

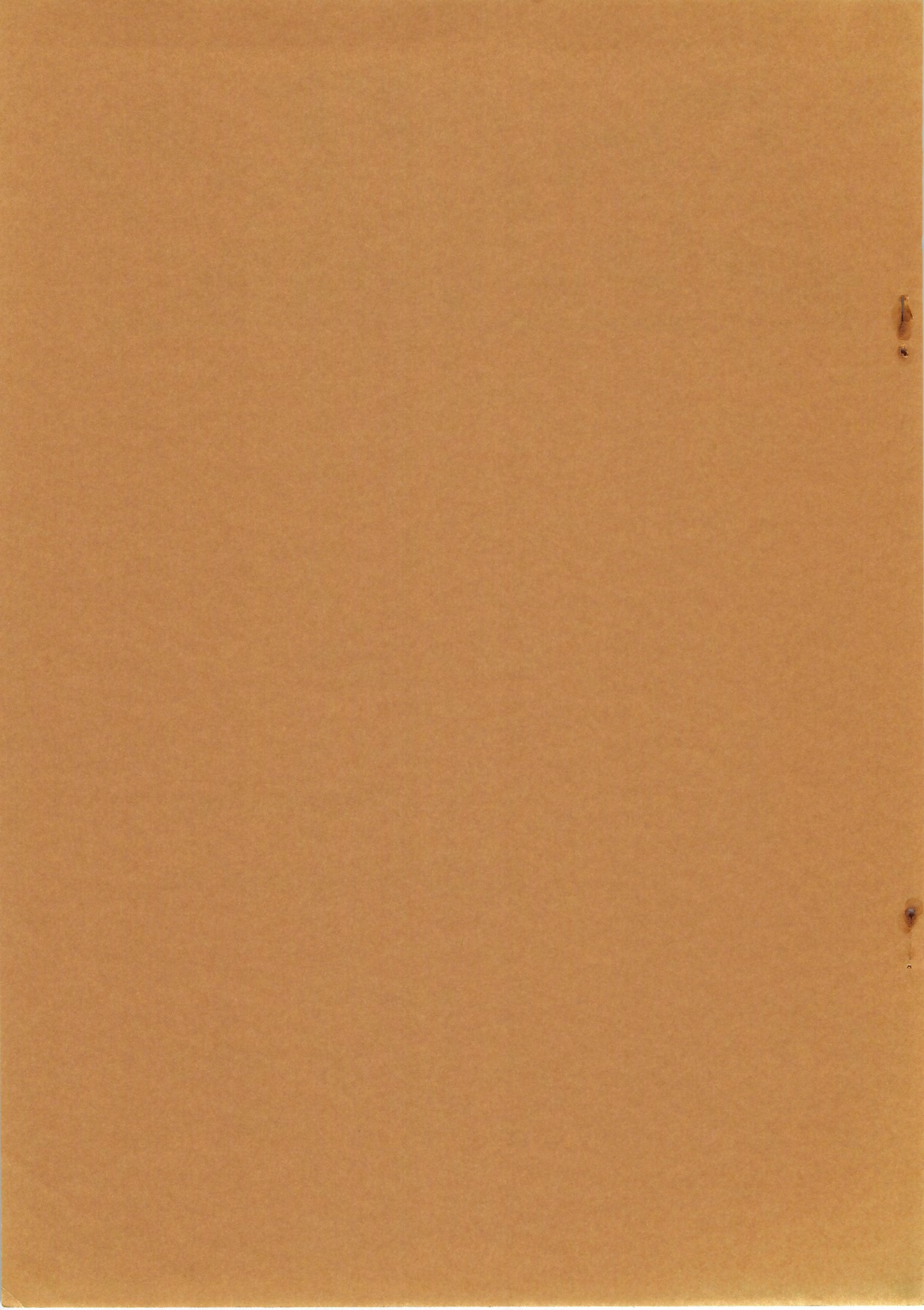
BONK!

THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

PUBLISHED QUARTERLY

**PRICE
20p**



EAST SUSSEX CYCLING ASSOCIATION

-oooOooo-

New Series No. 57

Autumn 1991

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

A great many years have passed since we last attended a meeting at Preston Park but somehow we expected that, if we felt like going down there, everything would be the same. However, from various bits of chit-chat that get back to this part of the area, it would seem that the only thing that is the same is the enormous hole in the track.

Stories of sloppy organisation and lack of enthusiasm to perform any of the associated duties make sorry listening. Presumably the same old people go down every week and try to make a go of things with little encouragement.

Having admitted that we don't attend meetings it probably seems cheeky of us to express an opinion, but with eighteen Clubs in the BCF Sussex Division it should be possible to create meetings with the atmosphere that we used to enjoy. Surely a holiday town like Brighton should be able to attract a crowd, especially the foreign visitors. Is it true that a family living opposite "The Park" didn't know of its existence until they found out in casual conversation?

Is it possible that ESCA could put on one meeting next summer that would serve to show the way to other promoters?

Just a reminder that the Association place to place records are waiting to be broken. Mathew recently smashed the 'Round the County' record. If you are interested in any of the others, details are obtainable from Roy at the address above. Give it a try, why waste all the fitness you've been working all summer to achieve.

Maurice & Esther

BRIGHTON EXCELSIOR C.C.

Contrary to popular belief and much to local amazement, Excel members have ridden their bikes very fast this year. Here are a few examples. Andy Smith has done a 52 minute '25' and a 1.54 '50' and also a 49 minute '25' on a tandem with Dick Holkham. Mick (the Chin) Murray, Vince Lowe, Keith Balcombe, Andy Payne and Theresa Thompson are all going well. Perhaps the ride of the season was Nick Pichford's '10' of 20.49 on the Steyning course. Is this the fastest in Sussex this year? We would like to know.

Records aren't the only thing being broken this year. On a ruff stuff run Stig (Walnut Brain) Roberts was overcome by eight pints of Zum Zum Cider, fell off and broke various bits and pieces: spokes, wig, collar bone, bell, arm, etc. He said he was fortunate the ground was there to break his fall. We were all very sympathetic.

Club member, Alex Angeli is doing his bit to promote wrinklie power. He sent this report:

Brighton Excelsior time triallist Alex Angeli has been selected to compete for Great Britain at the third World Triathlon Championships at the Olympic Distance (1,500 metres swim, 40k bike, 10k run) on 13th October next in Brisbane, Queensland, Australia.

He received the news in a congratulatory letter from the British Triathlon Association Selectors after qualifying in the B.T.A. National Grand Prix series which required competitors seeking a place on the GB team to finish first or second in their designated categories.

Alex takes his place in the Vets category of the GB team for the Championships alongside the seniors and juniors who have won qualification and have been selected for the team.

Alex also races with Brighton & Hove A.C. of which he is a longstanding member and is holder of two AAA Sussex County Cross Country gold medals. This season he has been racing under the colours of East Grinstead Triathlon Club.

M & J Cycles, Brighton are doing their bit to help. They have sprayed Alex's zimmer in G.B. colours, fitted clip-ons and supplied a carbon fibre bedpan. Good luck Alex, we all wish you well.

Chris Beckingham has been away on tour and sent this:

On July 21st Chris Beckingham was in Grenoble, France in the company of Dave Hudson (Worthing Excel) to take part in the 36th Brevet de Randonneur des Alps, a cycle touring event (as mentioned in the book "My Nineteenth Tour de France by the late Jock Wadley).

The distance was 252 kms, climbing over the Col de la Croix de Fer (2068 m.), the Col du Telegraphe (1570 m.) and the biggest climb, the Col du Galibier (2647 m.). The event which attracted 3100 riders, starts in groups dependent on age.

Chris's group started at 2.00 a.m. and it was warm enough for shorts even at that early hour.

Thanks, Chris. REMEMBER, CLUB, THIS IS YOUR COLUMN. The more you send me, the less inane drivel I have to make up.

Dick Jones reminds us that the CLUB DINNER is SATURDAY, 18TH JANUARY at THE WINDSOR HOUSE HOTEL, WORTHING. TICKETS £16.00. GUEST SPEAKER ... MATTHEW RABBETTS. Be there.

Now a useful tip found tucked away in the C.T.C. mag. How to cure saddle sores with a banana. "Simple" it read, "just peel your banana and lay it between your cheeks. It will work every time

Just be careful you lay it horizontal.

Finally, a cryptic message from Rick Stringer to Geoff Boore, he says not to forget you are his little "Tootie Frootie". Ah well, it takes all sorts.

Raspberry Ripple

E.S.C.A. BADGES ARE OBTAINABLE FROM ROY HUMPHREY.

CRAWLEY WHEELERS

Where can I start? This has been such a full season for the Wheelers that I'm sure to miss out something. We've had more newcomers to the Club who've showed some good results, namely Paul Spendey and Tony Meek who improve every week on the tens. Youngsters Andrew and Daniel Robinson and Lee Parsons have great talent and will do well if they train instead of spending money on equipment, and our top junior, Rob Holder, is almost inside 24 minutes and has attempted longer distances with flying results.

We have a Club of mostly time triallists as you all know but we also have a handful of members who road race. Top of the list is Dave Roberts who has quite a good finishing sprint which has gained him enough points to have a 2nd cat. licence. Bernie Simpson is also gaining confidence in the bunch and regularly supports the Goodwood events. Chas Ayson and Dave Boorsma compete in the Vetarace series, they are the super vets and both usually finish in the top six unless it's a hilly course.

Our evening tens have been very well supported this year with a regular field of 40 riders - there have been too many personal bests to write about but here are a few: Steve Elms .. 21.03; Dave Roberts .. 23.38; Rob Holder .. 24.05; Pete Coventry .. 24.30; Dave Boorsma .. 25.01; Mike Bloom .. 25.08, etc. etc. It's just an endless list. Derek Harrison also did a personal up North, where he is now settled, of 23.32. He says it's all down to a new 53l frame, tri-bars, 12 up block and being vegetarian - we will see. (The tri-bars seem to have everyone a favour this year).

The new 25 mile course around Crawley and Horsham produced some amazing results, Steve set the course record with 56.30 - not bad for a course that includes roundabouts at the moment. Tony scorched round to clock 1.1.28 and Rob did 1.3.39; most riders were in the 4s and 5s, which shows this course has very good potential.

Three riders attempted 24 hour races this year. Richard Griffin and Jack Harris tried out the North Road, a good easy to follow course and fairly well lit at night. Richard was riding strong, especially on the finish circuit but was then the victim of a blackout he was in no state to continue so finished early, a little disappointed, with 365 miles. Jack chugged round all day with a few bad patches due to a lack of training miles, and also suffered with bad knees, he was helped and encouraged all day by Dave and Peggy Stokes and Bob Odell and eventually finished with 332 miles. Mike Bloom's attempt is not good news at all, in fact I could have shot myself for what happened. Mike was riding so well, the feeding was working well and he was set for a 415 mile ride until I got stuck in a ditch. The shortage of laybys meant that I had to park on a grass verge, little did I know that it had a ditch through the middle of it. By the time a tractor pulled me out Mike was alone in almost darkness with no lights, food or spare clothes. A marshal sent me off course so by the time I eventually found Mike it was pitch black - he'd turned round because he was worried and packed after six and a half hours - what an awful disaster.

Chas Ayson and Pete Coventry travelled to Essex to record great personal bests on the '50', they did 2.8.8 and 2.10.48 respectively. Unfortunately Chas also entered a 25 but got his entry back, mainly because his hair wouldn't grow long and his wife would start worrying if he started to wear a stuffed bra - LADIES EVENT ONLY!

You may wonder why you haven't seen my name anywhere - well my season ended after the National 25; the results just weren't coming out so I decided rest was the only answer, it is possible for the mind to go stale and a season out is definitely the right thing to do. But don't think I'm past it yet, will you.

As I write, Tony Gould has just walked in and announced that he has bought a trike, so watch out everyone, the records could well tumble soon.

As the season comes to an end keep an eye out for our reliability trials - we usually have about four, everyone is welcome. I'm sure we'll try to get a bunch out again for the ESCA reliability trial but I can't guarantee to drum up much support for the hill climbs, because although a lot of our lads are short distance time triallists when it comes to two minutes of pain up hill they tend to shy away.

Marina Bloom

EAST GRINSTEAD C.C.

The rain in Spain may well fall mainly on the plain but in our corner of Sussex it falls mainly on a Tuesday evening. To be precise, mainly on a Tuesday evening 10. At least that's the way it seems. Nevertheless every event has been run (not like some clubs I hear of) and the regulars are there, well, regularly.

Our timekeeper, Barbara Verco, is still searching for some ink that doesn't run faster than some of the riders (is a time of twenty blob blob blot acceptable on an RTTC entry form?) whilst Micky Robinson, Club President and pusher-off extraordinaire has a full waterproof suit so he can't see what the problem is.

Competition on our tight little country lanes course is as intense as ever. The mid July position had Steve Walder just ahead of Steve Dennis in the senior ratings whilst Bob Taylor was locked in mortal combat with Bob Smith in the vets.

New member Rod Taylor is chasing John Preston at the top of the junior table and looking set for a good future. Tim Ellis has slipped out of the picture this year mainly through work commitments it seems.

Andrew Kirby and Rita Preston have clear leads in the juvenile and ladies categories respectively and look unbeatable.

The BAR tables show Steve Blackmore leading the seniors, John Geal leading the vets, Paul Blackmore the middle-markers, Rita Preston the ladies, her son John the juniors, and Andrew Kirby the juveniles. No doubt by the time this gets into print there will have been some radical changes as people go rushing off to find faster courses on faster days to improve their average. It's a strange kind of competition really, isn't it?

We were rather pleased to be able to put four teams into the Clarencourt (the Steves, two teams of vets and a ladies team). The outcome was very satisfactory with third overall for the seniors, first vets for the vets "B" team, and the fact that the ladies team was the only ladies team didn't detract from their award. They trained specially for the event, concentrating on the team aspect, and finished intact which not many teams did in the atrocious conditions.

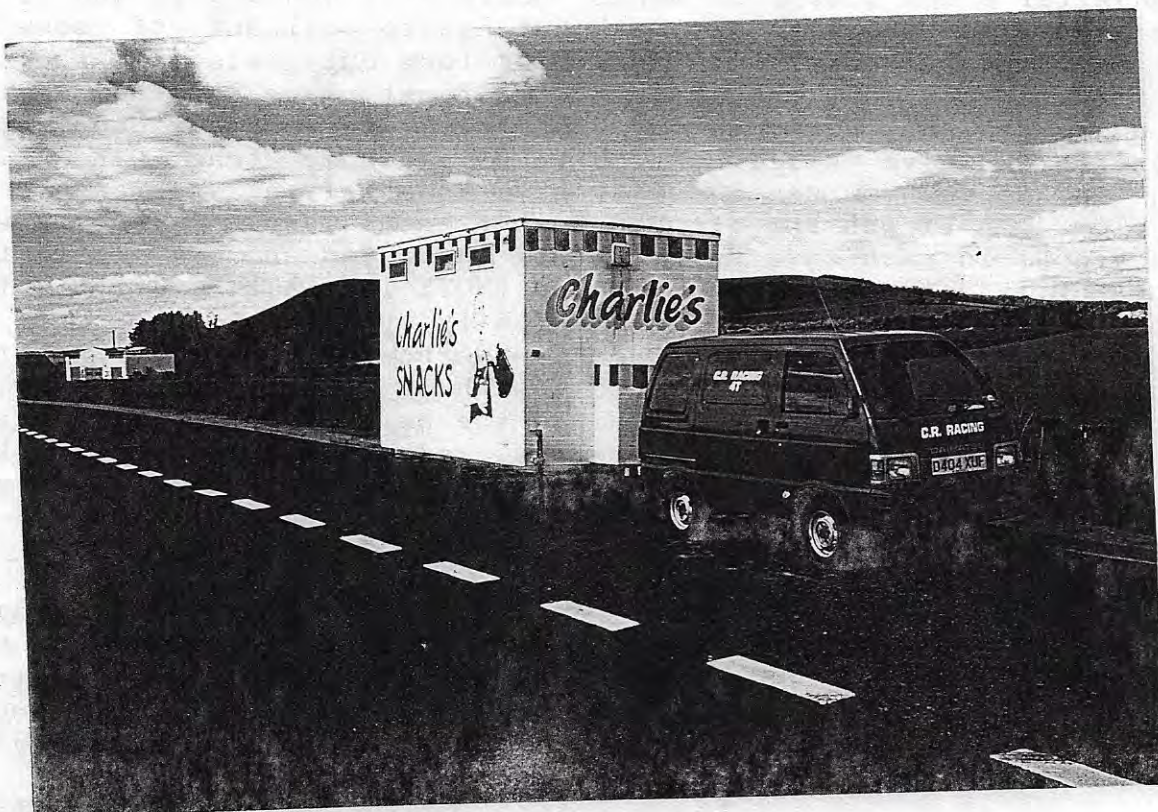
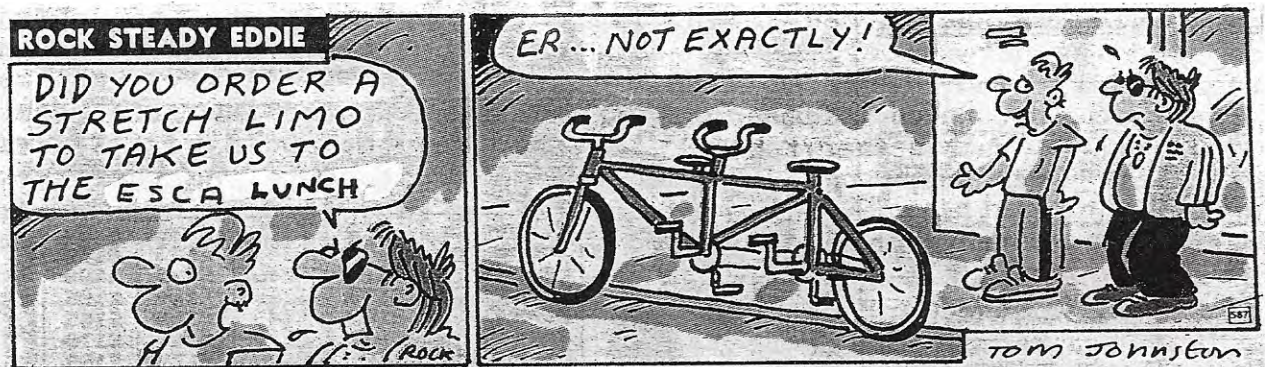
The Steves team also put up a good show in the BCF team time trial before going off to northern France for the Criterium Internationale in Le Cateau. It was like a spiritual home-coming for riders and team manager alike. The whole town was dedicated to the race and the riders were recognised where ever they went

The team were interviewed by the local TV station, interpreter was Christelle Duchesne an EG club member who comes from the area, and Richard Blackmore was delighted to be recognised at his hotel as "Directeur Sportif" of the English team. The racing was, as expected, nothing like home. The pressure was on right from the start on the tight town centre circuit 'cause primes mean speed.

Steve Elms decided that primes were for him and tried too hard too early. He paid the price and got blown away by the very international field. Steve Dennis grabbed a second place on one prime and finished 18th overall, with Steve Blackmore and Steve Walder not very far behind. The local French champion was less than impressed by the fact that he got beaten by an American rider!

The whole team were very pleased to enjoy, not only the French style of racing, but also the real cycling atmosphere and public enthusiasm for the sport. Very different from the almost apologetic stance which we are often forced into. If only we could get road closures for the Woodgate Road Race.....

BK



LEWES WANDERERS

This piece has created an ESCA record by being delivered to a BONK editor on a roadside in Wiltshire, while competitors in the Western TTA 12-hour rode wearily by. (Why so many East Sussex cyclists flock to see Charles Robson ride on faraway courses must be an indication of the man's magnetic personality.) And it's by no means the only record set by our members this season. Top of the list must be the 259+ miles ridden by Matthew Rabbetts in the SCA 12 - a club and county record. Someone asked afterwards "Did he expect to do that well?" and the answer must be "Yes." After all, he had been packing in the training miles - 206 miles in 12 hours on a one-day return trip from South Devon, and 109 miles in under five hours while setting a new "round East Sussex" place-to-place record. He had scheduled for 260 miles in the SCA 12 and probably missed it by not keeping entirely to his promise to smile at his helpers from start to finish, instead of ordering them about, as in the past. He also had to overcome a slight problem caused by his taking a natural break while riding which was performed so inefficiently as to pollute the container of rice pudding he was carrying on his seat tube. (This could have been put more clearly and less delicately, but BONK is a family publication.) He realised what he had done only when he next tasted the rice pudding.

Our other record breakers are Heather Stevens and Sandra Weller, who have each been bringing our women's times up to date. Heather seems to have spent her first year of racing trying (and succeeding) to wipe her mother's name from the club record books. With bags of randonnee miles in her legs she has lowered Iris's "ten" time by more than a minute to 27-32 (on a long course) and cut Sue Gamba's "25" record by nearly six minutes, in 1-10-43. Sandra also went faster than the old "25" record, and then - in her first "50" - took more than six minutes from Hazel Burberry's time, set in 1982, with 2-39-01. Anyone looking for fast women need look no further than the Lewes Wanderers.

Our fast men have been having a patchy year. Matthew came good in the ESCA 100 after a few disappointments; Chris Hill won our 25 and 30 championships and the "Earwig Circuit" but had to pull out of some other events; and Peter Roberts is regaining form only late in the season despite training harder than ever - with first place in the Eastbourne 25 as a reward. But although our "top three" have rarely been able to ride together, we've still managed to clinch some team wins strength in depth, you see. We also have a satisfying age range - with 13-year-old John Limpus and Stephen Comben enthusiastically doing well on road and track, in each case supported by their Dad and Mum. In fact, with our Grand Prix des Gentlemen coming up (NOTE THE DATE: OCTOBER 6th) we have no fewer than nine potential "family" pairings from our active membership to put on the start sheet. News now of the older generation: Ian Landless won our evening "ten" series through sheer consistency, which is only fair, considering he organises the series; and Peter Gates has reluctantly entered the veteran category. Jane made sure everyone knew of this momentous event by arranging a surprise party for Peter at the clubroom, the guest list including such notable crumblies as Geoff Boore and Andrew Attwood, who were able to advise the birthday boy on such matters as varicose veins and dodgy waterworks.

This hurriedly-assembled report ends with a true tale of drama and passion from the Greek island of Rhodes. Imagine the scene: a bronzed couple lying on their hotel beds...the starlight night sultry and still...and then a tremor shakes the whole building. Ron gasps, and turns to Jill, saying tenderly: "Did the earth move for you, too, darling?"

ROTRAX

THE CYCLE

- (1) The love of the bicycle
Begins at the age of three
From tricycles to stabilisers
And plasters on the knee
The love of the bicycle
Begins and never ends
A happy adventure shared with friends
- (2) As the pedals turn and the chain responds
As the wheels hum and sing
The passenger glides along
The breeze in the hair
And the sun on the face.
Birds are whistling
All over the place
- (3) The love of the bicycle
Extends to the Club
In village hall or nearby pub
Animated and intense
Talk about the Veteran
The Time Trial and the Race
Talk about the Club Event
And the pace
Yellow and green, red and blue
The Club Colours identify you
Separate you from the crowd
Acknowledge the Team of which
You are proud
- (4) The thrill of the Start
As the cyclists depart
Fifty or Seventy all pedalling fast
Juveniles, veterans,
Seniors, juniors
Looking ahead with
Optimism and humour
The stamina tells
And the muscles bulge
All eyes look ahead
As the body moulds itself
To the frame
Vehicle and rider are
One and the same
The spectators love
The excited scene
As the speeding cyclists
Disappear from the Green
Veering and swerving
Graceful and keen
They are heading for
Certain victory, it seems
- (5) The penny-farthing was a cracker
The tandem fun, and friendly, too
The Mountain Bike for the strong
and daring
The BMX for the adventurous youth
Shoppers, Uno bikes
They are all the same
Loved and cared for
Trusty, yet tamed
The love of the bicycle
Its nonchalance, its fun
Its healthy life
Is second to none
The bicycle will take you
Around the world, if you wish
To India, Hong Kong
Frankfurt and Paris
The silence of the bicycle
Its gentleness too
- (6) Its singularity and subtlety
Endears itself to you
The love of the bicycle
Begins and never ends
A happy adventure
Shared with friends.

Margaret Bennett
210791

S.C.A. 12 HOUR

The first paragraph must belong to Ray Douglass for organising such a good event, at least he got a reasonable field this year, which must have made all the hard work worthwhile; thanks to Ray. Also, many many thanks to all the others, timekeepers, marshals, helpers and canteen staff. It was an enjoyable day.

I drove around the course for the first few hours just taking photos as Mike didn't need much attention to start with - I really appreciated the squirt of water all over my camera Robin - thanks a lot! Last man off, Tony, was not a happy man all day; he got stopped twice at Grinstead lights and didn't catch anyone for about forty six miles, so he was feeling a bit demoralised all day, plus the fact that his helpers weren't quite as experienced as he had hoped. Ted Boorman seemed to be flying to start with and was on the front of the field quite early on, next thing I knew he was back at about 8th on the road - he was a puncture victim - this didn't upset him as he was soon flying again - only to blow up violently with about five hours to go - he was a brave man to continue in that state - 213 miles was good for a first attempt. Jack Harris seemed happy all day with no sign of fatigue, he just sat there chatting to all the helpers and smiling as he plodded in to achieve his best ever 202 miles. Dave Boorsma on the ^{other} hand was a complete contrast - sitting on the tops looking quite demoralised. I had to give him a blast on the hooter a few times to bring him back to reality. He finished with 214 miles and at the moment he has no intention of ever doing another 12 hour.

I saw some funny sights during the day. One guy had as much yoghurt up his nose as in his mouth; some helpers were trying to hand up food on downhill sections; a lot of riders were having trouble going to the loo, the hedge was occupied for ages; and the funniest thing of all was watching the London South Chairman totally ignoring me on purpose.

The best thing I saw all day - quite a pleasure to watch in fact - was Don Lock riding in a straight line with very little body movement - the tri-bars have really done him a favour.

Steve Blackmore was scorching his way round Sussex on an old bike recently put together as a tube in his carbon frame decided to fall out, so he rode his first ever 12 hour with a very very impressive mileage of 248 miles to take second place over all, and that was without tri-bars. For the first four hours he relied on sandwiches and Isostar but then couldn't stomach anything, he was eventually persuaded to eat dried fruit which soon ran out, then he sent his helpers off on a frantic search for sausage rolls.

While we're on the subject of food the 12 hour winner Matthew, with his amazing mileage and course record of 259 miles had kippers, fried eggs and bacon for his breakfast that day, so perhaps that's the secret. I thought Matthew was going exceptionally well early on but I didn't know whether he'd keep it up all day - but he did - and what an incredible mileage that was for S.C.A. Well done anyway.

Mark Jones was third with his best mileage with 248 miles, he seemed smooth and chatty all day. Little did he know that while he was riding his spare bikes on top of the roof rack had a little mishap with a height barrier - the bikes are O.K. but the roof rack is in need of attention. Unfortunately Mark also went off course at Broadbridge Heath because a marshal went missing. Well done also to Mark's other two team mates, D. Hutchinson and R. Keevil who both produced marvellous rides.

Mike Bloom also rode very well and strong all day, he only had one bad patch at Faygate. That's because he was so confident that he was going well that he forgot to eat - he got through sixteen bottles, sweets, eight cheese and marmalade sandwiches, semolina and biscuits and settled with a very pleasing 220 miles.

On the finishing circuit I saw Tony sat in the car with shoes off, fag in his mouth and looking quite depressed - he did eventually get back on but finished early with 224 miles.

Well done everyone for finishing such a tough course and for competing.

Marina Bloom

C.T.C. EASTBOURNE & HAILSHAM DISTRICT

Sad to say our rides have been poorly supported during recent months but then I suppose most Clubs have their "ups and downs". Nevertheless we have a hard core of enthusiasts and hopefully our fortunes will improve in due course. Unfortunately our Thursday evening rides didn't get started, mainly because of the inclement weather earlier in the Summer.

Jon Cooper has been in the wars again. About three years ago he broke a leg badly during a time trial and now he has managed a complicated break of his left wrist whilst in the process of knocking down a wall. Not on a bike, I hasten to add. Let's hope he is soon back in the saddle again.

Dot and Bill Collins lived at 25, Commercial Road, Eastbourne for forty five years: but not any more. They moved recently to 20, York Road, Eastbourne, which by all accounts is a new house with all "mod cons" including a sun terrace. Incidentally the phone number remains the same - Eastbourne 30051. I hear that a recent gathering of the ladies at the new house was much enjoyed. No doubt any visitors "wishing to view" will be made welcome.

Finally, if you live in the vicinity, how about supporting a 50 mile sponsored ride in aid of Polegate Windmill. It's on Sunday, September 29th and starts from the windmill at 9.30 a.m. The route embraces Punnetts Town, Nutley, Isfield and Ripe; there is no time limit. Sponsorship forms available from Debbie Springett, Eastbourne 486887, or make a donation to windmill funds on the day.

Tourist



Jack Southerden, Sid Blackman and Dave Audrey Morris enjoying the sunshine after marshalling in the ESCA 100.

ONE MAN'S TOUR DE EAST SUSSEX - JULY 31st 1991
(Or how to acquire Glory, Glamour and Globules of Grease)

To have the alarm clock go off at 4.15 on a Wednesday morning is a bit much, and I blame Charlie Robson. Way back in 1981, when he was younger and fitter, he set the ESCA "round East Sussex" record at a respectable 5-24-28 for the 109 miles. Matthew Rabbetts has had his eye on the record since then, which was why the alarm went off at 4.15. An hour and a half later, Reg Porter and I were standing on a layby on the A27 near Lewes on this misty morning, preparing to help Matthew do a bit of training for the SCA 12 and have a go at the Robson Record in the process.

Off he went at six o'clock, back pockets full of marmalade rolls, bananas, a hard-boiled egg and two or three sausages (his stomach was in training, too). A couple of stops at traffic lights in Brighton delayed progress before the right turn at Preston Circus but he was already up on a schedule to break the record by a modest five minutes. Then via the bypass roadworks to Clayton Hill and Cuckfield, which is included because the record is meant to cover the "homes" of ESCA clubs, and Cuckfield represents Central Sussex. Down to Staplefield, up to Handcross and on to Crawley (30 miles in 1-17-19). Here the advice of Dave Stokes on how to get into the High Street and out again without getting lost proved invaluable. More roadworks and red traffic lights, though, and on the road to East Grinstead a steady stream of traffic heading for the M23 in the opposite direction created a smelly headwind. After Felbridge it was a relief to get away from the exhaust fumes and travel on a proper country road like the A264 towards Tunbridge Wells (representing Southborough Wheelers).

The long climb out of Ashurst seemed easy enough, then down to The Pantiles (53 miles in 2-18-15). Here, a couple of female admirers waved and blew kisses, but unlike Tour de France riders, who stop to hug wives/mothers as they pass through or near home territory, our hero just swept by. Up the hill out of Tunbridge Wells, an easier ride down to the A21 near Lamberhurst and on to the hardest part of the route - over a series of hills to Hastings (81 miles in 3-36-00) At the pier, a baby was ordered by his mother to wave at his Uncle Matthew but the sun was in his eyes and he just carried on dribbling. Aged holidaymakers emerging from their hotels stuffed to the gills with full English breakfasts were equally uninterested. The road through Bexhill was full of bumps and potholes, and men with pneumatic drills were doing their their best to make it worse; but one welcome oddity was the disappearance of heavy traffic as soon as the brand-new Pevensey bypass was reached. Most of it turned off towards Pevensey and Eastbourne, making the bypass seem redundant.

But back to the saga of the East Sussex Tour. Polegate (the nearest the record route gets to Eastbourne Rovers) provided another lengthy red light; a mobile crane towing a van caused a bit of bother at Wilmington; and there were traffic cones to negotiate at Beddingham; but the level-crossing was clear and at the layby on the western end of the Lewes bypass Reg Porter stopped the watch at 4hr.56min.58sec. The record had been shortened by 27min.30sec.

The completion of this achievement was witnessed by a dozing lorry-driver and a woman in a mobile snack-bar who had no customers to serve at the time. It was celebrated with snack-bar cups of grease-globuled tea and slabs of india-rubber bread pudding. It's the glamour and excitement of success that attracts us to this bike-racing game.

A. WANDERER

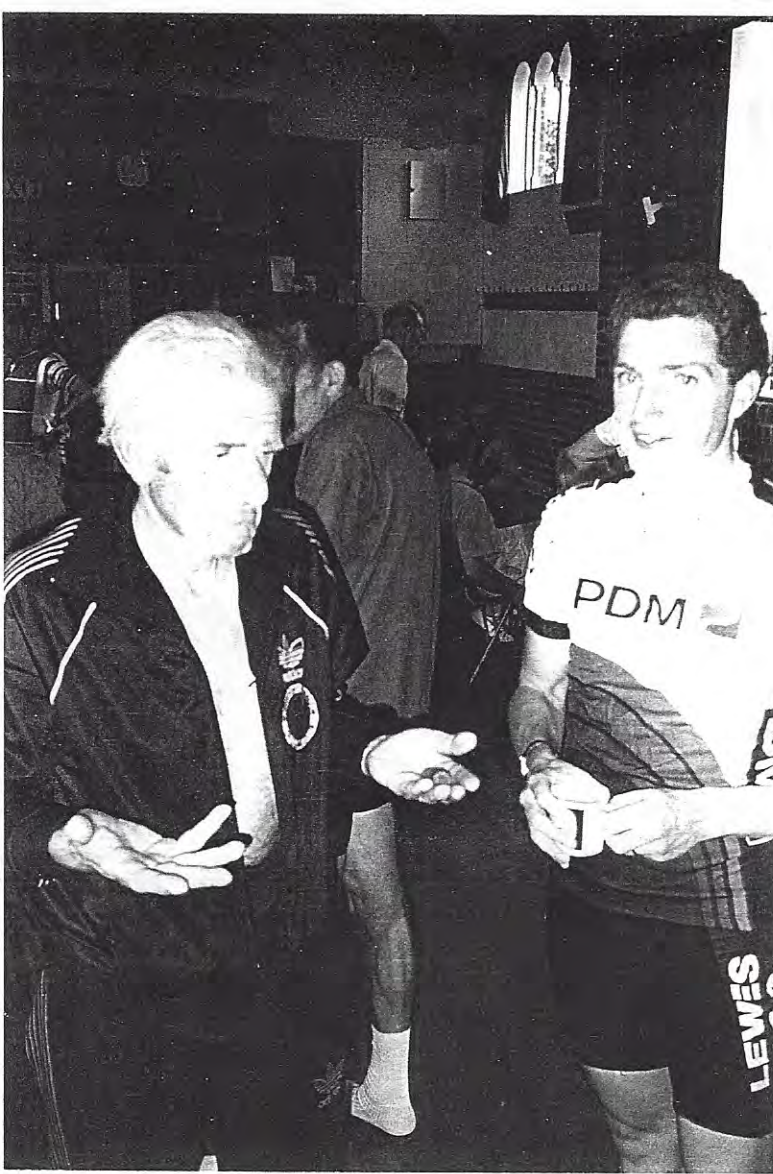
THIS IS A SPECIAL FOR THE "MATT RABBETTS FAN CLUB". MATTHEW REALLY HAS GOT AN INCREDIBLY WHITE BODY AND BROWN LEGS, ARMS AND FACE.

THE PHOTO BELOW IS OF MATTHEW AFTER THE SCA 12 HOUR WHICH HE WON WITH 259.152 MILES.



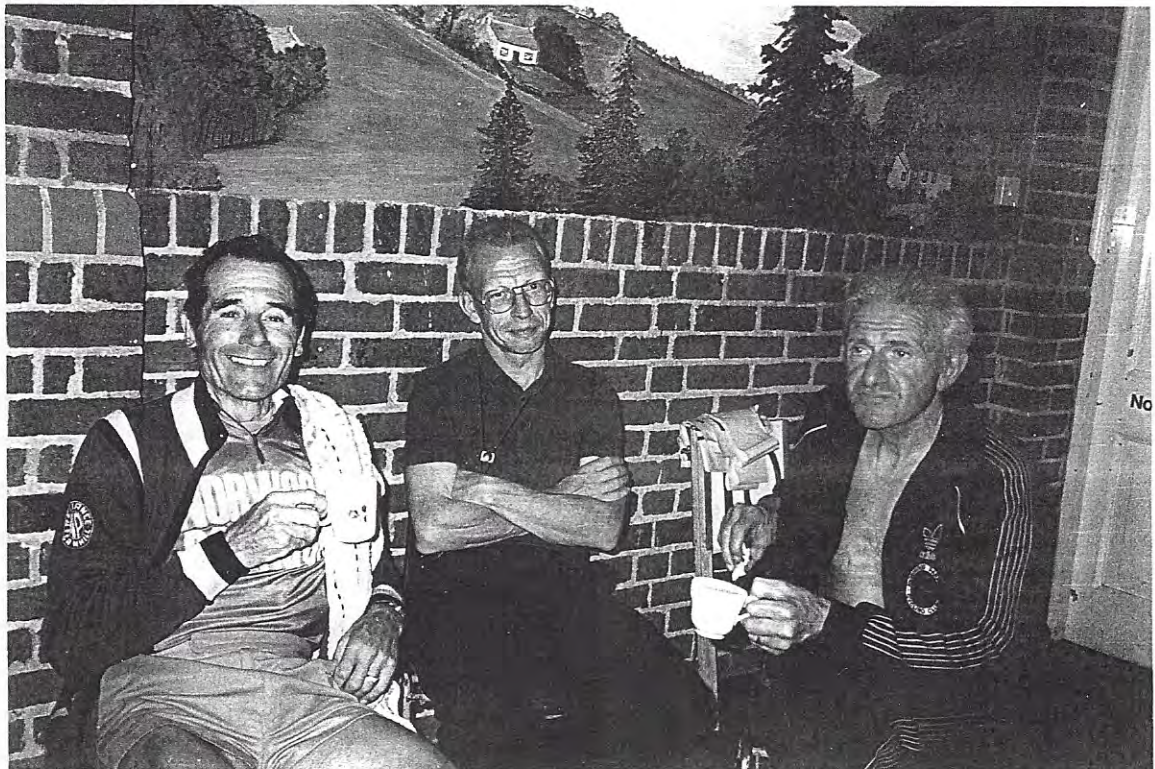
HERE MATTHEW IS PICTURED AFTER THE ESCA 100 WHICH HE ALSO WON. NO, THAT'S NOT THE 100 MILE TROPHY HE'S HOLDING. HE'LL COLLECT THAT AT THE LUNCH ON 3.1.1992





HARRY FEATHERSTONE, WHO WON THE V.T.T.A. 100 MILE CHAMPIONSHIP WHICH WAS HELD IN CONJUNCTION WITH THE E.S.C.A. EVENT, TELLS MATTHEW, "SEE MY BOY, I'M OLD, I'M DOWN TO MY LAST FEW COPPERS, HOW CAN I EXPECT TO DO BETTER THAN 4.16?"

Below: Harry Featherstone, Jack Platts and their helper after Harry has persuaded Matthew to buy him a cup of tea!





KEN & THELMA THOMPSON
ALSO RODE OUT TO UPPER DICKER
AFTER KEN HAD FINISHED MARSHALLING
AT PEVENSEY.

Below:

GEOFF BAKER IS THE LUCKY CHAP BEING
ENTERTAINED BY THE THREE "LEWES
LOVELIES" .
WAS IT FOR HIM THAT SYLVIA BORROWED
MY BABY OIL AND DASHED OFF INTO
THE BUSHES?



SOUTHBOROUGH & DISTRICT WHEELERS

This quarter's report, is of three PBs.

First, 13 year old, Daniel Cutting, who after regularly getting placed at Brands Hatch, was selected for the English Schools squad, in the Tour of Assen in Holland.

Then there's Peter Fox. He only looked in the clubroom eighteen months ago, to renew acquaintance with a sport from 18 years previous. Now he's got down to a 2 at 25 miles and a 7 at 50 miles, and has still improving!

And the third PB? Ah that's different. It depends on the judgement of a youth who was a passenger in a car, passing Jean Smith in her blue skin shorts!

"Cor, look at that perfect bum" said the voice.

A discussion on the pros and cons of this statement by Colin, Warwick and Noddy, may have had some bearing on the run after lunch. Arthur and Jean went home by a different route.

Mind you, it was the same trio who nearly stacked the complete run up, in a lane near Swanley, when they met a bra-less lady, on a galloping horse!

However, not to be outdone, Diana is using the lunchtime pub stops to improve her suntan. Before sitting in the garden, she dons the very short running shorts. Would be voyeurs are advised, that this is a summer season display only!

The Dunfords potted about on bikes in Holland and returned looking replete and well fed, in stark contrast to Noddy. Whilst they had been below sea level, he had covered the old silk route at 16,000 ft plus, through Phakistan. After three weeks of spartan conditions and debilitating heat, he returned a stone and half lighter!

New faces continue to appear at the club, and like young Steve Buckingham quickly update their trusty steed. But we doubt any club can match Doug Finch. He has just acquired a 25.5 inch frame with 5 inches of saddle pin, and that's an improvement on the 29" Ken Bird, he arrived with!

July was the month of our open 25. On arrival competitors were surprised to find the course had been shifted to the A20. So they all had a 6 mile warm up ride first. Then there were some that complained!

It was also the month of Gwyneth's Barbeque. A warm evening attracted a large crowd of club and friends, for some excellent fare. The evening was rounded off, by Warwick locking the clubroom keys securely behind the self locking bar. He and Joyce spent a fruitful 45 minutes retrieving them, with pieces of rod and bent wire.

Les and Diane, ignoring all advice opted to travel by boat, when visiting the Scilly Isles. They had the last laugh! Due to fog, all flights were cancelled, and the Scillonian plied 2 extra journeys for the would be passengers.

Sussex ale obviously does not suit Noddy. Stopping for a call of nature near Jarvis Brook, whilst the run waited at the next junction, he failed to re-appear. When seen a week later, he explained that the next village he arrived at, was Buxted!

Support for club events is still growing, with 25 in a recent 10. The sole timekeeper was hard pressed to get between start and finish in time!

Finally, I'm under orders not to forget Gwyneth's next promotion! The club Dinner on Friday 22nd November, at the Calverley hotel in Tunbridge Wells.

SUSSEX NOMADS

Our little Club is growing in stature again (apart from Geoff's size). Our schoolboys are turning into juniors, our juniors are getting very big, our young senior is getting quick, our older seniors are getting on towards becoming vets and as for the vets, we'll say no more.

Not being a meticulous person I can only speak in general terms and times and also I forget details (poor old chap!).

So generally speaking, Dan Bennett spends time riding his mountain bike over the Downs and travels around to mountain bike events and it seems, likes to ride his NORMAL bike on the courses between Dorking and Horsham and has recently done a short 23 minute 10 and I have heard through the grapevine, a 59.58 25 there. All this year he has been riding the Steyning and Worthing 10s.

Anthony Mephram has started turning out some good times and has won some schoolboy awards. To my knowledge he has done a 27 minute ten on the Laughton circuit followed by a long 6 on the ESCA 25 course. I understand he goes training with Chris Hill. Anyway, he's certainly got his act together after being outside evens at the start of the season.

Peter Cauldwell does not say a lot but does 'go'. His recent 2.7 ride in the August 50 was an excellent ride and together with his quick 10s and 25s he should prove to be an asset to the Club.

Tony Kennedy has been riding at Goodwood most weeks and has seen his 25 times improve from 11s to a long 6. Adrian Morris, a near vet, has had his season messed about due to having to work away, usually when a local event is on. He can be anywhere from Sweden to Scotland but has still managed a 1.5., and this in his first season back after a lay-off. The old fellow, Vern Hyde, continues to ride all the local 10s and 25s, always endeavouring to beat evens ... not bad at seventy. Say no more, Limbo had a flash of speed some weeks ago, when a 1.1.36 on P201 gave him a plus of 14 minutes and won him £12. Some steady rides elsewhere have enabled him to pick up the odd vets awards.

NO, I have not missed out the Boore. He is back on his bike with a view to racing next year. God help us!

The latest Nomad adventure is a trip to the "Duo Normand" in France. Three Nomads, Alan Limbrey, Dan Bennett and Anthony Mephram plus the young/old Mick Burgess (with written permission from Sylvia) from the Lewes, will journey to foreign parts via Portsmouth and Cherbourg in Alan's van, suitably emptied and cleaned (we hope). Leaving Friday night it is hoped to have a successful and enjoyable trip and perhaps pave the way for a larger party of Nomads/friends going next year.

I almost forgot, Dan's dad, Fraser - him with the flashing white legs - is now riding in excess of 10 miles per trip, and will race next year. WHAT A TEAM.

Must rush. As usual I'm late with the notes. Love to all.

The Elderly Nomad

CLOSING DATE FOR NEXT EDITION
NOVEMBER
25

EASTBOURNE ROVERS

The Eastbourne Rovers contribution to the last issue of "Bonk" was missing and we apologise to our fans for the interruption in the flow of news and gossip from the seaside.

It has been a busy summer with Rovers being involved in almost every kind of cycling activity. Paul Delani has probably been the most successful on the racing scene, winning the BCF divisional road race title and the SCRL track league championship plus the individual pursuit. He has ridden some Star Trophy races and the Humberside Pro/Am which was won by Malcolm Elliot (who's he?). Steve Willis finished the track league as runner-up to Paul and won the Sprint championship. Although he doesn't like time trials Steve has also ridden a fast 25 and a decent 100 recently. Andy Neale has had a busy season and should get a prize for aggressive riding and hard work.

The Lade family seem to spend almost every other weekend in France. We have been used to Graham and Sarah riding track and time trials in past seasons but now we have another Lade to contend with. Nicola, the youngest of the clan, has ended her first track season as third juvenile (presumably some of the others were boys).

Andrea Winchester has not ridden as many events this year partly because of changes in her domestic arrangements which seem to have been resolved by her recent move back to Eastbourne from Chichester where she has been living for several seasons. Although she has an excellent 100 and 25 to her credit she has not been able to compete as in previous years and is not expecting a high BBAR placing.

We have a Super Randonneur in Richard Thomas who has completed Audax events at 200, 300, 400 and 600 kms this season. This achievement baffles us lesser mortals because he hardly ever seems to ride a bike except in these marathons. He should have been joined in these events by Jon Cooper but, unfortunately, Jon broke his wrist while knocking a wall down at home and has been unable to ride for several months. We are recommending that, if he ever has another impulse to destroy something, he should use a hammer and give up karate.

Former club secretary, Peter Gill, has only been sighted a couple of times earlier this year and information as to his whereabouts should be reported to the Red Lion Wheelers who meet in the pub opposite the clubroom every Monday evening.

The club promoted two road races in the DLB/Peter Fryer vets series and the riders didn't complain as much as we expected about the ruts and pot holes on the Ninfield circuit. How some of these 50+ chaps like Dave Nie can race as hard as they do is a mystery. A relative newcomer to our club, Peter Driscoll, was 6th - the best local rider. Peter is ex-Southend and County Wheelers and has had some good results in the Vetarace series. He also owns the biggest and most luxurious car ever seen outside Rovers HQ.

Our open time trials were held in fine weather unlike the previous year. The 10 was won by Kevin Harding in 23-11. This Central Sussex rider seems to spend a lot of time in our neighbourhood and is an honorary Lade Rover. He might have been in the prizes in our 25 as well but gave an impersonation of Stephen Roche at the start - getting the time wrong and missing his start. Peter Roberts (Lewes Wanderers) won in 59-27.

A special prize for effort should go to our Mark Taylor who punctured in the 10 and then snapped a pedal of while riding home after the event. Unable to get his bike fixed overnight he turned up for the 25 next morning on his mountain bike and went round in 1-5-11. Mark is the fastest of our current crop of juniors and is definitely a name to watch.

George Taylor (no relation to Mark) missed most of the season after an operation which kept him off work and off his bike for three months. A few weeks into his come-back George rode 239 miles in his first attempt at a 12 hour and next week-end he is having another go with his sights set on the club record of 248 miles. Good luck George.

There has been a lot of cross-channel traffic this year. Our friends from Beuzeville came over for a week-end in July and some of us will be out there for a couple of Randonnees in September.

Finally, some dates for your diary. The Rovers open cyclo-cross is on October 13th at Arlington Turkey Farm. All categories are welcome - further information from Stuart Greenway. We will also be holding a reliability trial on Sunday December 8th when we hope for a mild day (unlike last year when the event was wrecked by snow and ice). The route is not finalised but will be about 50 miles of highways and byways, not as hard as last year. Details will be sent to all clubs in due course. If you want your name on the mailing list please telephone Ken Miller on 0323 483228.

OLD ROVER

V.T.T.A. SURREY/SUSSEX GROUP



THE ANNUAL GENERAL MEETING OF THE ABOVE GROUP WILL BE HELD ON
24TH NOVEMBER, 1991 AT GOSSOPS GREEN COMMUNITY CENTRE
AT 10.00a.m.

ALSO A BRING & BUY SALE IN AID OF GROUP FUNDS

June 22 1991

'BONK'

1. Oh dear, I feel quite 'ickey'
having just read 'William Hickey',
comments designed to raise a smile
had the effect of making me feel vile.

2. He carps I no longer ride a bike
which is something I didn't like,
he has overstepped the borders
for I'm simply obeying doctor's orders.

3. My back and legs are racked with pain
so such remarks are just a bane,
I'll not bore you with my ills
I'll just rattle my painkilling pills.

4. If such things are a joke
then dear Will is asking for a poke,
but even more nonsense was to come
to make the Etoile puff and hum.

5. If only Will came to more BCF races
then he would see many Etoile faces,
the race he did see was run by us
so our riders were all marshalling without fuss.

6. As for his talk of BCF meetings
when is he ever there to receive our greetings?
Until he comes, may I suggest
that he gives hard-working officials a rest!

Brian Hutton



The above snap was submitted by an anonymous photographer from the Crowborough area.
The captions he suggested were i. Is this person waiting to photograph itself giving
birth?

ii. Has it had too many bananas?

Can you think of a better caption? If so send it to the Editors by November 24th.
The prize will be a framed copy of the original photograph.

As a result of some initial enquiries I have now been able to identify the individual who sabotaged the recent Tooting Hilly. I have not confronted the person or passed his name on as requested in cycling columns. However, since he may be required to repeat his performance I am open to offers for immediate disclosure. All tenders should be sent to me via the Editors for consideration, and the proceeds set against our Roy, who I see has been winging of late concerning some financial shortfall in the E.S.C.A. Dinner.

I received a nice letter from yet another Lewes Wanderers' member who has borrowed my disc wheel to enable him to improve his time trial performance. Is there nothing the Lewes C.C. won't do to achieve stature in performance, quite apart from spending year after year in copying Sussex Nomads their members now have to emulate Sussex Nomads achievements by 'miking' their equipment.

I had occasion to drop in to Excelsior's clubroom the other night, where I was able to meet all six Excelsior Club members. I was told that the remaining ninety five members were all out training. Ric presented me with two tapes which I had waited for since the 1989 Excel Dinner. Val explained not a lot was happening on the racing scene. The Falmer 10 course was a non starter and was sadly missed; the lovely Judy was still looking as anxious as ever, hoping somebody would contribute towards her tea bar. Not a lot of people know that Judy and Leon have no T.V., nor a bed, nor any other creature comforts. Judy tells me that being brought up in a very disciplinarian way has 'forced' a total dislike for anything that resembles comfort. Her favourite way of relaxation, usually, I am informed, after the Excel Sunday run, is to lay between a saddlebag and cape, drinking a glass of water, dunking some hard Tac biscuits in one hand and studying the Alliance and Leicester Half Year Balance Sheet in the other. So beware, Excel, no taking the mickey out of your tea lady.

Just seen the latest Bonk. What a bunch of mediocre contributions, looks like half of them have been "cobbled up" without a great of thought or sustaining value. I do wish contributors were a little more imaginative.

Which now brings me to the Crawley Wheelers. We have Marina writing their notes who clearly has the role of Back Slapper Inc., whereas Mike has adopted a slightly more cyclical role towards his own Club members. However, Mike's comments were a little ambiguous; clearly there is an exclusive in his comments, perhaps he could fully elaborate in the next issue. Lastly both Mike and Marina have clearly collaborated in a 'Tour de Force' article at the rear end of Bonk, they have titled their trip "From Gibraltar to Barcelona - ridden by Marina & Mike Bloom". After a quick scrutiny I feel it should have been titled "I did it my way, so up yours". Rarely have I seen such a catalogue (by admission) of poorly planned riding misfortunes, especially when you have to ask your wife to endure the same package. Mike's packages are reminiscent of spending a week in the Belsen concentration camp. Cold showers, restricted diet, emergency rations, lack of warm clothing, incoherent babbling, insomnia, unable to recognise proper ablution areas and lastly, Mike has kindly put his route march in cold print. No wonder the Crawley lose so many members, especially if Mike's trip is going to be part of an initiation ceremony for future Club members. Clearly they should immediately contact the Leader c/o Lewes Wanderers CC, who, I am sure, would help the Blooms get their Biking Vacation in the right perspective or perhaps they should continue with Majorca where at least you can differentiate the "Men's and Women's Loos".

I am getting a little uneasy on this Safety Kick which is slowly gaining momentum in trying to preserve a "lighthouse" image on the road, we are gradually losing our "life members" cyclists it is becoming crystal clear that we are succumbing to the nationwide brainwashing scheme, where helmets, coloured clothing are now the norm because of the cobbled constraints being enforced at various national levels, less youngsters are actively participating in all forms of competitive racing, no wonder promoters and Clubs alike are having a thin time in attracting into the sport a constant stream of youngsters. I have said this many times, as soon as you begin to put constraints on your hobby the reaction is total - you just don't participate. (That's about the first thing you've ever said that I agree with!! Mrs. Ed.)

The safety factor, whilst important, doesn't distract the horsey community, or the joggers, the athletes or the tourists from participating in great numbers from following their hobby; beware a tax on bikes, it's only a stone's throw away.

Many cyclists are now being lured into mountain bike activities. Clearly at this point in time it is very attractive, less on the aggravation and far less on 'elitism'. This among other things could easily sound the 'death knell' to competitive racing. So, beware Clubs, any up and coming youngster who shows a preference for this type of racing could quite easily be lost to our sport forever.

I received a telephone call from one of the 'kids on the block', otherwise known as Keith Parvin, late of the Lewes C.C. and now 'always late' with the Regent C.C. not the picture house which used to be in Brighton but the local touring Club run by that ever-green back wheeler, Alan Handley. Keith, it seems, is suffering from maladies too numerous to mention, however Keith felt his position needed adjusting. Now I am not sure what he really meant so I sent him down to Dr. Alan Limbery, the ancient mariner (Alan remembers the Regent picture house) who has prescribed a remedy. This must have worked since I now learn that Keith won his first road race the following Sunday. Is there nothing the SUSSEX NOMADS are able to do!!

Has anyone seen "The Lippy" lately? His prolonged absence from the cycling scene started some minor investigations. It appears that our Paul has temporarily turned his back on unemployment and is putting some work in at the expense of the Channel Islands. Since I have decided to forgo the Lewes Crits in the Mediterranean this year I feel the need to interview "Lippy" in his new habitat. I will of course take my camera and endeavour to reveal all by the next issue, providing the Ed doesn't put a 'D' notice on the feature).

The Wincanton was of course a super event. I am not sure if Stephen Roche was riding but some bright spark from the Surrey R.C. chalked on the Beacon "Stephen Roche 9.15 start".

Just a last word to Peter Gates who celebrated his 40th birthday recently at the Lewes Wanderers clubroom. I gave you the wrong present, somebody swopped the videos. I still have "Erotic Dreams" which I will pass on as soon as John Coe has seen it.

To Worthing, don't forget Sir Charles' run in November. And to Rick, did you know George Shearing's son used to belong to a Sussex cycling club?.

N.B. If anyone can guess how Barbara Atkins dislocated her wrist in her own driveway, I will present a prize to the winner. (Not a copy of the photo on page 18, I hope. Ed)

Bonne chance

W.H.

Most people know by now that Bill & Dot Collins moved house recently. They were just too late to get their new address in the issue of Bonk, but they will welcome visitors at 20 YORK ROAD, EASTBOURNE. TEL: EASTBOURNE 30051



EAST SUSSEX CYCLING ASSOCIATION 47½ MILE RELIABILITY TRIAL

SUNDAY, 17TH NOVEMBER, 1991

THE COURSE

START at the King's Head, East Hoathly (TQ523163). Proceed up lane, take right fork and follow signs, via Foxhunt Green, to Waldron. Take right fork at The Star Inn, turn left at T junction and then fork right sign-posted Heathfield. Halt at A267 (4.9 mls). Straight across into Pages Hill. Please cross individually - do not just follow the rider ahead of you as this is a busy road. Halt again at A265. Turn right (CARE) and proceed through Heathfield and past Lewington's Nurseries to Burwash Common (9.40 mls). Left here and down past The Kicking Donkey. Check your brakes ready for Witherenden Hill (10%). Continue past Stonegate Station and The Inn on the Tracks to Stonegate (13.27 mls). Turn right past the Church and follow signs to Ticehurst. Straight on past Coopers Stores and the Post Office to halt at T junction with B2099 (15.55 mls).

The Bell Hotel - a 14th Century Coach House - is in front of you. Turn right (toilets here if anyone is desperate) and after about 500 yards fork left on B2087. Up past The Cherry Tree, the Dane Hill Hotel & Golf Club and the Flimrose Indian Cuisine to the traffic lights at Flimwell (17.49 mls). Straight across past Flimwell Bird Park and the Church which has its own farm shop. Into Kent. Watch out for the Hawkhurst sign as you enter the village. On past Marlborough House School and Hawkhurst Golf & Country Club to the traffic lights. Straight on through Four Throws and Field Green to take next (unsignposted) lane to the right, marked 'Access only' (22.60 mls). (If you miss this turning, carry on down the slope into Sandhurst and take next right). Proceed down lane to crossroads at Sandhurst Cross, where right to Bodiam. Halt at T junction (24.79 mls).

Turn right (CARE) and follow road to junction with A229 at High Wigsell (25.86 mls). Straight across (CARE) by the Curlew Inn. Just past Great Wigsell Farm, turn left into lane (26.26 mls). Please keep in single file here as it's narrow and you may meet a car. Take next left through Salehurst past St. Mary the Virgin Church and proceed to new roundabout at start of Robertsbridge by-pass. Straight across into Robertsbridge, past John Ripley's Forge to turn right just after The Seven Stars Inn - another 14th Century building (29.08 mls).

On past The Ostrich and across the railway by Robertsbridge Station. Up past Peans Wood and Scragoak Organic Farm to Oxley's Green, where straight on to T junction at Brightling. Turn right past Church to Woods Corner (34.89 mls). The Swan is opposite, a CTC lunch spot - time for a pint if you are ahead of schedule. Right on B2096 to Earl's Town, where left to Rushlake Green. Bear left and $\frac{1}{4}$ mile south of Rushlake Green turn right (38.01 mls). Bear left and left again, then right past Beestons Farm. Left and then right at T junction through Marle Green to A267 at Horam (42.36 mls). Halt and turn left down main road to take first right by May Garland. (PLEASE BE VERY CAREFUL TURNING RIGHT HERE AS THERE IS QUICK TRAFFIC ON THIS STRETCH OF ROAD).

Bear right at fork and then just before Hale Green, turn right again by letterbox (44.56 mls). Now follow signs to East Hoathly to FINISH at the King's Head (47.47 mls).

THE CHECKPOINTS

Each rider will receive a Start Sheet and 4 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 Flimwell just before the traffic lights. Check Card No.2 will be given to the Checker at the entrance to the 13th Century St. Giles Church, Bodiam (24.61 mls). Check Card No.3 will be given to the Checker at right turn by letterbox at Hale Green and Check Card No. 4 to the Checker & Timekeeper at the finish at the King's Head, East Hoathly.

THE TIME

Riders may choose to complete the course in 2hrs.55mins., 3hrs.20mins. or 3hrs.55mins. and should specify their choice on the Entry Form. Riders preferring a leisurely pace and opting for 3hrs.55mins. will be divided into 4 groups, which will go off at 0845, 0850, 0855 and 0900 hours and should finish between 1230 and 1240, 1235 and 1245, 1240 and 1250, 1245 and 1255 hours respectively. The medium paced section will be divided into 2 groups, which will go off at 0915 and 0920 hours and should finish between 1225 and 1235, 1230 and 1240 hours respectively. The hardriders section will go off at 0930 hours and should finish between 1215 and 1225 hours. The Entry Form has boxes for you to tick to indicate the time in which you wish to complete the course and your preferred group (Group 1 will go off first).

THE COST

The entry fee will be 50p per rider. 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 WEDNESDAY, 6TH NOVEMBER, 1991. Entries should be sent/Handed to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE. PLEASE NOTE: This year no late entries or entries on the line will be accepted. All riders must be covered by third part insurance by currently being in membership of the CTC, BCF or AUDAX(UK). Entry Forms without a declaration of membership and your current membership number WILL NOT BE ACCEPTED. These new measures are being introduced for the safety of the majority. Riders will NOT be able to change from one group to another after the closing date.

THE REWARDS

All riders on the Start Sheet completing the course in the chosen time will receive a Certificate, providing each of the 4 Checkers has received from you the correct Check Card. The Club with the largest number of successful riders on the Start Sheet 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 2hrs.55mins. and 3hrs.20mins. 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. Each group should assemble outside the King's Head 5 minutes before their start time and should be ready to give their names to a Checker.

THE LUNCH

The Lunch will be in the Hall and Restaurant of the King's Head at East Hoathly. A good three course lunch will be provided at £5.65 per head and I think you will find the lunch to be excellent value for money, especially as our Landlord, Alan Hughes, is likely to be doing the cooking. A copy of the Menu and Lunch Booking Form is provided with this issue of BONK. If you want to come to the lunch, early booking is advised, as seating is limited to a maximum of 75 people. Priority will be given to bookings accompanied by the correct cash/cheque payment. A Lunch Booking Form should be completed by each person, but cheques may be made out to cover several booking forms. Cheques should be made out to 'C. G. ROBSON' and may include entry fees. Drinks are available at the bar and may be taken into the Hall/Restaurant if you have booked for lunch.

Drinks, tea and coffee are not included in the price of the lunch, but may be ordered as required. Lunch will be served between 1330 and 1400 hours.

GENERAL NOTES & SAFETY

Every effort will be made to make this an enjoyable day and all age groups are welcome. Please remember you must be covered by third party insurance.

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 that 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 all brakes are in good order. You will need to use your brakes quite a bit, particularly for Witherenden Hill and in the lane just past Great Wiggell Farm. Also be very careful crossing the A267 soon after the start and turning right off the A267 by the May Garland. Please remember that the roads are not closed for the Reliability Trial and they are 2 way roads. Riders seen riding on the wrong side of the road may be disqualified from this and any future E.S.C.A. Reliability Trials.

PLEASE REMEMBER - CHECK YOUR BRAKES

CORRESPONDENCE

Dear Editors,

I don't really like to ask you to print this letter in BONK as it will take space that could accommodate something more interesting, but I feel that a reply is called for to the first two paragraphs in Hickey's Column in the Summer issue. Where to start is the problem as he appears to be deficient in understanding, brain power and eyesight.

First of all the bike I go to work on is not a ladies' bike - it has a top tube. Secondly I am up before 6am every weekday morning and I'm very often up at 4am on Sundays, so Saturdays are the only days that I can have a lie in till 7am. If I was racing on the Tonbridge by-pass and was off at say 0610, I would have to be up at about 0410, but this is just not feasible unless one is retired. When there were afternoon events on the by-pass, I could ride them on the way to the Sunday events. Now they are just races lost.

By the law of averages, Hickey must occasionally get something right. When he says I spent hours measuring the new Pevensey by-pass, he is right, but it was only included in four of the five courses I submitted to London South, so his maths is not too hot.

I spend most weekends in January and February each year measuring and checking courses for the E.S.C.A. as every new bit of road and roundabout can have an influence. When the East Hoathly by-pass comes into being it will mean more measuring and checking. I would much prefer to be out riding and training for the season instead of stopping all the time to take another reading.

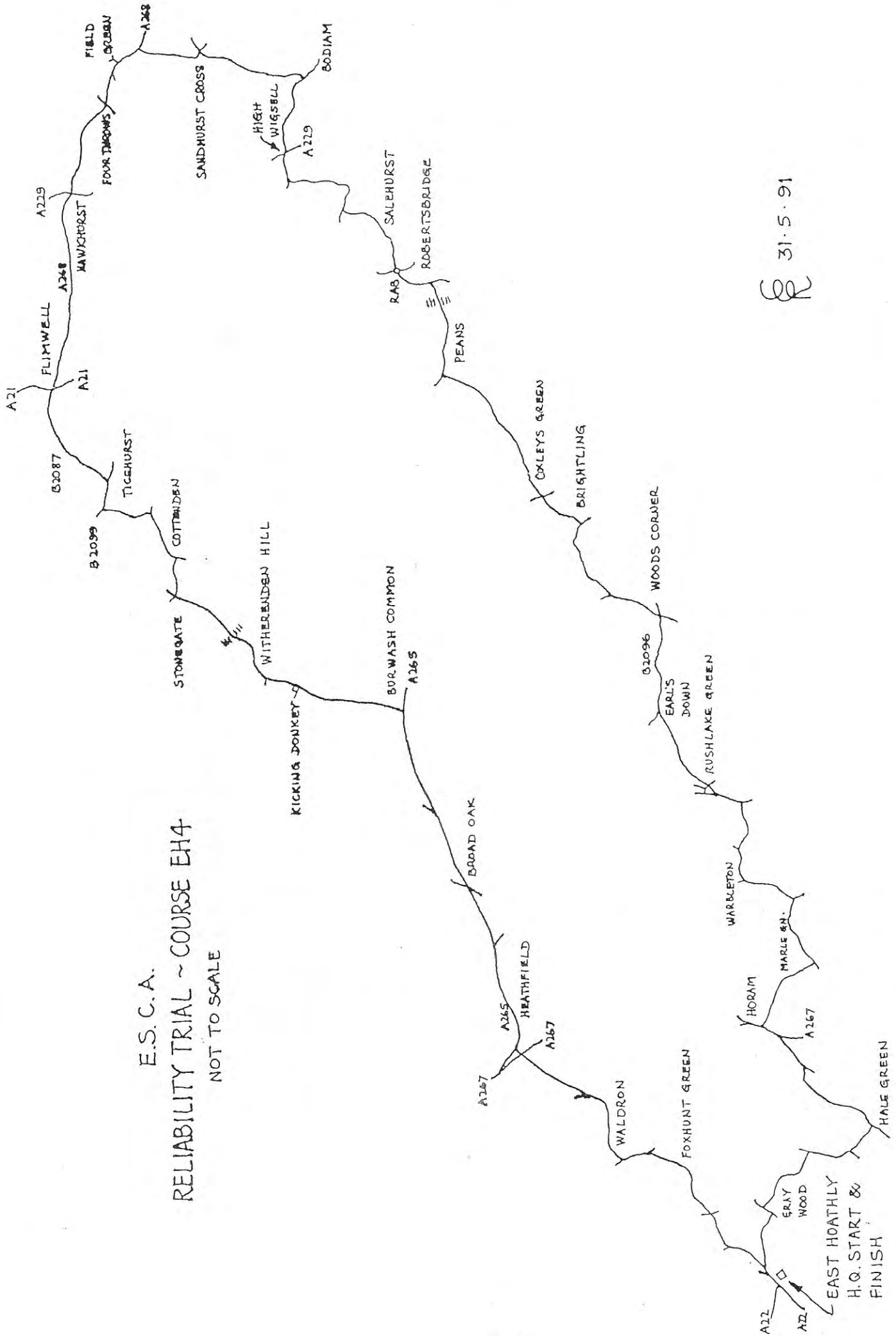
Hickey says Heaven help us when the next piece of dual carriageway is completed in East Sussex, inferring that the Pevensey by-pass is a dual carriageway. If a man who can't see a top tube on a bike at a few yards goes down a 2 way road in a car thinking it is one carriageway of a dual carriageway, how long will he survive? Is Hickey still alive? Is he a secret agent for London South trying to discourage course measuring and time trialling? Luckily the other members of the London South Committee seem to appreciate my efforts.

May I finish by commending to Hickey's attention the most excellent 'notes for time trial promoters' produced by Michael Rabbetts. These notes tell you exactly how to promote a time trial. Perhaps some dear old lady in Krona Land would come in every evening and read it to him if he is no longer able to see the printed page! I feel sorry for the old lady but perhaps she is already working for Help the Aged.

If you are coming to the E.S.C.A. Luncheon & Prize Presentation in 1992, now is the time to start putting the pennies in your piggy bank!

from Sir Charles

E.S.C.A.
 RELIABILITY TRIAL ~ COURSE EH4
 NOT TO SCALE



ER 31.5.91

EAST SUSSEX CYCLING ASSOCIATION

LUNCH BOOKING FORM

Please reserve me ONE seat for lunch at the King's Head, East Hoathly, on Sunday, 17th November, 1991.

NAME _____ CLUB _____

ADDRESS _____

(Please use BLOCK CAPITALS)

THE MENU

Vegetable soup..... or Egg Mayonaise.....

Roast beef/Yorks.pud. or Steak & Kidney pie or Veg & Nut Roast

Hot apple crumble.... or Trifle.....

I enclose cash/cheque for £5.65. Cheques to be made out to 'C. G. ROBSON'

Lunch Booking Forms should be sent to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE, on or before WEDNESDAY, 6TH NOVEMBER, 1991.

Please remember - EACH PERSON should complete a Lunch Booking Form but cheques may cover several bookings and your entry fee if you are riding in the Reliability Trial.

EAST SUSSEX CYCLING ASSOCIATION

LUNCH BOOKING FORM

Please reserve me ONE seat for lunch at the King's Head, East Hoathly, on Sunday, 17th November, 1991.

NAME _____ CLUB _____

ADDRESS _____

(Please use BLOCK CAPITALS)

THE MENU

Vegetable soup..... or Egg Mayonaise.....

Roast beef/Yorks.pud. or Steak & Kidney pie or Veg & Nut Roast

Hot apple crumble.... or Trifle.....

I enclose cash/cheque for £5.65. Cheques to be made out to 'C.G. ROBSON'

Lunch Booking Forms should be sent to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE, on or before WEDNESDAY, 6TH NOVEMBER, 1991.

Please remember - EACH PERSON should complete a Lunch Booking Form but cheques may cover several bookings and your entry fee if you are riding in the Reliability Trial.

EAST SUSSEX CYCLING ASSOCIATION 47½ MILE RELIABILITY TRIAL 1991

ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 17th November, 1991.

NAME _____ CLUB _____

ADDRESS _____

(Please use BLOCK CAPITALS)

I aim to complete

47½ml.course in:- 2hrs.55mins...

3hrs.20mins... Preferred group 1 2

3hrs.55mins... Preferred group 1 2 3 4

I enclose cash/cheque for 50p. Cheques to be made out to 'C. G. ROBSON'

I declare that on the day of the Trial I will be a paid up Member of the CTC/BCF/AUDAX(UK) (delete as appropriate) & my Membership No. is _____

SIGNATURE _____

DATE _____

Entries should be sent/handed to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE, on or before WEDNESDAY, 6TH NOVEMBER, 1991.

EAST SUSSEX CYCLING ASSOCIATION 47½ MILE RELIABILITY TRIAL 1991

ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 17th November, 1991.

NAME _____ CLUB _____

ADDRESS _____

(Please use BLOCK CAPITALS)

I aim to complete

47½ml.course in:- 2hrs.55mins...

3hrs.20mins... Preferred group 1 2

3hrs.55mins... Preferred group 1 2 3 4

I enclose cash/cheque for 50p. Cheques to be made out to 'C. G. ROBSON'

I declare that on the day of the Trial I will be a paid up Member of the CTC/BCF/AUDAX(UK)(delete as appropriate) & my Membership No. is _____

SIGNATURE _____

DATE _____

Entries should be sent/handed to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE, on or before WEDNESDAY, 6TH NOVEMBER, 1991.