

# BOMK!

**MERRY CHRISTMAS**

THE OFFICIAL JOURNAL

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**East Sussex  
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

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EDITORIAL

This issue of Bonk is being prepared for distribution at the Association A.G.M and is a reminder that at this time of the year we look back and assess our progress. Apart from one or two hiccups which were eventually overcome it has been a good year in East Sussex but what of the future?

In 1992 there will be one event missing from the racing calendar. Unless a few more volunteers come forward there will be more casualties in 1993. You may say that these gloomy prognostications are always being made but this year the old faithfuls are digging their heels in and saying "no" and a good thing too if it makes the rest of you stop and think. We come into the sport in the first instance because we enjoy our riding our bikes, not to become part-time secretaries.

On a slightly more uplifting note, Stan Nash comments in a letter overleaf that Bonk has been going for forty odd years. Is this any sort of a record for a 'club type' mag, we wonder? Fred Mehew has recently handed over the C.T.C. pen after twelve years of chronicles - he's certainly the contributor with the longest service during our editorship, and he hasn't missed an issue!

In conclusion we wish you all a very happy Christmas and everything you wish yourselves in the New Year.

Maurice & Esther



## CORRESPONDENCE

Dear Editors,

"Bonk" is a phenomenon sadly all too familiar to the average cyclist, and as an "in" word it was perhaps an appropriate choice for the title of our much-loved ESCA quarterly, over forty years ago. The name has been criticised on occasion - once, I believe, for lack of dignity - "Escape" and "Escapade" being suggested as alternatives. I personally have sometimes thought that "Escapology" might have been more suitable!

Over the years certain contributors tended to give the magazine a slightly seamy reputation, and to my knowledge some bygone editors used to spend the fortnight succeeding publication cringing in daily dread of the postman's knock, ever fearful of the solicitor's letter threatening impending action for libel. Happily these days are past, and you Sir and Madam, can now relax after publication, happy in the knowledge of a job well done and secure from any threats of legal hassle.

I was seated on my favourite beach recently enjoying the latest issue of "Bonk" - the cover plainly visible - when I became aware of occasional speculative glances in my direction from passers-by, and one re-action of what I can only describe as a "nudge-nudge, wink-wink" quality. Subsequent research has made it clear to me that to "bonk" has recently acquired a new significance descriptive of a pastime somewhat removed, though in some cases perhaps, complementary to, cycling! In these circumstances, and to avoid misunderstanding, I feel that it might be desirable for you and your Committee to take some action in the matter.

The first and obvious option would be to change the name of the magazine, which would be a pity. After nearly half a century of proud service it would be the coward's way out to jettison the title merely as a sop to English prudery!

The reaction of my acquaintances on the beach, however, does cause me to consider a possible alternative. I am aware that we have some artistic talent in the Association. Would it not be possible to persuade these good people to take in hand re-designing of the cover of "Bonk", perhaps with delicately erotic imagery, suggestive of illicit delights within? (Representations of models wearing current cycling attire might be appropriate!) The pages could then be sealed, (as is, I believe, the practice with some such types of publication), and the whole issue entrusted to the mass circulation distributors for ultimate display on the top shelves of newsagents throughout the country.

For ESCA to obtain the full financial benefit it would of course be necessary to increase the price of "Bonk" a little - I would suggest 1500%. The operation would in all probability, be of a "one-off" nature. Even so, it would, I am sure, relieve the Association's money problems for all time, and also bring ESCA to the attention of a far wider section of the public than ever before. Any fears of comebacks from irate customers could be safely discounted - top shelf buyers seldom go to law! (Just stop publishing your address!)

Best of luck!

(Stan Nash)



## WILLIAM HICKEY

Following on from my previous feature, I managed to locate "The Lippy" in the inner sanctum of the Life Cycle Centre, 13 La Motte Street, St. Helier, Jersey. As usual our Paul was most emphatic on his 'career plans' and returning to the South Coast was certainly not on the menu. After exchanging the usual chat "Lippy" produced a five pound note and immediately purchased a drink for me, I simply could not take this in, "Lippy" buying a round!! (I cannot recall this ever happening before, it is probably as unique as Roy the Boy buying you a drink). After my recovery Paul insisted that I contact as many people as possible to visit him so that he can get them to visit his mum in Horsham to do his laundry.

Paul's parting words to me were .. quote "This is the life for me; super weather, I can go skinny dipping every day; plenty of training races and birds (for the sake of decency I have deliberately withheld using "Lippy's precise language).

Paul and Kevin Harding seem to have spent a week together racing, time trialling and hill climbing. Having personally ridden over all the roads I can guarantee their severity (and I did it my way on a mountain bike accompanied by William Hickey junior). As a postscript, Paul (he is forty three now!) and his young lady invited me to join them at a local hostellery not a million miles from Robin's event one Sunday in October. Again to my surprise, Paul offered me yet another drink. This I declined, reluctantly I might add, on the basis that the London South Chairman was occupying a seat a matter of a few yards away, and it could not be considered appropriate to be seen drinking with such notable celebrities.

We were fortunate in securing Pauline and Alan Strong to speak at the ESCA Lunch in January 1992. Since Pauline and Alan will be staying at my palatial residence the Sussex Nomads' clubrun will start at 10.30 sharp at my venue. It has been rumoured that because we have a woman speaker this year Roy the Boy is buying a round of drinks on the strict understanding that his photo is once again placed on page 1 of BONK: I really feel he should be on page 3 with the lovely Pauline. I bet this would increase sales.

Referring back to Robin's event, I have to say that once again it turned out to be totally enjoyable. Robin puts in a lot of graft, in particular to the utilisation of a new course, which is not so easy and deserves recognition for his efforts. I also had the pleasure of seeing my old mate "Dusty" Miller looking better and leaner after his outrageous accident, which left him without a job or compensation (yet). Colin has made a super recovery and is going better than ever. Magic, Colin. Congrats, and look forward to racing against you shortly.

The real and only reason why Wincanton was lost, whatever may be invented to the contrary, is due entirely to one factor - Ditchling. Anyone who lives near or knows anything about this village will realise only too well why the 'skids' were put on the event. I am personally sorry we lost the race but when it disturbs the horses, what can you expect.

Sir Charles' little letter in the previous issue was, I expect, written without recall. On the day I approached him, he was without riding a ladies bike, whether he changed to go to work I do not know. Charles whinges at the time he gets up in the morning! When you have experienced parade ground drill in winter, 10 degrees below, without gloves, then you know what early mornings are about!

My Central Sussex colleagues confirm that Eileen Gray is the guest speaker at this year's vets. lunch, so clearly a large turnout is required.

Much has been said and written re. motorists behaviour when faced with cyclists either in double or single file. The vast majority of motorists behave in a decent and sensible manner and allow for room and space in overtaking; the minority who either want a confrontation or behave without consideration are clearly a total menace, and I expect will under no circumstances adopt a concilliatory view, in fact, quite the converse applies. They are usually strengthened in their views that anything loosely described as a cyclist is an irritant and should be dismissed as one 'swats' a fly. Clearly in a number of cases there is no recourse, especially when the offender drives off leaving you either lying in the road or badly frightened, especially if you are a youngster. Unfortunately there is no immediate answer to this quite awful situation. However, I do commend the following, irrespective of what you are wearing: total identification, your name,



address and, if possible, your blood group: also whether you are allergic to anything and if you suffer from any involved illness; a biro, some money and some notepaper. It is particularly that the pen and paper are always available, if only to take car numbers and names should you be the victim of an accident.

Remember, it is essential that if you are the victim of a collision with a car, or where the driver has deliberately placed your life in jeopardy you should immediately report the entire episode to the police. A statement will be taken and the chances are that a prosecution will follow. When successful you can then claim total damages against the offender for your bike, personal damages which will be substantial if you have to lose time off work and where medical attention is required.

The important thing is that you make the complaint immediately, especially when total recall is so essential. Don't be put off or intimidated; remember the motorist who caused the problem can quite easily repeat the damage, over and over again.

The other cause for concern is till the number of active, experienced cyclists who continue to cycle in dark clothing, both in daylight and darkness. Little or nothing is done in the commercial press to highlight these inadequacies. I really cannot understand the incredible number of total idiots in Sussex clubs who continue this practice. The number of cyclists who are killed outright or seriously maimed must be countless and yet there is nothing on T.V. , no adverts indicating the dangers of this practice and, what I suspect, no guidance given at Club level. There is no official post for a Cycling Safety Secretary and more's the pity. Usually the police seconded to schools for brief intervals impart to a bored audience generalisation in this direction, it is however, never enough, and rarely followed up sufficiently to make any great impact. As a motorist I must confess to some apprehension in driving in appalling conditions along both main roads and country lanes, where dark clothing and poor lighting blend into hedges and tree shadows. I really feel that a law should be passed that all cyclists riding in the dark should wear fluorescent yellow and those who fail should be fined appropriately. When I hear that a solitary death costs approximately a quarter of a million pounds if it is a serious accident, it makes you positively ill to think of it all. So, Club members, get your heads together, weed out the idiots and endeavour to re-educate them; clearly there will be opposition to your views but at least people will become more conscious of their situation. If there is any doubt in your minds, take a look at any motorway coning where work is in progress, all the lads and the police are DRESSED TO BE SEEN.

Lastly, young Kevin Harding told me in confidence that he had won the ESCA B.A.R. It cannot be coincidence that whilst this conversation took place, an even younger Sara Lade butted in and confirmed that she had won the ESCA Ladies B.A.R., you wonder what people will do or say to get a mention in BONK.

Lastly, a note to Ric. Don't read Miles Davies biography - it contains a lot of bad language.

Until the Spring, be lucky. Au revoir

W.H.

**CLOSING DATE FOR SPRING EDITION IS  
24th FEBRUARY 1992**



## Hastings & St Leonards C.C.

Here we are again at the end of another racing season. It doesn't seem long ago since we were digging ourselves out of last winter's snow and preparing the racing iron for it's summer outings. Club members have enjoyed one of their best seasons for many years where 13 club records have fallen. Notably, young Chris Kitchenham has achieved no less than seven record breaking rides, the most remarkable being his 20.53 '10' which also beat the previous club senior time of 21.54 held by Mark Markowski. Chris lowered the Junior '50' record twice with 2.08.45 and 2.03.49, the '25' record with 56.27 and the '15' record on the new club '15' course with 36.30. Mark Knowles had recently set the club '15' course and Junior fastest time a few weeks earlier with 37.28 which was considered a tough time to beat.

The club's Senior '50' record came in for a bit of a bashing when 50 mile specialist and club record holder Pete Baker had a 'head to head' with strong man ex-triathlete extraordinaire Paul 'Pango' Panagi. Pete rose to the occasion and produced another record ride of 1.58.22 albeit short lived when the 'Italian' trounced him with an astonishing 1.55.19. Pango was heard to admit afterwards that he almost 'packed' within sight of the finish because he was totally 'stuffed'..... it's amazing how these foreigners pick up our jargon.

The team '10' record which has stood for ten years finally went when Chris K, Pete B and Derek Addrison produced a 21 and two 22 minute rides respectively on Tonbridge. Their composite time of 1.06.46 lowered the old record by over a minute.

Some of the club's long standing tandem records took a bashing when 'The Captain' and 'The Old Crust' got their act together in September up on the E8/10 to produce 20.54. After spinning their modest top gear of 54 x 12 on the wind assisted finish, 'The Old Crust' was looking distressed at having to maintain 'The Captain's' rapid cadence (120-130rpm). Whilst slumped over the tandem at the finish, spitting and dripping he was heard to gasp for 'Gas and Air'..... anyone would think he was giving birth!!

The two consecutive weekends saw the tandem Hastings-Eastbourne-Hastings and tandem '25' record times lowered. The first has stood since 1951 when a youthful Jack Southerden partnered by Tony Moorehouse set the standard of 1,23,40 for the 34.8 miles. Armed with a modest schedule designed to clip about a minute off the record, Pete and Keith set off from Glyne Gap, Bexhill in less than perfect conditions. After enjoying a few wind assisted miles to Hastings town centre they turned into a fierce south westerly wind and reached Eastbourne Pier two minutes down. By this time there was driving rain to hinder progress and make the road surface treacherous. However, the dynamic duo had pulled back their deficit at Pevensey and produced a grandstand finish with 1.21.08. On a foul morning in what was by now torrential rain Jack had ridden from home to be



first to congratulate the lads on their achievement. Place to place record attempts are only made possible by club members who officiate and support the riders. Therefore a vote of thanks must go to Richard Bateman and Pete Campany for timekeeping and driving the support car, also to the clubmen on the course, especially John Ashdown who came over from New Romney to lend his encouragement.

The following weekend, fired by record breaking enthusiasm, Pete and Keith travelled to the E72 for an end of season crack at a fast '25'. They were blessed with a damp but still morning and produced a scorching 52.27, beating the previous record by nearly 1½ minutes.

The road racing boys have been fairly active throughout the summer when Mark Knowles, John Sharples and Frank 'The Scarecrow' McCleod gained valuable points on their licences. Mark has been most unfortunate by getting in the way of careless motorists and managing to write off two new bikes in the process, not to mention various injuries which prevented him from training and racing towards the end of the season. We hope he has better luck next year when he will be heading our Junior squad road team.

Half a dozen members recently partook in our annual trip to France. The four day excursion was based around Dieppe and proved to be a success, although uneventful. Most of those who went had to be partially deaf or very thick skinned in order to withstand the constant verbal battering from Richard 'The Mouth' Bateman..... we all love you Dicky, although we sometimes have trouble understanding your perverse humour. Your scribe is saddened to report the possible departure from the club of Pete and Ann Baker. Due to a change in work venue, Pete is being forced to move west (not LA) to the Brighton area. Having been with the club since a schoolboy, Pete has both supported and represented the club in numerous events up to National competition level. A staunch supporter of the club's tradition he has been an active committee member over the years and will be a great asset to any club he chooses to join. Good luck Pete and Ann, you will be missed, especially by 'The Old Crust' whose now got to look for another tandem, and tandem partner.

Must close now as its the 25th and I have to get this up to Ethel.

H. Breather

P.S. During one of the club's evening '15's, 'The Scarecrow' punctured and was handed a sparkling replacement wheel by none other than Nigel 'The Poser' Davies. Mouths dropped open in disbelief followed by much chortling when Nigel appeared at the finish. He was riding on the now repaired but incredibly mucky wheel fitted in his pristine (eat your dinner off it) racing machine..... he will never live it down.



## SUSSEX NOMADS

So according to the 'comic' it takes £80,000 to build a super Club; it only shows why certain clothing products are so very expensive and also the stupidity of amateurism. Thank goodness in our neck of the woods it is so much fun. I know the Nomads is only a small Club but an influx of three or even FOUR members makes an increase of 33% - this is plus some other possible recruits. This is the result of running a friendly Club where we are all equal (well almost) and helping each other out.

We had a Club foray (or visit) over the water at the end of September, although at short notice some of the older members were unable to come. Two of our younger members, Dan Bennett and Anthony Mephem, together with Alan Limbry decided to go and we borrowed Mick Burgess from the Lewes. So we made up two teams of one vet and one junior, Alan/Dan and Mick/Anthony, to ride the Duo Normand. We travelled in the Limbo Lorry (caravanette) which took three weeks to clean and polish (it still shines) and sailed overnight from Portsmouth to Cherbourg.

The crossing was smooth - the gales forecast were twelve hours late, thank goodness. It was dark and very wet when we arrived and we dived into the first cafe for coffee and to wait for daylight.

The journey to Marigny was much quicker than anticipated: it was still very wet on arrival and it took some time to get our digs sorted out but the delay was worth it and we ended up in a grand farmhouse with a charming French family. Our room was large enough for the whole Club, with a wardrobe as big as a bus shelter AND an en suite bathroom and toilet.

After riding part of the course and then a good shower, etc. we accepted an invitation to attend a reception at the equivalent of County Hall (very posh) travelling each way by a very swish coach. After rubbing shoulders with Thierry Marie, etc., we returned to Marigny for dinner.

Dinner was at the college (high school) and in the canteen it was just like school. We sat with two Americans and were joined by two Russians, yes, the Sussex Nomads were 'chatting international'! Later we got to know the Indonesians and also the Sri Lankan team.

This could go on for ever, there were nearly four hundred teams, so the first was off at 8.30 and the last went at 17.00 hours. The circuit was 52k and very lumpy, mostly along wide, straight, hilly roads, with one section just like the Ashdown Forest. ~~Cf~~ the final miles, five were up hill and the last was down hill, quite a sprint finish.

That evening we had dinner with our host family. This was the highlight of the weekend, and considering we spoke very little French and they had scant Anglais, we enjoyed a lovely meal.

The following day (monday) we returned home via the Normandy beaches and le Havre. It is hoped that more Nomads will make the journey next year.

Back home, the racing season was coming to an end with a good showing of members in the Lewes G.P.; Anthony Mepham rode hilly events and Daniel Bennett was rushing around the Horsham courses. Peter Cauldwell did a short '0' on the Uckfield course and also did a fast 50. Daniel Bennett has a '5', a short '0' and a junior award to his credit. Adrian Morris is down to a '3' and Tony Kennedy not far behind with a '4'. Anthony Mepham has also won awards in 'Opens'.

Clubruns have started with a good turnout, with even the Geoffrey Boore out (we still can't get him past a Little Chef).

We had a good turn out in the ESCA Reliability Trial, but four punctures for Alan meant that he finished up riding a shorter course with Geoff. Tony also punctured and Tim stopped to help but then they got lost (so they say) and finished up escorting two ladies home. Only Adrian and Gerard finished in time, so here's to next year.

It is A.G.M. time. The main change on the cards is a change in our Club strip, still green and yellow of course but possibly a change of pattern.

Please Note.

FISH & CHIP SUPPER (WITH WINE) at the Clubroom. DECEMBER 20TH. All Welcome.

NEW YEAR'S DAY RIDE?

RELIABILITY RIDE JANUARY 12TH

CLUB DINNER .. CLAYTON CHURCH HALL .. £12.00 JANUARY 18TH  
(cost includes sherry on arrival and wine)

### "BONK RECOMMENDED CAFES"

HONEYSUCKLE HOUSE TEAROOMS, first recommended a couple of years ago, has reopened after successfully concluding a dispute with the local Council over an extortionate business rate. Mrs. Osgood will once again welcome cyclists passing through Hadlow Down, on the A272 a couple of miles east of Buxted. At the moment she's open on Wednesday, Thursday and Friday afternoons, and fro 10.00 a.m. to 6.00 p.m. on Saturdays and Sundays. But give her a call on Hadlow Down 230 if a number of you would like a mid day meal on Wednesdays, Thursdays or Fridays; and of course she'd appreciate advance notice if a large clubrun intended to call at any time.

(TOPERS PLEASE NOTE: The New Inn at Hadlow Down is also well worth a visit. There is probably not another pub like it in East Sussex.)

REMEMBER THAT BOOKINGS FOR THE ESCA LUNCHEON CLOSE ON DECEMBER 31ST. ALL CLUB SECRETARIES NOW HAVE FORMS AND WHEN THEY RETURN THEM THE MONEY MUST BE INCLUDED. COST IS £9.40. DATE IS SUNDAY JANUARY 5TH 1992. VENUE IS FRAMFIELD MEMORIAL HALL.



## SOUTHBOROUGH & DISTRICT WHEELERS

I am risking the wrath of she whose deadline must be obeyed. This report has been delayed to include the Dinner report.

Yes, for the second year running the Calverley Hotel provided well for the Gwyneth promotion. An evening of cross toasts and precious little decorum, in the words of the Chairman. Mind you, he should comment. As a result of a liquid wager one lunchtime he appeared in a full dress kilt. Sad to say, the promised mini-pelmet skirt by Jean Smith was a non-starter when she lost her nerve! We understand that the booking list for private showing will be open in the New Year!

The major prizewinners were the still upcoming and fast improving juvenile, Daniel Cutting, whilst the ever competing Peter Holland collected the distance and BAR awards. Andy Howey bounded up the Club's two hillclimbs to regain that trophy, whilst Peter Fox retained a firm grip on the 25, 50 and Points awards. The Ideal Club Girl this year was one who does much for the Club, two Associations and the VTTA. Yes, the 'herself' portion of the Bonk editorial team. An award for steady application and consistency went to Colin Russell, who fully deserved the 1991 Half Wheeler of the Year Trophy.

We again challenged the local runners to our mini biathlon (2.2 mile run plus 8.8 mile ride). Despite first man Andy Howey counting for the Runners (he belongs to both Clubs) the Wheelers retained the 6 man team by three minutes. A convivial gathering in the White Hart afterwards were treated to pictures of the proposed mini pelmet mentioned above. Regretfully they were not modelled.

There were complaints in the ranks last year when Warwick's run to the KCA Lunch ended up plastered - in mud, before they got to the booze! All did not augur well this year when, ignoring a closed road sign, they arrived at a 30 foot drop down to the M20 which was being widened from four to eight lanes. Regardless, they pushed on to Bredhurst and then headed down a flint and thorn strewn gully off the Downs. The result, eight punctures within half a mile.

With a masterpiece of planning, the ESCA hillclimb clashed with the last KCA 25 on the Marsh. In view also that a horse show precluded the use of Kidds Hill, the idea has been suggested of a swop to a Saturday event.

The World Championships found the Hardings, Whitehouses and Dunfords in Stuttgart. John and Brian and their families staying near the centre of the superbly organised events, whilst Joyce and Warwick were at Leonberg, handy for Olga the barmaid and the Stern Biergarten.

For most people the sap and enthusiasm rise in the Spring. But Peter Crofts' metabolic clock runs six months out of phase. Yet again his racing season started in September. This year he achieved a remarkable RRA mixed tandem 50 record with Sue Rossiter of the Easterly RC in 1.38.17. "I've heard the phrase 'pulling a girl'", said Sue, but I didn't realise it meant this."

When you read this, you've just time to enter our New Year's Day solo and tandem 10. It will be early training for the Town Centre Races in May. Finally, Seasons Greetings to ESCALAND. Our celebrations start with an Xmas lunch on December 15th and continue to the ESCA LUNCH. See you there.

Sarfbra Scribe

Stop Press!

The Wheelers' team of Andy Howey, Malcolm Martin, Paul McAuliffe and Dave Adamson, placed 1st, 3rd, 5th and 15th, have just collected the team award in the Belle Vue cross country. In all fifteen Wheelers took part in the run.

SS

WE ONLY HAD ONE ENTRANT IN THE AUTUMN COMPETITION ... CAPTION THIS PHOTO (Geoff Boore by the roadside somewhere in East Sussex). Mick Hills of the Lewes Wanderers suggests

"If I ever see it again, I will photograph it"

Although Mick's was the only entry we put it into a hat and drew it out again to confirm that he is the winner, and he will eventually receive the prize.

## A CONUNDRUM FOR CHRISTMAS

In Kent they do it with Esther  
In Sussex they do it with Ray;  
Whatever their age and whatever their sex,  
Most of them do it all day.

Esther and Ray both enjoy it,  
Each in their own special way.  
The praise that they get for their efforts  
Makes up for there being no pay.

If anyone solves this conundrum,  
And works out who does what with whom,  
Who knows, perhaps both will be lucky  
And they will experience a boom

Of cyclists who say "well we'll do it,  
Either with Esther or Ray".  
Whichever you choose of the couple  
They'll guarantee a good day.

If you've realised to what I'm referring  
And you'd like to give it a try  
Write to Esther or Ray Douglass  
By the middle of next July.

Anon.

## HUMPHREY DENIES RENT BOY SLUR

Roy Humphrey (92), who was caught in compromising circumstances at East Hoathly recently denied that he is the oldest rent boy in England  
"Go on", he told our reporter "nobody can live on their pension these days there are dozens older than me".

## STOP PRESS

Charlie Robson course measuring on December 1 spotted a red telephone box opposite Barley Mow at Selmeston was fitted with net curtains. Is this the official ESCA passion box brothel?

Roy please confirm.



## LEWES WANDERERS C.C

Our Lady President was enthusiastically and repeatedly kissed by a couple of Frenchmen on October 6th, which just goes to show how right Norman Tebbit is to warn us against getting too thick with foreign Europeans. The assault took place in full view of about 60 or 70 cyclists - including our Lady President's husband, who didn't bat an eyelid. The occasion was the prize presentation after a highly successful Gentlemen's Grand Prix generously sponsored by SEYMOUR CONTRACTS (Crowborough) Ltd., Ceiling Suspenders to the Gentry. Monsieur Grosbois and Monsieur Stibler were among the 96 entrants, courtesy of that well-known exponent of Continental two-ups, Alan Limbrey; but it was neither their presence nor their osculatory prowess which made the GP so remarkable. Consider the statistics: 48 teams entered, 48 teams started, and 48 teams finished. It is rare indeed for neither DNS nor DNS to feature in a time trial result sheet. Mind you, "finished" has more than one meaning, as Ian Burgess discovered. Mick's apparent disregard of Grosbois/Stickler's activities was probably because he was too busy savouring the way he'd turned the tables on an unfit Ian by making him suffer in a team time trial for a change. Of our 37 riders in the GP, the one who finished the freshest was Geoff Boxall - partly because his pacer, Sandra Weller, was far too gentle with him but mainly because he had a few days earlier put 750 miles into his legs in under 84 hours.. Geoff and three companions were the first Sussex CTC members to complete the famous Paris-Brest-Paris randonnee. In doing so he raised £500 for bone disease research.

For a club to get 37 of its members to ride in its own open event and still have a surplus of marshals and other helpers reflects the current strength of the Wanderers. Membership (90+) is at a record level. Any thought that this is due to the organisational efficiency of our officials or the attractiveness of our women was dampened the other day when several new recruits were asked why they had joined us: "We liked the design of your tops," they said. Actually, of course, the secret of most successful clubs lies in its age range: we have active old codgers of 60+ as well as even more active whipper-snappers of RTTC/BCF "juvenile" status. Two of our under-14s - Stephen, Comben and John Limpus - have been enthusiastic track riders at Preston Park this year, setting an example which we wish more of our members would follow. John gets our track trophy for his efforts; Stephen had already won a trophy for second place in a 1100-metre time-trial which formed part of the "Challenge '91" final at Milton Keynes in September. Just think: in the year 2030 or thereabouts, John and Stephen could be emulating the 1991 feats of Ian Landless, who has rounded-off a prizewinning season with a record "plus" on his 25-mile age standard. Even Ian, however, had to take second place to Geoff Baker in our vets' championship. The senior BAR went to Matthew Rabbetts, who intends to make the National 12 his main event next year; and Heather Stevens is the first winner of our new women's BAR trophy, ahead of Sandra Weller. Heather set new club records at 10 and 25 miles and Sandra did likewise over 50 miles. Heather's successful first racing season seems to have stirred some memories of long ago in the legs of her aged father: he swapped his marshalling jacket for a racing jersey in the Gentlemen's GP and hung on for dear life behind the wheel of Heather's fiance, Robert Wimble. His back was giving him jip at the finish, but there's obviously life in the old dog yet, no matter what Iris says.

Nothing much else to report, as this is being written before the ESCA reliability trial.....before our beer-and-skittles match with the Brighton Excel (a walkover for us, surely?).....and before the best annual club dinner in Sussex: the Lewes Wanderers' bash (complete with entertainment and massed-start cake-eating) at the Highlands Inn, Uckfield, on SATURDAY FEBRUARY 15th, 1992.



## EASTBOURNE & HAILSHAM DISTRICT SECTION CTC

Our annual General Meeting held in October, saw a change of Secretary, with the resignation of Fred Mehew after twelve years in office. We are all very grateful to Fred for all his hard work and no doubt he will now have lots of time to get out and about on his bike. Fred's wife, Thelma, also came off our committee and our thanks go to her for her contributions. The new Section Secretary, to whom all enquiries should be sent, is Jane Lade, 66 Wilton Avenue, Hampden Park, Eastbourne, BN22 9HY, telephone Eastbourne 509408.

Our Sunday runs have continued as before, with usually an energetic ride and a modest paced ride each time. In September several members journeyed to Normandy in France to take part in the "Randonee de Fromages", which was a 90 mile ride taking in the "cheese" towns of Camembert, Liveraux, Pont L'Eveque and Vimoutiers. The event was hosted by our "twin" club, the V.C. Beuzeville, who kept the riders well topped up with food and drink!! All our riders completed the ride and received their "Diplomes" for doing so, with Nicola Lade taking the cup for the youngest female participant and the riders also took the cup for the 4th largest club contingent. The trip went very well only to be spoiled by the cancellation of the ferry from Dieppe at 1p.m. and then the 4.45p.m. ferry catching gales and rain in the Channel. The Lademobile was summoned to meet the later ferry as most riders had not anticipated a night ride home and had not taken lights.

In August the Lade family plus Kevin (Harding) and Andrea Winchester attended the annual "Birthday" rides in Hereford and were joined later in the week by Trevor and Mary Jones with Laura and Lucy. A great week was had by all with daily rides for everyone and social events in the evenings. Nicola then disappeared off to America for a two week International Guide Camp, whilst Graham and Jane went back to France and Sarah and Kevin holidayed in Jersey. Other Section members went to America, the Lake District and France and all enjoyed yet another summer of lovely cycling weather.

Jon Cooper has now recovered from his broken wrist and is back on his bike again, but on a sad note, Andrea has now left us to live permanently in Scotland, where she has a new job in Edinburgh. We wish her all the best.

JANE

A "Booreing" snippet (1)

Why did Geoffrey Boore miss most of his Club's firework party?

Answer: He was trying to persuade B.T. to re-connect his telephone, despite his not having paid the bill!



## WORTHING EXCELSIOR C.C.

At the lunch after the ESCA Reliability Trial on November 17th it looked as though the Worthing Excelsior's name would yet again be engraved on the Rally Shield. The provisional result showed us to have 19 finishers against Eastbourne Rover's 17 (what a shame!) The damp weather kept more than a few of our twenty nine entrants at home but all of our starters completed the course in the designated times with only one puncture between them. The Rally Shield is almost looked upon as a Club trophy now that W.E.C.C. is engraved round to the halfway point; does no-one else want it??

In July Dave Hudson and Chris Beckingham travelled to France to undertake the 36th Brevet de Randonneur des Alpes organised by the Grenoble Cycling Club. The entries this year numbered 3,200 so if the 'depart at minute intervals' rule applied the timekeepers would have spent over two days sending the field up the road. The event is held every two years and takes in a hill or two, 4,600 metres of climbing in fact. The event was well organised with feeding stations in just the right places. With all the climbing involved the last 100 kilometres was virtually downhill. Both Dave and Chris returned to Grenoble well ahead of the 10.00 p.m. deadline. A certificate was issued to all those who succeeded with the addition of a badge if required.

The Dairytime Cycling Rally on August Bank Holiday at Mildenhall was also supported by Excelsior riders. It is very much a Southern 'York Rally' with three days of racing and touring events including grass track and roller racing. Vern McClelland rode the 200 kilometre randonnee on the Saturday. While they were enjoying the quiet traffic roads, Radio Cambridge had Andrea McClelland broadcasting to the County as an example of a typical cycling family! Sunday saw Vern pursuing a fast 50 and was pleased with a result of 2.11.21. Gary Empson of the C.C. Breckland didn't do too bad either with his 1.47.39!

Our Club has a Super Randonneur again this year in Dave Hudson. He reached the status with the Audax U.K. following his completion of the Frodsham 200k. in North Wales; a tour around the Wiltshire cycleways brought in the 300k., and Brevet Cymru from the Severn Bridge to the West Coast of Wales was good for the 400k. The Windsor/Chester/Windsor at 600k. completed the series. In 1992 Worthing Excelsior is again promoting it's Weald and Downland Randonnees on Sunday, April 26th, and we welcome the many ESCA riders again.

Our Club Dinner was held on November 16th at the Windsor House Hotel in Worthing. Keith Butler made a very interesting guest speaker and Jeremy Wootton responded on behalf of the Club. Mike Gibbs was duly rewarded for an excellent racing season with performances including a 22 minute 10, with the 'Tecno Weene' or poseur's award; a somewhat worn pair of training tights the seat of which was a mass of tangled strands of acrylic. Suprisingly he hasn't been seen wearing them yet! Keith Butler's wife, Marilyn, presented the prizes after the speeches to some very deserving rides including three new rapid Club records. Senior 30 miles at 1.6.09 and 50 miles at 1.47.22, both to Richard Shipton, and the junior 25 miles at 55.00 to Colin Toppin. A great evening was had by all, with live music by Big Yellow Taxi and a good raffle with prizes generously donated by Club members.

B. I. KING

A "Booreing" snippet (2)

Who is the London South committee man that Chris Watts is tempted to forget to inform when meetings are held at her house because his consumption of cake and chocolate biscuits is rather excessive?

Answer: Geoffrey Boore!



EAST SUSSEX CYCLING ASSOCIATION - 1991 B.A.R. RESULTS

| <u>SENIOR B.A.R. (25, 50 &amp; 100 Miles)</u>                  |   | <u>25</u> | <u>50</u> | <u>100</u> | <u>Av.mph</u> |
|--|---|-----------|-----------|------------|---------------|
| 1  | KEVIN HARDING<br>Central Sussex CC          | 56-36     | 1-59-07   | 4-12-21    | 25.155        |
| 2  | M. D. Rabbetts<br>Lewes Wanderers C.C.      | 1-02-00   | 2-01-04   | 4-11-09    | 24.288        |
| 3  | C. R. Hill<br>Lewes Wanderers C.C.          | 1-00-27   | 2-07-45   | 4-26-40    | 23.599        |
| 4  | R. J. Taylor<br>East Grinstead C.C.         | 1-00-03   | 2-12-34   | 4-41-47    | 22.967        |
| 5  | P. J. Baker<br>Hastings & St. Leonards C.C. | 1-08-26   | 2-10-03   | 4-32-09    | 22.345        |
| 6  | I. A. Landless<br>Lewes Wanderers C.C.      | 1-05-00   | 2-15-11   | 4-54-11    | 21.888        |
| 7  | G. A. Baker<br>Lewes Wanderers C.C.         | 1-06-42   | 2-19-53   | 4-47-13    | 21.608        |
| 8  | P. J. Fray<br>Brighton Excelsior C.C.       | 1-09-05   | 2-15-41   | 4-48-03    | 21.551        |
| 9  | C. G. Robson<br>Eastbourne Rovers C.C.      | 1-06-24   | 2-20-08   | 4-53-37    | 21.478        |
| TEAM LEWES WANDERERS C.C. M.D.Rabbetts, C.R.Hill, I.A.Landless |   |           |           |            | 23.258        |

| <u>VETS B.A.R. (25, 50 &amp; 100 Miles)</u> |                     |                         | <u>+ mph</u> |
|---|---------------------|-------------------------|--------------|
| 1   | CHARLES ROBSON (62) | Eastbourne Rovers C.C.  | 3.078        |
| 2   | R. J. Taylor (49)   | East Grinstead C.C.     | 2.699        |
| 3   | G. A. Baker (57)    | Lewes Wanderers C.C.    | 2.512        |
| 4   | I. A. Landless (51) | Lewes Wanderers C.C.    | 1.921        |
| 5   | P. J. Fray (41)     | Brighton Excelsior C.C. | 0.037        |

| <u>LADIES B.A.R. (2 x 10; 2 x 25)</u> |                                      | <u>10</u> | <u>10</u> | <u>25</u> | <u>25</u> | <u>Av.mph</u> |
|---------------------------------------|--------------------------------------|-----------|-----------|-----------|-----------|---------------|
| 1                                     | SARAH LADE<br>Eastbourne Rovers C.C. | 30-32     | 31-57     | 1-21-36   | 1-16-06   | 19.131        |
| 2                                     | S. J. Weller<br>Lewes Wanderers C.C. | 30-11     | 33-45     | 1-23-07   | 1-15-43   | 18.879        |

| <u>JUNIOR B.A.R. (2 x 10; 2 x 25)</u> |  | <u>10</u> | <u>10</u> | <u>25</u> | <u>25</u> | <u>Av.mph</u> |
|---------------------------------------|--|-----------|-----------|-----------|-----------|---------------|
| 1                                     | CHRIS KITCHENHAM<br>Hastings & St. Leonards C.C. | 24-14     | 24-04     | 1-02-54   | 1-00-42   | 24.562        |
| 2                                     | S. Stacey<br>Eastbourne Rovers C.C.              | 26-22     | 26-54     | 1-11-32   | 1-07-07   | 22.095        |
| 3                                     | S. Wright<br>Eastbourne Rovers C.C.              | 25-44     | 27-45     | 1-16-09   | 1-06-04   | 21.835        |
| 4                                     | A. O. Mephram<br>Sussex Nomads C.C.              | 26-36     | 27-02     | 1-15-59   | 1-08-11   | 21.623        |

(CR/140991)



EAST SUSSEX CYCLING ASSOCIATION - 1991 RELIABILITY TRIAL

There were 146 entries for this year's Reliability Trial. Of these 104 started and 90 finished. 68 got round in the right time and 22 were either too fast or too slow. Congratulations to Worthing Excelsior who were the winners once again with 19 successful riders. Results are given below in a new format which gives the Clubs in order of the number of successful riders.

WORTHING EXCELSIOR 355 groups - A. Matthews, A. Palmer, J. Lucas, S. Lucas, D. Lock, M. Gibbs, M. Robertson, K. Robertson, A. Stepney, M. Hawkes, C. Miller, M. Poland 3.46; D. Hudson 3.47; C. Halford, G. Parsons 3.50. 320 groups - C. Toppin, P. Toppin, V. McClelland, R. Shipton 3.13. Other finishers - S. Howe, A. Scarratt, D. Morris.

EASTBOURNE ROVERS 355 groups - R. Thomas 3.47; J. Cooper 3.48; G. Lade, N. Lade 3.51; R. Gearing, D. Springett 3.54. 320 groups - J. Dutson, S. Greenway, S. Wright 3.10; J. Blackman, P. Driscoll, A. Rogers, M. Cross 3.11; D. Dunbar 3.12. 255 group - P. Delani, S. Willis 2.52. Other finishers - J. Lade, G. Taylor, R. Wickham, N. Smith.

CRAWLEY WHEELERS 355 groups - I. Holder, M. Bloom, M. Bloom, R. Holder 3.45; P. Coventry 3.47; R. Odell 3.49; T. Gould, S. Bagley, D. Boorsma 3.50. Other finishers - D. Stokes, J. Harris, G. Payne, B. Holder, P. Spenceley.

GATWICK AIRPORT 355 groups - P. Fox, E. Clark, P. Turley, A. Tearle, G. Cumber, C. Stokes, S. Baker 3.51.

LEWES WANDERERS 355 groups - J. Gallsworthy 3.53. 320 groups - I. Landless 3.12; P. Price, R. Gorringer 3.17; M. Rabbetts 3.18. Other finishers - M. Burgess, S. Comben.

EAST GRINSTEAD 320 groups - K. Taylor, 3.10; T. Ellis 3.12. 255 group - S. Hubbard, P. Harris 2.51. Other finishers - R. Taylor, E. Owen, L. Constable

CTC 355 groups - E. Haynes 3.48; R. Colyer 3.50. Other finishers - D. Stace, P. Palmer, R. Levett, P. Wilson, S. Howe.

BRIGHTON EXCELSIOR 355 groups - P. Shaw 3.47. 320 groups - A. Payne 3.19

SUSSEX NOMADS 320 groups - A. Morris, G. Burgess 3.11

CENTRAL SUSSEX 355 groups - K. Harding 3.47.

REGENT RC 320 groups - M. Walker 3.19.

RESULT SUMMARY Worthing Excelsior 19, Eastbourne Rovers 16, Crawley Wheelers 9; Gatwick Airport 7; Lewes Wanderers 5; East Grinstead 4; CTC 2; Brighton Excelsior 2; Sussex Nomads 2; Central Sussex 1; Regent RC 1.

The 68 successful qualifiers for the Reliability Shield will each receive a Certificate. These will be ready for collection at the E.S.C.A. Luncheon & Prize Presentation at Framfield on Sunday, 5th January, 1992. If you are not able to attend, your Certificate will be sent to you via your Club Secretary.

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ORGANISER'S NOTES. After two sunny days I got up to find it raining, but it stopped by the time I reached East Hoathly. It was what I can only describe as murky and raw with practically no wind. After standing outside the King's Head for 1½ hours, I was very cold by the time the last group went off.

This year the riders were split into 7 groups and a word of praise is due to the orderly way they all behaved before the start. No entries were taken on the line this year and very few people were upset by this. After all everyone has at least six months to decide whether or not they want to ride. Another innovation this year was that all riders were covered by third party insurance either individually or by their Club.



I had hoped to get a ride myself, but as my rear valve came to pieces around 8 o'clock, I abandoned this idea and instead took Roy round the course in the van. We checked out the Check Points, came out into the sun for about 10 glorious seconds at Brightling and were back at the King's Head ready for the first riders.

As the riders came in their cards were time stamped with a rubber stamp updated every minute. This was another innovation which made checking much easier and quicker afterwards.

About 56 of us enjoyed an excellent lunch in the King's Head after the Trial and, due to the reduced number of bookings, we were all able to sit together in the hall.

Finally my thanks to a superb back up team of Roy, Ken, Tim & Toby, Dennis & Deryk, Alan Hughes with his wife and staff at the King's Head, and Esther who produced check cards, a table plan, quantities of duplicating and the Certificates. Also a thank you to Clive Willis who rescued me with a new battery for the van the day before. I hope to see you all again next year. The provisional date for the next E.S.C.A. Reliability Trial is Sunday, 22nd November, 1992. Details in BONK.

*Charles R.*

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Charles left a space at the end of his Reliability Trial report in case anyone had sent a humorous little article in about it. No such luck, so I am left with the task of filling half a page. I started off by looking up the word "humorous" and realised that I've probably been spelling it incorrectly all my life. I pressed on and was interested to read some of the 'meanings' -- tending to excite laughter; moisture; animal fluids (well, the last two came under "humour" but it's almost the same). Anyway, to get back to the story. There was a little bit of laughter at my checkpoint (no.1) at Flimwell; mostly from my two companions as we peered through the fog trying to see the riders approaching. We laughed gaily as we took their cards and sympathised when they said "Oh dear, all those hills are terrible" and told them that the worst was over.

Tim and Toby had dropped me off at Flimwell together with my bike, so after a while I rode to Bodiam (checkpoint 2) to meet them and get a lift back to East Hoathly. It was at Bodiam that the 'bodily fluids' part of the "humour" became apparent, as Tim told me that almost every rider had dashed into the adjoining woods for a pee. They were still complaining about the hills but the two lads sent everyone on their way with words of encouragement ringing in their ears "the worst is over! this is the halfway point and you'll soon be home". As Tim was loading my bike onto the roof rack a couple from the Gatwick Airport Club came up the hill. The chap was quite sprightly but there was more 'animal fluid' about his wife - she was almost in tears and expressed doubts about making it. We were later told that this was her first long ride. Ever! Ye gods! Tim was quite gentle with this one and told her that it was all downhill to Robertsbridge. As we drove back to East Hoathly he mused "I forgot all about that hill at Brightling!".

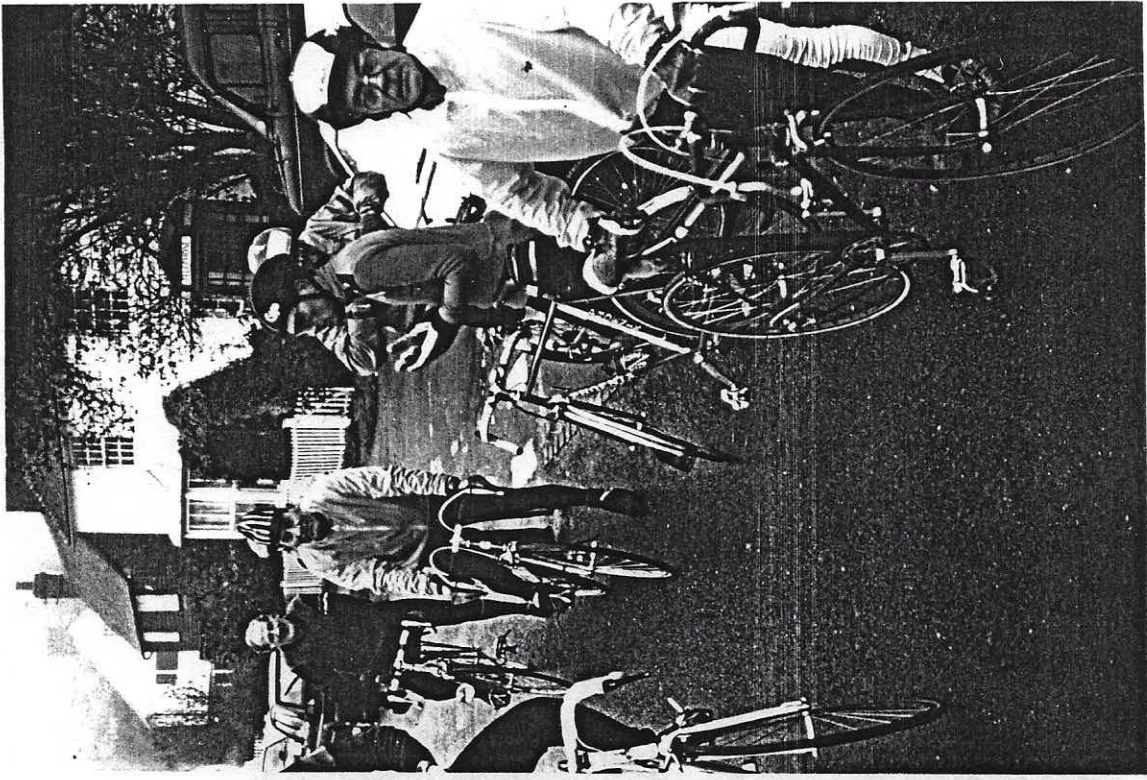
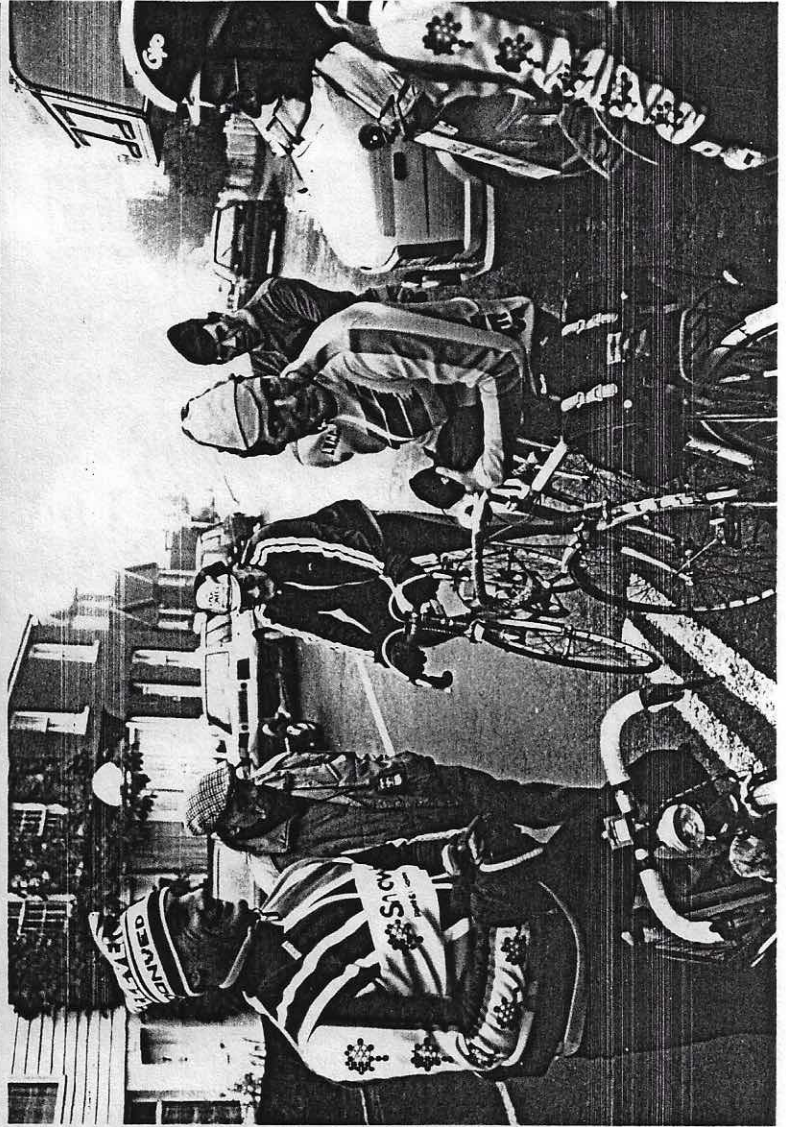
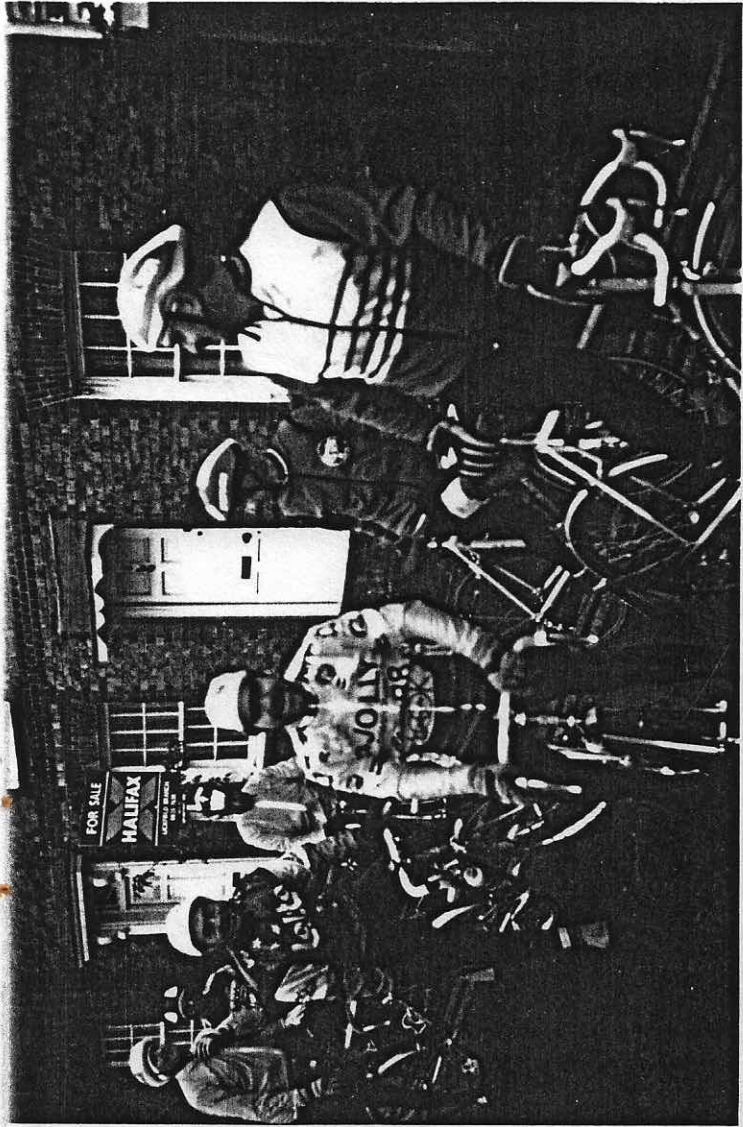
When we arrived at the 'Kings Head' a perky Sara Lade told us that she had packed (we all know why now we've seen the photo, Sara!) at Waldron and that Jane had given up when Kevin Harding had found himself unable to push her any further. We knew that wasn't true as we'd seen Jane, thoroughly enjoying herself - well who wouldn't if they'd been pushed round by Kevin - and were able to say adamantly that she had indeed finished the course, although slightly out of time. Well done, Jane.

There were a lot of jolly people in the pub for lunch and I felt rather sad when it was all over. Although I hadn't ridden this time I had enjoyed myself and I think I must have seen many more people than I usually do.

Next year it would be nice if everyone wore an Association badge when they were riding. Price £1.50 from Roy Humphrey.

*Esther*





RIDERS ASSEMBLE AT THE START.



PHOTOS OF THE RELIABILITY TRIAL

Four Eastbourne Rovers who didn't make it.

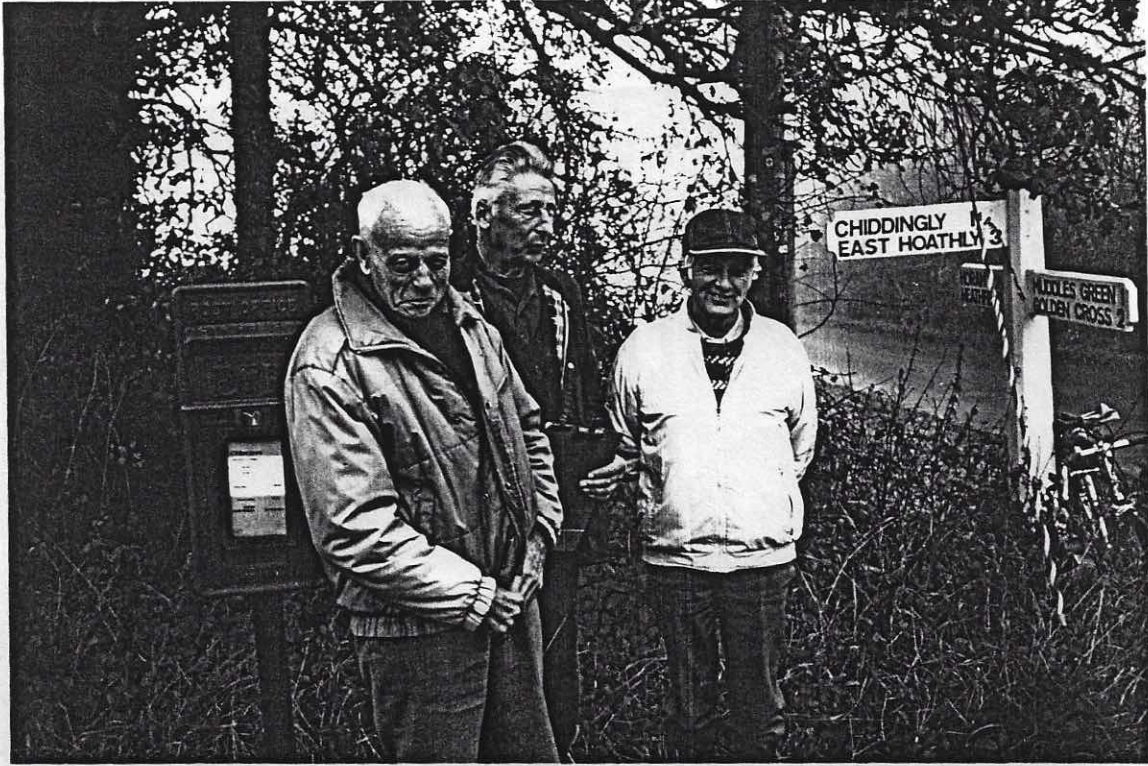


Sara Lade being consoled by Simon Prior!  
After packing in the reliability trial??.

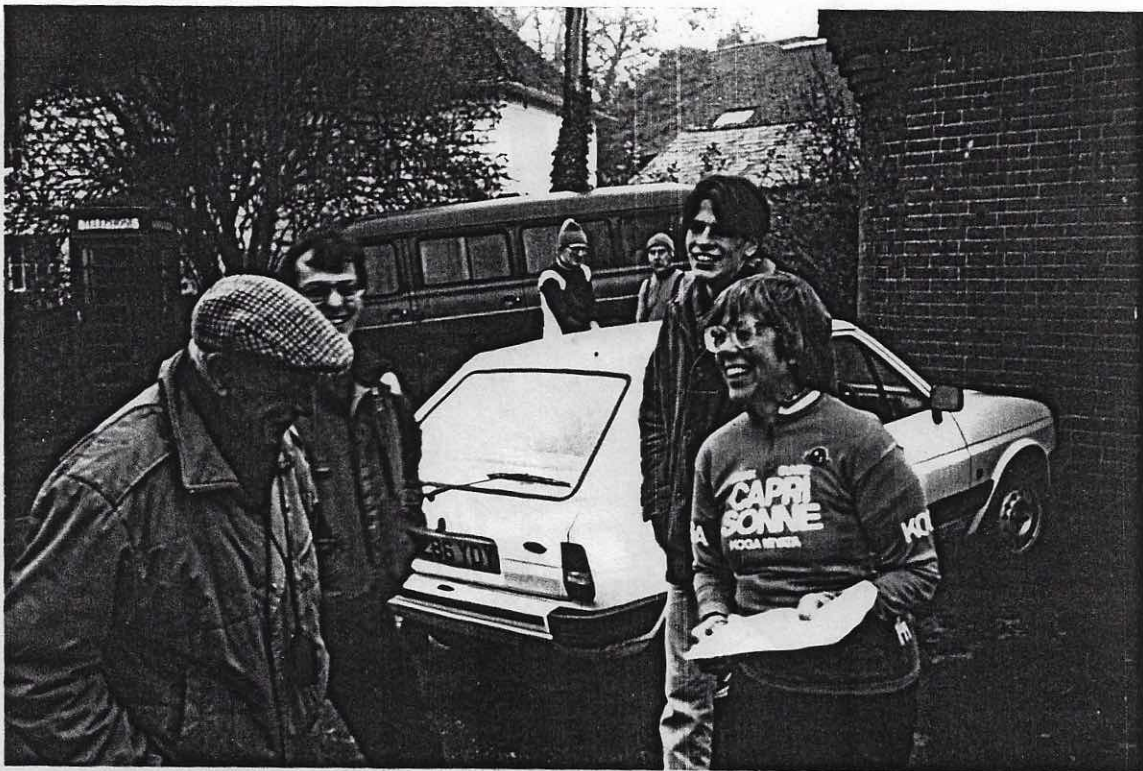


PHOTOS OF THE RELIABILITY TRIAL

Faces from the past.



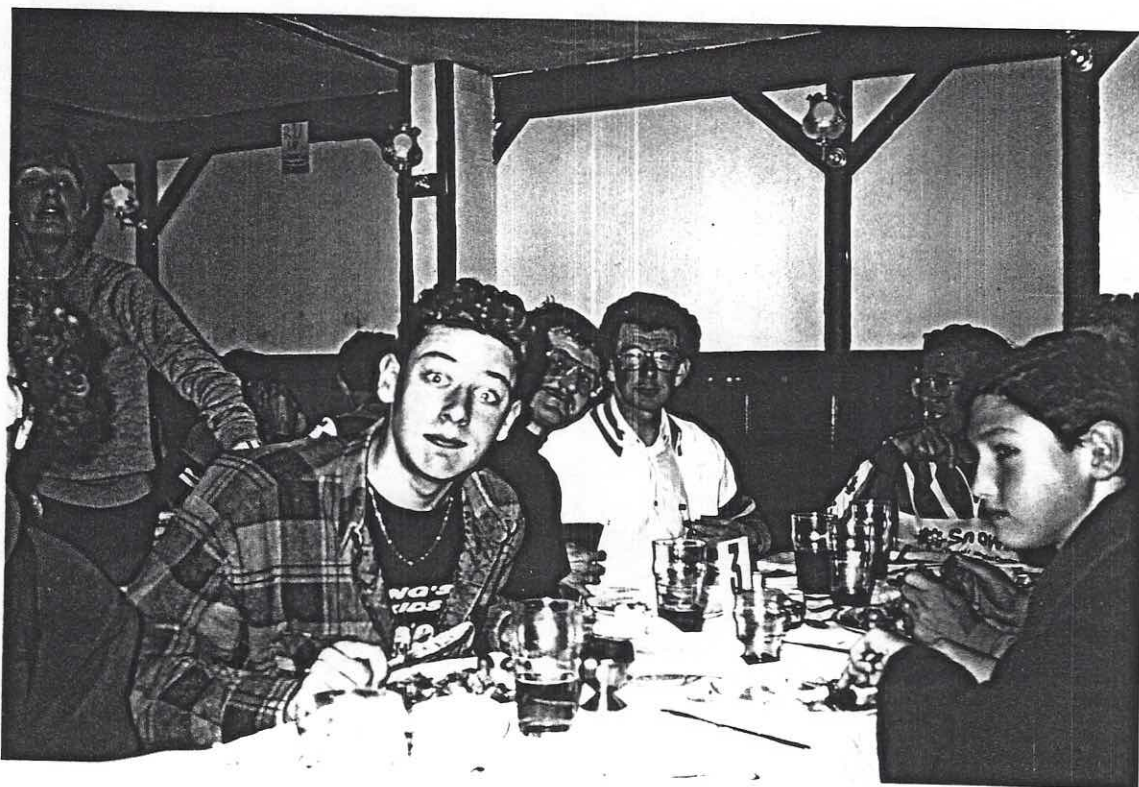
Happy to be marshalling and not riding.





PHOTOS OF THE RELIABILITY TRIAL

In the hall enjoying the lunch.





## CRAWLEY WHEELERS

Here I am, all broken hearted, paid a penny and only .....; well really, I feel sorry for Mr. Hickey - poor old fellow - he must be going through an old age crisis to write in that fashion, or is it true that the first sign of senile dementia is when you start criticising everyone on paper, just for the sake of it. I feel I must get a few things straight about our trip from Gibraltar to Barcelona. 1) It was 100% joint effort- I was not pushed into it - I helped plan it and thoroughly enjoyed it. 2) If that was like a Belsen concentration camp you must have had a good time in one, Mr. Hickey. 3) We do not lose members by putting them through these kinds of tests, we lose them because at 18 they still need spoonfeeding and because they aren't satisfied with their £500 bike. 4) And lastly, if you wish to join us at the Taurus Park Hotel near Palma in Majorca, you are more than welcome during February 1992.

Quite late in the season our Club promoted two races, Tony Gould organised a Surrey League on the Rusper-Capel circuit, which turned out to be successful, with a ladies race, a blank licence 3rd cat. race, in the morning and then 1st and 2nd cats. in the afternoon, which was fast, aggressive and had a full field. Then Jack Harris promoted a 10 on course G412 - it proved to be popular with 136 entries. There were a few non starters despite the good weather; the fastest, with a very impressive time was Nick Lelliott with 21.41.

We've had a few end of season events with varying success: firstly the Championship 25 was a disaster with only six finishers. Gold went to Tony Gould with a 1.2.58, silver to Chas Ayson with 1.5.16 and bronze to Mike Bloom in 1.7.30. Then our rising junior star, Rob Holden, won the medium gear 25 on our new dual carriageway course with 1.9.37. Next was the annual hillclimb held on the long drag up to Coldharbour Church. Top roadman Dave Roberts reached the timekeeper in the fastest time of 4m 50s, closely followed by Steve Elms on his mountain bike only 5 seconds slower. Berni Simpson settled for third place in 5m 5s. The previous day Steve travelled to Essex to ride the traffic free, wind free E72 course to record his best ever time of 52m 57s. Our next race is New Year's Day with a 10 on the Faygate course - the only rule is that you must ride a shopping bike or a BMX, come and have a laugh, it's good fun. One guy clocked a short 29 last year but I struggled round for a 41minute 10 on a Moulton. While we're on the subject of racing one member came in the shop and asked "did Graham Page manage to finish the hillclimb, or did he pack?", that didn't go down too well with Graham. Mike Bloom leads the trophy for racing the most this year, he has a total of 1415 racing miles.

Our Clubruns are now in full swing - we meet at Faygate crossroads and do at least sixty miles in the lanes and are back home for a 1.00 o'clock lunch. There is also another run that leaves Crawley and stays out a bit longer depending on the weather - this one stops at a cafe or pub and has a more leisurely pace. So as you can see, we cater for all abilities except the mountain bike boys as we just can't get them interested in Crawley.

We recently had our reliability trial to Newhaven and back. That was fairly successful. We had thirty seven start and twenty seven finish. The others dropped out due to mechanical faults or accidents. Paul Spencely broke his collar bone when he came off at the bottom of the long drag from Lewes prison. Perhaps now he'll be convinced that his method of conering is wrong. Dave Nash had to go to hospital after a young mountain biker came straight out of a side road and smashed into Dave's leg. Apart from that everyone enjoyed the 65 mile route in the cold but dry conditions.

Then twenty two of us entered the ESCA reliability trial; not all turned up on the day mainly due to the grotty weather. The organiser certainly didn't miss out any hills this time - it was a good old leg busting course that made us get in on time without a pub stop. I'm sure it would have been much better with real nice views if it wasn't for the thick fog making visibility very poor. Our group split up very well, some got too cold to wait on every hill, and some couldn't stand the painfully slow up hill speed but some stayed together and plodded round at 12 mph average to finish in time, others were a few minutes late. At least we had no accidents this year, although we were impressed by the clowning of a certain John Pelham, and the lack of signals when turning by a group of Worthing lads could have been quite nasty. Anyway, I think we were all get back in the warm after a hard forty eight mile bash.

Marina



With holiday dates duly arranged and ferry and hotel bookings made, we left Burgess Hill without bikes, Ken at that time not being allowed back in the saddle after his 'repair' a few weeks earlier. It was a bright Thursday morning and we had decided to use a non-motorway route as far as possible to get to our overnight stop at Haydock.

Bisley found us not only caught up by roadworks, but in a five mile line of traffic behind a long distance tractor. We did get to Stafford for a late lunch via the M40 and Hatton Bank (of Vets Easter 25 mile fame) and the M6.

Still determined on our as little motorway as possible plan, we found Jodrell Bank earth station appearing over the trees in lanes near Macclesfield. We continued through Warrington bringing back to Ken memories of long past R.A.F. days.

We found our Travel lodge on the East Lancs Road at Haydock, unpacked and then went to Southport to revive my wartime memories of what had been an elegant and quiet town. One word sums up my reaction - disappointment, at progress?

On the way we drove through a Club 10 on what we think was D10/1, the fast, flat Rainford bypass course.

It is now Friday morning and the wind of the previous few days hadn't dropped as we joined the M6 for Lancaster, where we stopped for a sandwich lunch. On to Heysham which we reached with lots of time to spare, the boat hadn't even arrived from Douglas. Thinking that it would be interesting to watch the ferry dock, we booked the car in and tried to find a way to the edge of the quay, only to discover our way blocked by two Atomic Power Stations. They look like a couple of not very large corrugated warehouses.

It was time for boarding the King Orry for the crossing. This boat is much bigger than those we had crossed on previously. Cars are able to embark with bikes still on their roof racks. It's not necessary to unload them and then either force them into the car, or walk on board wheeling them, as previously.

Despite fears to the contrary we had a smooth crossing, reaching Douglas in time for dinner. We then met Roy accidentally and had a conducted tour of the new grandstand, during which we met several of his officiating colleagues. The weather during the week was not very kind, but we enjoyed the very greatly enlarged racing programme. On our previous visits the overseas riders were mainly from the continent, but this year both of the Irish governing bodies and the Russians were the main visitors, along with a strong French group. There didn't appear to be so many young riders - but then it was still school term time.

Kermesse racing in Douglas and the afternoon events in Douglas were new to us, as was the holding of time trials in the north of the island. And, alas, no track meeting. We did also get to see much more of the island than before. We didn't think that it had altered a great deal, although the motor car had, as everywhere, increased greatly in number. It was sad to see the large block of buildings due for demolition and redevelopment at the start of the promenade just as you leave the boat.

We crossed back to the mainland on Monday morning with Roy - another Cycling Week successfully completed - and quite a few others who had stayed on for the second weekend. Roy departed on the shuttle train to Preston where he was meeting his daughter, whilst we went across country for the night with the Maclagans near Doncaster.

Thursday was spent visiting relatives and a Leicestershire RC friend. We finally reached Burgess Hill in the early hours of Wednesday after a very wet journey down the M1, having had a very enjoyable visit to the Isle of Man.

Barbara Atkins



## EAST GRINSTEAD C C

East Grinstead's AGM took place in November and brought about a few changes on the committee. Some simply to make better use of the available man-power, others to replace those who are no longer available to serve the Club.

Most notable "non-availability" is Steve Dennis who has departed these shores for France in pursuit of happiness and a lady named Chrystelle. He didn't appear to have major racing plans but his name ought to crop up in the results now and again. Good luck to Steve who has been a mainstay of the Club for quite some time.

His replacement on the committee is Bob Taylor who will bring to his role of Time Trials Secretary the same level of continuous competitive experience as his predecessor.

Ken Taylor changes roles to become Junior Riders Rep. He has shown a natural interest in the welfare of the new young members and can be relied upon to guide and support them. Too many youngsters come in with great gusto and then disappear quickly, very often because they are left to burn out their initial over-enthusiasm without the right guidance. That isn't fair on them and the sport suffers because of their disillusionment.

Steven Elms takes over from Ken in the position of Senior's Rep and Bill Wates takes over for the Vets. Liz Owen was voted in as Ladies Rep taking the load off Rita Preston who was doubling this job with that of Treasurer, a position which she retains.

The remainder of the Committee is as follows:  
Chairman: Richard Blackmore, General/ Social Secretary: Janet Blackmore, Road Race Secretary: Steve Blackmore, Competitions Secretary: Tony Preston, Press Secretary: Brian Kirby.

Newly elected as Vice President we have Tony Horrigan whilst Mick Robinson quite rightly continues as President.

Mick has been a member since the Club was founded in 1950 and retains a knowledgeable interest in the sport which also manifests itself in his other hobby of philately where he has a corner of his collection for stamps featuring cycling. Most of the younger members will know him as the pusher-off in the evening 10's. He's the guy who is always there in the pouring rain even if they aren't!

Mick's original membership number was the magic number seven which seems to have brought him good luck during his racing career on the road and track at home and



abroad. He was the first of the Club's stars. Looking through his collection of memorabilia it was interesting to pull out a few items which illustrate club life at the time.

The Junior membership fee was 3 shillings with a further 4 shillings for NCU affiliation which Mick paid on April 28 1950. (For the benefit of younger readers a shilling became 5p when we lost proper money too many years ago.) The National Cyclists Union was one of the fore-runners of the BCF (in those days there were two bodies fighting for control of road racing, the other was the British League of Racing Cyclists.) Incidentally a made to measure racing frame at that time cost in the region of 15 pounds, sounds cheap but what was the average wage?

The first Club membership card shows that a full programme of Club Runs was organised from June 25 to December 17. Even the destinations were pre-determined and varied from coastal resorts, to Kew Gardens, to Chislehurst Caves (lights required for that one ? ). Some were planned for all day, others afternoons only. October 08 was the hill climb, up (Captain) Kidd's Hill and then a ride to Crowborough Beacon. November 05 was a paper chase (no conservationists about then!) and November 12 was the Three Counties Tour- could have been a very short ride if you think about it and take a look at a map. All Club Runs started at the car park in King Street, as they still do, and the card advised that changes would be advised in the local press.

The first Club Run, probably the first outing for most of the Club members, took place on May 05 1950. Mick is clearly in evidence in the photographs which were taken. It's fascinating to be reminded not only of the assortment of machinery in use but also the lack of what we would now consider to be proper clothing. Mind you I can recall that in my youth there wasn't a lot of casual/training clothing available and even in the summer heat nobody would be seen out training in racing kit, it just wasn't the done thing.

A feature of the Club's racing activities in those early days was grass track racing in East Court park, you don't see much of that these days. Mind you track racing in this area, even with Preston Park in the vicinity is pretty poorly supported isn't it?

For me the real image of the times is conjured up by a picture of Mick about to set off for an event, racing iron attached to bike rack- on the back of his Vespa motor scooter. Must have been a real luxury compared with riding the bike to distant events carrying the racing wheels over the front forks. Times really have changed.

Nice to have you with us Mick.

B.K.



EAST SUSSEX MID-WEEK CYCLING GROUP

Our Group continues to enjoy a large nucleus of regular and enthusiastic riders plus a smaller number of equally enthusiastic but possibly slightly less able riders who join us as and when the distance or their health permits. Anyway, all are equally welcome and our numbers continue to grow.

At the beginning of October we had our long awaited visit to Polegate windmill. This had previously been scheduled for last February but due to the terrible weather and the fact that many of us were snowed in at the time, it had to be postponed. Anyway, those who were lucky enough to go along had a very pleasant afternoon and all agreed the tour was well worth waiting for. Our thanks go to Peter Bratt who led us on this trip.

Our Annual General Meeting was once again held at Marle Green. Despite a very wet start to the morning, a fair number of members attended. Dennis Jakeman, having completed three years as our Secretary/Treasurer, was due to stand down. Unfortunately, no-one volunteered to take over the job and at the moment a committee of five has been appointed for a period of six months to co-ordinate the runs and a Special General Meeting will be held at the expiration of this time in the hope that someone may then be appointed to take Dennis' place.

We are once again having a Festive Lunch in the New Year at Laughton. Dennis is organising this for us and it has always been a great success in the past and well supported, so we are all looking forward to a repeat performance.

Thelma Thompson

The East Sussex Cycling Association will be 50 years old in 1996 and it has been suggested by committee members that a history should be written to mark the anniversary. I am writing to you and all other ESCA clubs to see if enough interesting and entertaining anecdotal material would be forthcoming to make it worth embarking on what would be a very time-consuming (and perhaps expensive) task.

It would be possible to write a history from the minutes of ESCA committee meetings and AGMs and from past issues of Bonk; but written sources are not so lively as spontaneous anecdotes - and some people are better at talking than writing.. So I would be grateful if your club could:

(a) let me know if any of your members would be willing to write to me about incidents and/or personalities relevant to an ESCA history; and

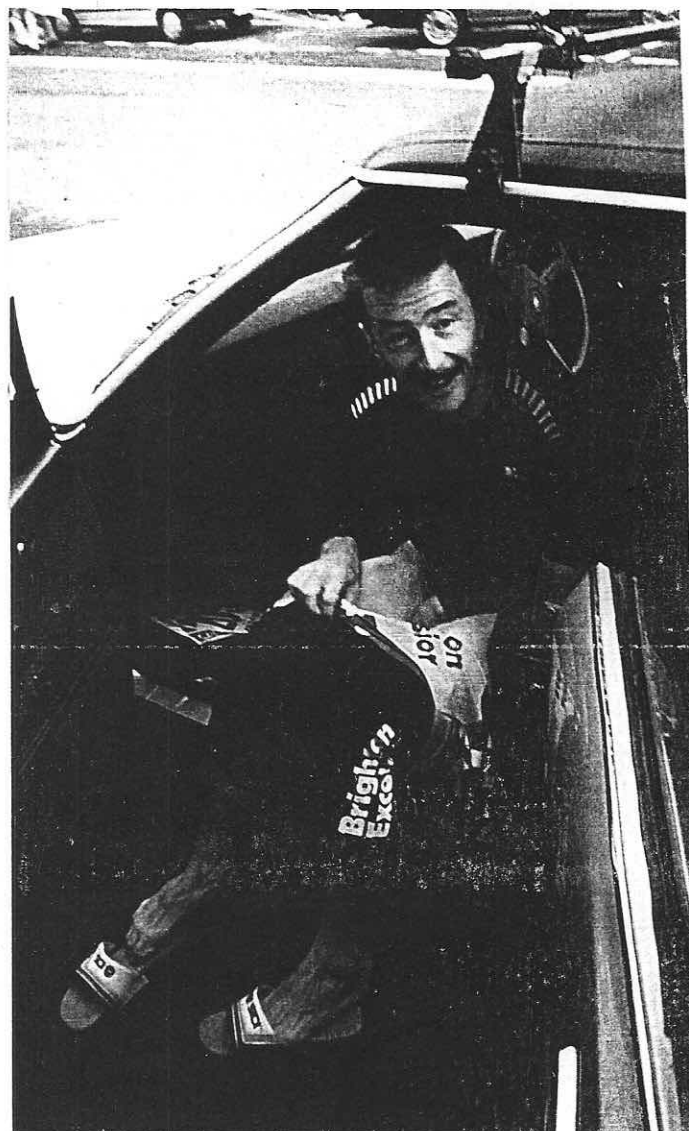
(b) put me in touch with anyone now "retired" from cycling but who was active in ESCA-land in the past and who might be a good source of material.

I could always arrange to meet anyone who would rather talk about the past than write about it. An account of ESCA's first fifty years would be of little interest (or use) if it consisted mainly of names, dates and figures: it needs anecdotes - the funnier, more scandalous and outrageous they are, the better. You provide the information, I'll worry about the libel.

Michael Rabbetts  
Chairman of ESCA



The subject suggested this caption  
"Now where did that maggot go?"  
Any better suggestions?



This is a picture of Richard "Dick" Holkham and isn't as rude as it seems. Honestly!

It was submitted by our Crowborough correspondent.