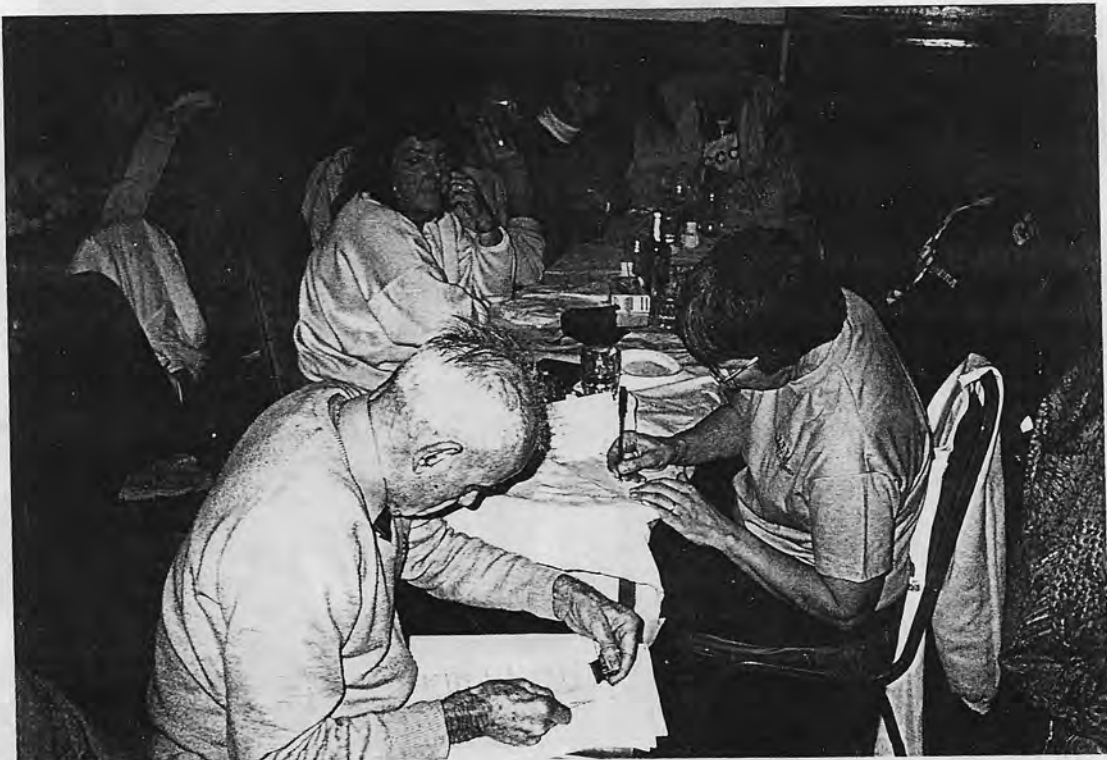
If there had been any underlying thoughts that Ron's stamina might be suspect, those thoughts were soon dispelled as we set off on the "homeward" leg. I lost touch near Eridge Station, and was held up by traffic at the junction with the A26, so the following climb left me in a state of "limbo". At least I was in familiar territory, so there was no panic and I luckily found myself in company with a couple from the Eastbourne. One of them didn't seem to be enjoying this part of the ordeal, and judging by the length and whiteness of his beard he probably spends most of the year manufacturing toys and keeping his reindeer well fed! Ron had waited for us at the Rotherfield fork. "All downhill now," a voice said in an assuring tone. I knew different, but wasn't going to spoil the essence of surprise!

My memory hadn't let me down either, and my legs buckled for the following hilly miles...and my new-found travelling companion "Father Christmas" was in a right state. Ron, who always manages to climb with the utmost ease (something to do with him being 10 stone lighter than me, and not anything to do with the Hove air), actually admitted this section was tough, and at one point rose out of the saddle only to find his bottom gear displaying signs of protest. Fortunately he came to no harm and his high-pitched voice returned to normal after a few hundred yards, although I think the fact that it had now reached 12 noon had something to do with it. To my brother-in-law 12 noon possesses mystical qualities which were discovered in Egypt at the time he was up to his neck in "muck and bullets" for His Majesty. Ron is apparently programmed to stop at the nearest watering hole to attend the camel.

In next to no time we had arrived at the Blackboys Inn, and I was forcibly dragged off my bike and frog-marched up the drive to have a pint of ale poured down the inside of my neck. To be quite honest, although the day was sunny and a lot of hill climbing had warmed me up, I was getting a bit chilly and wanted to press on to the finish before my legs seized up. Risking a "court martial", I refused more ale (honestly!) and went over to talk to the ducks. Just as I was getting a one-sided conversation going, Ron gave a polite burp to indicate he would accede to my request! Esther spied us leaving the establishment and, I suspect, first conceived the idea of getting me to do something for "Bonk". It will probably be my last article!

All too soon we ran out of miles, only to find a multitude surrounding the check-in vehicle. Tip for next year Charlie...park the vehicle the other way round. The resulting lunch at the King's Head was warmly received and it wasn't too long before I began reflecting on what a thoroughly enjoyable ride it had been. Next year the species known as Tribuscyclisticus San Fairy Annus must be persuaded to swell the numbers!

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A WORKING LUNCH FOR THE TIMEKEEPER - THE RESULT IS ALMOST COLLATED!



1. Top right
Ray (I've starred in
'Cycling') Douglass

2. Above
Dick (who's a pretty
boy) Jones on his new
racing bike.

3. Oh dear, have you
been sick in your
plate again, Geoff?

4. Bottom right
Timekeeper on the
move.

Captions & photos
by C.R.Snaps Inc.



EAST SUSSEX CYCLING ASSOCIATION - 1990 B.A.R. RESULTS

<u>SENIOR B.A.R.</u>	<u>25</u>	<u>50</u>	<u>100</u>	<u>Av.mph</u>
1 PAUL LIPSCOMBE Central Sussex CC	57-22	2-00-40	4-18-06	24.752
2 S. J. Blackmore East Grinstead CC	1-00-13	2-07-20	4-33-08	23.479
3 G. Taylor Eastbourne Rovers CC	1-01-29	2-08-31	4-38-41	23.090
4 A. J. Green Brighton Mitre CC	1-01-13	2-06-31	4-45-31	23.077
5 R. J. Taylor East Grinstead CC	1-00-55	2-11-41	4-58-48	22.495
6 G. A. Baker Lewes Wanderers CC	1-03-08	2-15-38	4-44-56	22.312
7 K. M. Taylor East Grinstead CC	1-03-46	2-14-19	5-16-59	21.595
8 H. N. Hemsley Lewes Wanderers CC	1-07-11	2-20-15	5-13-46	20.946
TEAM EAST GRINSTEAD CC S.J.Blackmore, R.J.Taylor, K.M.Taylor				22.523

<u>VETS B.A.R. (25,50 & 100 Miles)</u>		<u>+ mph</u>
1 PAUL LIPSCOMBE (40)	Central Sussex CC	3.076
2 G. A. Baker (56)	Lewes Wanderers CC	3.075
3 R. J. Taylor (48)	East Grinstead CC	2.077
4 H. N. Hemsley (56)	Lewes Wanderers CC	1.709

<u>LADIES B.A.R.</u>	<u>10</u>	<u>10</u>	<u>25</u>	<u>25</u>	<u>Av.mph</u>
1 ELIZABETH OWEN East Grinstead CC	28-39	29-08	1-11-23	1-12-41	20.797
2 R. S. Preston East Grinstead CC	30-45	30-46	1-16-25	1-25-30	19.047
3 S. J. Lade Eastbourne Rovers CC	32-04	31-56	1-30-39	1-23-16	18.015

<u>JUNIOR B.A.R.</u>	<u>10</u>	<u>10</u>	<u>25</u>	<u>25</u>	<u>Av.mph</u>
1 ALEX BEALE Central Sussex CC	24-36	24-29	1-02-44	59-34	24.497
2 C. Kitchenham Hastings & St. Leonards CC	24-57	24-43	1-02-56	1-05-39	23.752
3 G. B. Beever Eastbourne Rovers CC	25-33	25-55	1-06-34	1-05-36	23.009
4 J. S. Preston East Grinstead CC	25-53	26-12	1-05-3	1-07-06	22.827
5 Miss S. J. Lade Eastbourne Rovers CC	32-04	31-56	1-30-39	1-23-16	18.015

POINTS COMPETITION 1990

Name	H.R.	10	25	50	25	100	50	10	25	H.C.	Total
P. LIPSCOMBE	18	-	-	19	19	19	19	19	19	19	151
S. Dennis	20	-	-	20	20	-	20	20	20	20	140
A.J. Green	15	14	-	17	-	15	18	15	8	-	102
G. Taylor	-	15	10	13	13	17	17	10	6	-	101
R.J. Taylor	-	11	8	1	9	14	16	13	9	15	96
P.J. Roberts	-	18	19	-	16	-	-	16	13	-	82
S.J. Blackmore	-	-	-	15	-	18	-	8	14	13	69
M.D. Rabbetts	6	20	20	-	-	20	-	-	-	-	66
A.J. Beale	-	16	-	-	15	-	14	14	17	-	62
P.R. Davies	8	-	-	16	-	-	-	18	16	-	58

Club	HR	TTT	10	25	50	25	100	50	10	25	HC	Total
East Grinstead	13	8	3	12	14	13	10	16	18	16	32	155
Central Sussex	15	13	4	-	15	10	8	10	11	16	7	109
Lewes Wanderers	1	12	25	25	2	5	18	-	6	1	-	95
Brighton Mitre	3	-	2	-	12	-	3	7	9	4	-	40
Eastbourne Rovers	-	-	3	-	6	12	5	9	1	-	-	36
B.E.C.C.	2	3	-	2	-	10	-	2	-	3	-	22
W.E.C.C.	-	-	7	5	-	1	-	2	-	7	-	22
Hastings	-	-	4	4	-	-	1	-	-	-	6	15
Regent	6	-	-	2	-	-	-	-	-	-	-	8
Crawley	-	-	-	1	-	-	2	3	-	1	-	7
Southborough	4	-	-	-	1	-	-	-	-	-	-	5
Sussex Nomads	-	-	-	-	-	-	-	-	-	3	-	3

Once again we are indebted to Stan Shirley for the work he has done in connection with the above tables and congratulate the East Grinstead C.C. and Paul Lipscombe for their achievements.

BRIGHTON EXCELSIOR C.C.

Our clubruns leaders this year seem to have their seasons muddled up in so far as we're doing longer runs now than we were in the Summer! Is it the keen competition for the Clubman's Trophy that keeps them turning out in all weather? With the racing season over we usually settle into a more sociable routine but fitness seems to be taking priority at present. As well as the more sociable clubruns to a variety of friendly Sussex pubs for lunch, there are regular rides for the faster rider, averaging fifty miles, and meeting times and places are as follows:

Wednesdays: 0900 Meet 145 Loder Road, Brighton ('phone Dick 555503)

Saturdays : 0900 Meet Lewes Prison ('phone Keith 813600)

Sundays: 0900 Meet 24 Whitelot Close, Southwick (Martin Penfold)

In the Sussex Track League, our best placings were Ben Merricks and Chris Chapman with 7th & 8th positions. Best achievements in the racing calendar belong to the tandem pairs ... Ben Merricks and Martin Penfold set a new 10 mile record with 18m 27s recorded on the E71. Meantime, Dick Holkham and Andy Smith won eight events Viking R.C. 50 in 1h 45m; Antelope 10 in 19m 47s and did a 51.22 for the Hilly 25 despite falling off their machine.

Some of our riders are either too modest or too lazy to submit their performances and claim their position in the B.A.R. competition or take trophies.

Our club hillclimb at Firle Beacon had a surprise winner this year in Vince Lowe with Ben Merricks and Tom Roberts not contesting the event. The club 10 mile series was, by contrast, very well supported but the results not yet announced. All should be revealed at the annual dinner and prize presentation which this year will be held at the Windsor House Hotel in Worthing on Saturday, 26th January, 1991. Dick is now taking bookings and friends from other clubs are welcome. We shall follow our usual format with two bands providing the evening's entertainment. Cost of tickets will be £15. A bus will be provided between Worthing and Brighton along the sea front.

Leon has booked us a Gite in the Ardennes for Easter 1991. As well as being a good area for cycling, they have some excellent beers for us to sample with Chimay being brewed in the locality amongst forty others! Deposit of £10 to cover accomodation and breakfast should be given to Val Stringer at the earliest moment to secure yourself a place. Further details available later.

Hopefully, we won't be losing people on that outing - unlike the recent ESCA reliability trial when Dick (Lampwick) Jones sporting a brand new mountain bike, went off the back and re-appeared at West Hoathly from the opposite direction from everyone else. In fact, I think he rode the whole course back to front and inside out only to re-appear at the pub when everyone else was halfway through their meal! An exuberant Keith and John Brimm finding themselves with a good half hour to spare prior to the finish time went into the Blackboys Inn for a quick pint (was it just one, we wonder) only to arrive at the finish two minutes outside the qualifying time. It was a lovely day after a wintry start and we all enjoyed it. Judy was able to claim her fifty pence from Geoff Boore who had suggested that, like himself, Judy mightn't complete the course. It was apparent to all present that Geoffrey needs the training (more than most of us) and it's unfortunate that his disc wheel was at the cleaners and prevented him from taking part in all but the lunch. Vanessa was able to put her new boots to the test and banish cold feet forever.

These jolly boottees and many other goodies are available from the Bike Store in Worthing. Rick Stringer is thinking of having his wages paid straight into their account in future to save him from even having to leave his armchair. Chief customer of the year award will, however, probably be awarded once again to John Breeds, who can't wait to put his new low-profile machine to the test. The majority of members have now purchased mountain bikes and the Christmas run should see them all well decorated en route to the White Lion at Thakenham where we shall sit down to Christmas fare (if the Landlord's not too drunk) on December 23rd.

That'll be the time for reminiscing on this year's trips to the St. Lo Cider Meet at Easter, trips to Spain, France, Italy, Switzerland, the National Hillclimb Championships et al and planning next year's excursions at home and abroad, as well as committing ourselves to competing in events we shall come to dread as reality approaches.

How many of us will have cycling helmets on our Christmas lists? Many would rather appear in the latest glamorous clothing than something which looks rather silly and prevents us from scratching our heads. I'd prefer to look like a vegetable than end up as one.

There are other matters for debate at the forthcoming Club A.G.M., one of which concerns safety in relation to racing jerseys - do fluorescent colours help? An increase in subs is proposed and some changes to the qualifying distances for Club B.A.R. awards. Having sent out some eighty notices I think we can say the Club is thriving, although more veterans become evident on the start sheets every year.

A suggestion for Leon and Judy - there's a new firm of builders about "Patel & Patel"; painted on their van are the words 'you're fed up with the cowboys, now try the Indians'.

Would the editors ask William Hickey 'whatever happened to Geoff Boore?'.

Christmas good wishes to all our friends in ESCALAND.

EAST SUSSEX MID-WEEK CYCLING GROUP

Our mid-week group continues to flourish although numbers have varied a lot lately for various reasons - from a mere six members at the Catsfield venue to twenty at Waldron. In late summer, Jack Dunn, one of our stalwarts, did a sponsored ride from John O'Groats to Lands End for the benefit of the Royal London Society for the Blind, in memory of his late wife, Marjorie. For someone who is well over seventy years young this is quite an achievement - well done, Jack!

In October our Annual General Meeting was held at Barcombe Mills, when it was agreed that the position of Honorary Secretary should only be held for a maximum period of three years - this will allow other folk to introduce fresh ideas, which can only be good. We shall have to put our thinking caps on to nominate a successor to Denis Jakeman for next October - this will relieve him of just one of the many positions he holds within our Group.

Tony Palmer is on his last voyage before retiring and he has already purchased a new bicycle in preparation for this. All pubs in the area are being requested to increase their supply of pickled onions in readiness for the obvious expansion in consumption.

I understand that Frank Drader has also purchased yet another new bicycle - is this number 8 or number 9, Frank?? And just what do you do with your "old" bicycles??

The Festive Season is almost here and we are all pleased to know that Dennis has been persuaded to organise another Festive Lunch for us early in the New Year at the Roebuck at Laughton. Everyone enjoyed last year's event very much and I am sure we are now looking forward to a repeat success.

Thelma Thompson

Dave and Audrey Morris (well known throughout the years for their marshalling activities), retired recently and treated themselves to a well deserved holiday in Jersey.

Staying in St. Peter's Port, they used their hotel as a base for a walking tour of the island. Bikes are available for hire but on this occasion Dave and Audrey decided to forgo the delights of cycling and enjoyed the beautiful and interesting offerings of Jersey in a more relaxed manner.

We're sure that everybody who has benefitted from Dave and Audrey's intrepid methods of marshalling (especially at Little Common roundabout) wish them a long and happy retirement.

WILLIAM HICKEY COLUMN

I read with interest Gavin's note to me concerning comments made at a BCF meeting, prior to the Wincanton, regarding the total lack of factual information re this event. Clearly the job was too much for him; quite why he decided to 'wing' on a job which he undertook knowing it's problems quite escapes me. It all seems too much for him since he even wanted to guillotine the time spent on discussion at further BCF meetings. It also seems that the lack of BCF presence was also noted by an Irish contributor to 'Cycling' with particular reference to the Ditchling area. The point is, Gavin, in your role and position with the BCF you should have insisted with the Wincanton race officials, or Mick Bennett (Sport for T.V.) precisely what form the race was taking and what precise areas needed supervision - was there something wrong with the telephone? To elucidate, one of life's rules is making things happen, not waiting for them to happen. It could be argued that Wincanton will not take place in Sussex in 1991 - not because of the numbers watching but simply because the Sussex BCF failed to appreciate the necessity of closed roads, in particular the roads running adjacent to the Downs. I hope your successor has a little more commonsense and a little less rhetorical application. Concerning the point re. volunteering, it is my understanding that the Wincanton organisation was not really interested in club folk doing their stint. By and large, if you have an appropriate budget, staff is provided by the organisation. Make no mistake, getting Sussex BCF officials and followers was way down the list on Mick Bennetts priorities. Lastly, the only successful way to run the Sussex Division as BCF Road Race Secretary, is to get paid for it and to claim appropriate expenses. This way, you have a legitimate answer to the criticism levelled at your doorstep.

Speaking of general inadequacies, I feel it again appropriate to bring up that old hardy annual, i.e. the Etoile C.R.C. Dear old Brian constantly defends the club and extols its great record, all very commendable but again what is his club doing about the question of actively promoting some time trials in East Sussex. One has to assume that for the umpteenth time they will be re-associating themselves with the ESCA for 1991, what a nice little test we could all share if both Brian and the Etoile could bless the ESCA by say taking on an event, volunteering without having to be constantly reminded. I know, or rather have been told, that there is an acute lack of administrative know-how in their club. However, for a small consultancy fee, I should be happy to help them on the basis of a parent giving guidance to their offspring. And again, returning to Brian and his trusty camera, where on earth does he get his printing done? Despite trying my hardest I really cannot identify any of his snaps, they could have been taken in Outer Mongolia for all I know. I suggest, and of course this is not a criticism, why not send them to Esther in Bonk (Don't drag me into this. I'm only the poor b....y typist!Ed.) I am sure she would get the combination right and perhaps encourage a less jaundiced view of a distinctly slanted and distorted comments of certain BCF officials.

I had occasion to show page four of the last issue of BONK to some fairly broadminded and liberal acquaintances of mine. I understand they advertise frequently in a number of 'contact' magazines. Naturally, I passed on Sylvia's address so she should shortly get many hundreds of letters, with photos, descriptions, preferences and, I fear, more pressing problems to soldiers (I think. Ed).

It now seems that there is some sporadic lobbying in favour of triathlon (Scott) bars, already outlawed by the RTTC and already reflected in condition 54 of the RTTC manual. I believe that unlike the disc wheel these bars have never been universally tested by the RTTC in that a number of prominent triallists are requested to fully examine them under racing conditions to see if their exclusion makes any appreciable difference to the over all safety in riding a bike. Clearly there is an element who feel that there is an indisposition and that in the pursuit of their sport they should not be penalised for any additions to their bikes if they feel that it improves their performance. I fear the main concern here is that our much younger members may consider it fashionable to race with them which could render their riding ability less than 100%. I fear that an arbitrary decision to condemn their use without the appropriate testing period is purely inappropriate at this time. However, I am sure this will be the subject of many arguments notwithstanding it's debate once again at the annual AGM of the RTTC. The question of 'U' turns however is I feel more interesting a subject for discussion. The RTTC is currently undertaking a policy to minimise the accident risk factor by instructing all DCs to advise their clubs to alter courses to enable the total abolition of 'U' turns in events. I believe, with just a few exceptions Sussex as a whole has implemented this policy since we have a satisfactory 'escape clause', i.e. a whole cluster of roundabouts. Primarily, the roads in Sussex are so congested that roundabouts assist the flow and reduce speed. However, it now seems that we may have to re-consider our attitude to roundabouts as it is becoming painfully

obvious that not all motorists are aware of how these functions should be used. It seems to me that there is, in fact, a case for 'U' turns simply to avoid the potential suicide position that a lot of us are placed in when negotiating a roundabout while racing. I am also reminded that more accidents are being dealt with as a result of altercations on these major crossings. People are being killed quite frequently or very badly injured which reflects once again on our sport and is a nightmare to the promoter. I would preface the view that an independent RTTC inquiry be undertaken to assess the potential dangers of certain roundabouts, in particular to the number of exits and location to see if in the fullness of time there is a case for perhaps returning to the 'status quo' on 'U' turns.

I am delighted that the SCA have now decided to promote events with a hall as HQ; as readers are aware I have campaigned for this facility over the years. Well done, SCA, please ensure that all promoters get the message even if it takes up a further nominal 50p on your entry fees. Since I feel particularly expansive I was delighted to assist the Excel in their food distribution. I would, however, have preferred some mayonnaise in the rolls, whilst the 'kish' looked suspect, the tea was hot, even the editor bought the writer a cuppa (eat your heart out, Charly). I have been requested to point out that Andy, Vanessa and Martin offer all sorts of 'goodies' at the Bike Shop Boutique in Broadwater, Worthing. I am reliably informed that most components can be obtained; repairs executed promptly and if you are particularly discriminating on good products, coffee will be provided. Vanessa told me that massage can be provided during office hours but she would prefer Don Lock to be present (Don works at the Solicitors across the road) just in case the bike shop was misinterpreted as a massage parlour. However, I believe the boys would like a massage (no they wouldn't. I've just realised that the boys would like..) as much support as possible. Remember, whilst it is true that mail order is cheaper, when it comes to an emergency job the boys will be less inclined to assist you if you don't continue to support them. Conversely there will always be subject to a satisfactory conclusion if the goods are faulty in any way.

Referring back to the last SCA 25 promoted by that T.V. personality, Judy Budgen, I noticed in the hall a rather suspicious looking individual complete with clipboard, which I now know is intended to hide his features. Yes of course, it was our Brian, not to be confused with Monty Python. This is not the first time I have identified Brian at an RTTC event; could it be that he is taking notes on how to promote a time trial, I conjectured. If this is correct, Brian, I take back everything previously stated. I look forward to entering an Etoile promotion based on RTTC regs. (no cheating, Brian).

Whilst out on my rounds in September I spotted that well known East Sussex Naturalist (or naturalist? Ed), Stan Nash, much missed on the open road of late, but he can now be seen fairly frequently loitering around the precinct in Eastbourne.

Along to breezy Hastings, where Dennis Neeves is still flogging rock at his establishment at the far end of the promenade. Looking a lot thinner, Dennis confessed to the author that he hardly sees anybody he knows, although he hastened to add that he tries to see Esther (the Ed) once a month to pick up his Bonk, or did he say to me that he goes up to Esther's for a Bonk!

I suppose the time is not far away when the first ATB club is pressganged into our respective associations. It occurs to me that what started out as an imaginative compromise to the RTTC has now made very significant strides into partial respectability as far as the racing side of cycling is concerned. I would view this situation with a certain amount of respect and may in due course take all our youngsters, who will recognise very quickly the generous sponsorship now available, quite apart from the safety aspect, which now gives promoters some apprehension. All leading cycle shops and their imitators are outselling the more conventional bikes where the profit margin is more acceptable. Not a million miles from where I write some five hundred ATB enthusiasts regularly meet for racing, etc. Many more leisure enthusiasts are taking up the sport, with little or no previous experience. Triathletes, cyclo-cross devotees are participating with more enthusiasm at either R.R. or R.T.T.C. events. We may shortly reconstruct our time trial programme; most certainly the road racing committees will shortly have to look hard at their own programme if they are to sustain sufficient interest, as the costs of our sport will leap up astronomically in the next three to five years. It will shortly be classified as elitist and only a few (possibly vets) will be in a position to participate. It

as £50 to £100 to associate. Entry fees will be levied at £10 minimum for a 25 and a new tax will be levied on all courses subject to excessive traffic. Age consent to race on the main road may well increase to sixteen. All minors will have to race on properly controlled circuits administered by an RTTC official. There will be only one body who will have the authority to impose discipline on the spot, with no recourse unless the category of the offence is of a more serious nature. Bikes at all events will be scrutinised at least an hour before the commencement time. This may co-incide with Sir Charles Robson's application to become an honorary member of the Eastbourne Pensioners Association. For those who are not aware, our Charlie I am advised, becomes an OAP in fourteen years time; Esther thinks it is more like three years!!

Speaking of Sir Charles, I noticed on his red passion waggon, I couldn't be sure, but it looked like a plug for Miss Whiplash the candidate for the Corrective Party involved in the Eastbourne by election.

I have been requested to bring to our reader's attention that Alf Engers, the King of 25s, will be the guest speaker at Roy's canteen in January, 1991. Tickets will be marginally dearer this year but still superb value. Don't miss it.

Sussex Nomads go one better. Their dinner and prize presentation in January will once again be chaired by that two up winner, Alan (no job is too much!) Limbrey and the guest speaker will be Gloria Estefan. I am informed that this is the cheapest club dinner in the area and that numbers are limited this year to 350. P.S. They also use the entire car park at the Preston resort.

Next edition I will be reporting on transvestites and how the Sussex/Surrey contingent are 'holding up' some special in depth festivities here plus photos. I will also be talking to those well known T.V. sporting personalities, Andy Smith and Martin Penfold. And on a more topical note I hope for an exclusive with Malcolm Pink on his views as Chairman of L.S. in particular to any bias as a promoter for excluding family riders.

Lastly, enjoy your training and look as colourful as possible. And to Ric, whatever happened to Archie le Coq?

Bonne chance.

W.H.

C.T.C. EASTBOURNE & HAILSHAM DISTRICT

Several of our members rode the recent ESCA Reliability Trial and by all accounts had an enjoyable day. Our thanks are due to Charles Robson for organising the trial so efficiently. It was our first trip to the event and no doubt we shall be around next year.

Our Section A.G.M. in October proved uneventful but we are sorry that Ray Wickens did not seek re-election to the Committee. Ray has been a committee member since the foundation of the Section in 1978, and we are grateful to him for all his help and enthusiasm over the years.

Our modest paced group were nearing the farm at Rickney early in November when a lone rider ahead was seen to be thrown from his machine by a dog jumping at him from a trailer. Fortunately he was not badly hurt but he was no doubt saved from a more serious injury by his helmet. This incident, as well as the tragic incident to another member about a year ago, is beginning to make even the most adamant among us think seriously about protecting our heads. In fact, a few bonces have already been adorned with the colourful objects. The

The 'Bulls Head' at Boreham Street has been the venue for birthday celebrations recently. Firstly, Sarah Lade invited a number of members to her eighteenth birthday "do" which was much enjoyed, and more recently Andrea Winchester, Joyce Wickens and Graham Lade had a joint celebration which proved to be a good evening.

We would all like to extend our congratulations to Bruce Allcorn, who at a recent AGM was elected President of the District Association. Bruce was President some years ago so this is a second term for him.

The festive season is here so we shall have to be 'waist' conscious; the D.A. Lunch is in December and the Section one is on February 10th at Stone Cross Memorial Hall.

One sad piece of news is that Marion Shepherd came off her bike recently one evening and broke her right arm rather badly and this necessitated her being in hospital for a few days. Make a speedy recovery, Marion.

Best wishes to you all for Christmas and the New Year.

Tourist

SUSSEX NOMADS

Having been reminded by the Editors and G.B. himself on many occasions to write some BONK notes, I took du papier and le stylo a bille to France, thinking I would have time to do just that. But, of course, time went too rapide (i.e. vite) and I am having to do them on the boat. The weather forecast for today (29/10/90) was so bad (i.e. beaucoup von - a gale) I was afraid they would not get done. But so far it is O.K. You will realise now that this is as much Limbo's notes as Nomads but I must try to fill a whole page with rubbish instead of onlt one third.

I went over to France on Thursday evening and stayed at a camp site near Dieppe - free with vouchers from Sealink - and it p....d and p....d, I mean it 'pluie and pluie'. Yes, it rained cats and dogs all night until mid-morning. I did about forty miles around Rouen (very nice) and just as I returned to the van it started again. It rained almost continuously the whole weekend during my Grand Prix and it was like riding in the shower, however it was O.K. and we were fifth on standard. My partner was a French amateur who really put all his heart into it. As usual the evening meal and the French and English company was great; why do good evenings and weekends have to end.

Nomad notes now. Although we have enjoyed our season with one or two exceptions good times have eluded us - a 1.1. '25' being the fastest, although Dan Bennett has gone well (more later). We have enough members now to have some good clubruns and training rides. Our latest one to Brighton, but we did the best part of seventy miles before lunch at 12.30. Of course Geoff was missing so we did not stop at the Little Chef. It's hoped that this how the winter runs will be - we will of course take Geoff.

The clubroom at Clayton has been a great success with most members turning up on Fridays. We will soon have a table tennis table and this, together with bike talk, means that the time soon slips by. We are having a firework night and, just before the dreaded Christmas, a fish and chip supper.

Back to the racing scene. We have had riders in most ESCA events and also in events on G938 going in one direction or another. Keith Chandler did a 1.3. and Limbo some 5s and 6s and won a standard award. Geoff trundled around on 57 x 12 (or even 13) and possibly did a 7 - not a 57 but a 67. One of our newcomers, Tony Mephram, improved from a 1.21 to a 1.12. Perhaps the best performance came from Daniel Bennett, whose 10 time came down from 26.24 to 23.43 and his 25 time tumbled from 1.12.05 to 1.5.25 and he won awards juvenile awards in some Open events. With only two riders improving our trophy bill will be low this year!

The last event of the season, the Lewes G.P. saw four Nomads riding - the oldest, Vernon Hyde (69) with Melanie Goodwin, Miss (12). Ken Smith had his first race for thirty five years and rode with Tony Kennedy. Geoff Boore (90) riding with Dan Bennett (15) had their ride spoilt with a broken spoke. Limbo, riding with Mike Coyle and to the delight of both of them, won 1st on standard. Alan was also third on time and standard when he rode in the Wessex G.P. with Mark Jones, the pair of them recording 58.07.

Finally, thanks to everyone who parted with a pound coin at the Lewes G.P. where Alan was collecting for the Asthma Society. Your £55 added to a sponsored swim made a total of £67.50.

See you,

Himself

This space has been left to put in the details of the Sussex Nomads New Year's Day Running Event. Unfortunately, I copied the original details to send back to Alan and somehow the original he gave me disappeared. However, a phone call to Alan on BRIGHTON (0273) 558511 should get you all the details. I do apologise for this lack of information but I think it is all happening at the Nomads clubroom at Clayton.

Esther

EASTBOURNE ROVERS

The social season is almost here and it is time for Christmas BONK so I must have missed out on another racing season. What was I doing while the rest of the club were training and racing? The seasons seem to fly past and some of us never seem to find time to do the things we really want to. If I don't start my comeback soon will it be too late?

Andrea Winchester found time to come sixth in the Ladies BBAR, a tremendous achievement considering that she rode very few of the qualifying events. If she had not had a puncture and other mechanical difficulties in the last 50 of the year and had been able to ride somewhere near her best on that day, she would almost certainly have been in the top four again. But time trialling has always been about "ifs". Andrea now holds all the Rovers ladies records including the 12 hour (the 100 being faster than the men's time).

Another consistent time triallist is George Taylor who raced almost every weekend through the season, won a few medals and actually enjoyed himself. Andy Neale was another successful rider this year - best junior road race rider and going senior next season as a second cat. Andy is at the moment top of the Sussex Cyclo-cross League points table.

Veteran road race champion is George Windsor who won a series of age related events called Vetarace 90 - not for 90 year olds but held in 1990. George also rode some very quick time trials.

There has been a Sussex Nomad at our clubroom several times recently. I know that a Nomad is by definition a wandering person but this one can't find his way back from Eastbourne to Burgess Hill. I hardly recognised him this week in pin-striped suit, collar and tie. He looked so much smaller than he does in a skinsuit. Graham Lade has been told by the quack that he is under weight and his blood pressure is abnormally low, quite the opposite to most vets. Perhaps this Nomad can give him some advice - sort of bring him up to normal.

President Stuart Greenway was so determined that we would have the most riders in the ESCA Reliability Trial that he twisted a lot of arms and dragged people out of retirement to get 44 Rovers on the start sheet. He was not amused by the five younger members who broke the rules by finishing too early, but I caught a cold hanging about waiting to clock in at the right time. Most of us enjoyed the event. Congratulations to Charles Robson for the excellent organisation (he was the one in shorts). I was a witness to his falling off and will testify that it wasn't his fault.

Clubruns leave Stone Cross at 0930 on Sundays and Simon Prior does his best to keep them organised. I went along just once and it is not true that I got dropped going up to Cross in Hand. I was hanging back to get away from the Delani/Willis/Smith singing group who were making deafening noises at the back of the bunch.

By the time this BONK is out we will have the Rovers Reliability Trial behind us and we will be looking forward to the festive season and the club dinner. After that there's not much to look forward to except another racing season and a lot more miles Merry Christmas!

Old Rover

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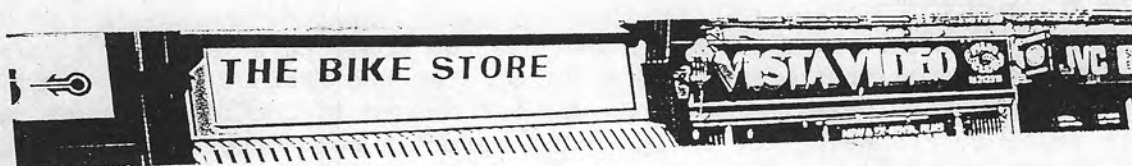
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