

BOMK!

THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

PUBLISHED QUARTERLY

**PRICE
20p**

EAST SUSSEX CYCLING ASSOCIATION

-oooOooo-

New Series No. No.56

Summer 1991

President Ken Atkins

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

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

EDITORIAL

Is it really necessary for events such as the ESCA Circuit 25 to start at the ridiculous hour of 6.30 in the morning. Entries in the area have been pathetic this year so far and early morning starts, with conditions as cold and unpleasant as they have been so far, will not encourage people to enter. Does anyone else on this particular start sheet feel as cross as we are that people who are obviously going to travel together are placed a considerable distance apart .. in our case we are separated by forty nine minutes!

After years of finely balancing the Annual Lunch finances to break even, Roy has made a loss this year of forty odd pounds. This was not due to any miscalculation on his part but was the fault of the people who booked and didn't turn up and then didn't honour the bookings with the price of the meal! In future, it's money up front or no booking, so Club Secretary's, when you get the form to book next year's Lunch places, make sure the money accompanies the form when it's returned to Roy.

At the last Management Committee Meeting there was discussion about the Reliability Trial. The course for this year is printed on pp. 8 & 9 and the procedure for riders will be the same as in the past.

Mike Rabbetts is undertaking the research for an Association History. It will be an expensive project if undertaken in a conventional way. Several ideas were mooted at the meeting. If anybody out there has any thoughts on the matter Roy or Mike will be pleased to hear them.

Maurice & Esther

CENTRAL SUSSEX C.C.

THERE CAN'T BE MANY PEOPLE NOW WHO HAVEN'T HEARD OF OUR SAD LOSS.

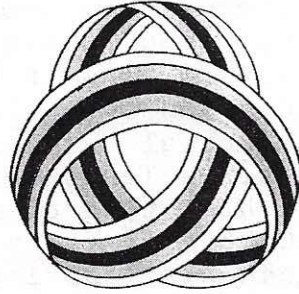
RON EWART'S FUNERAL TOOK PLACE ON APRIL 17TH AND WAS VERY WELL ATTENDED BY PEOPLE FROM ALL THE CLUBS IN THE AREA. IT WAS A STRANGE GATHERING IN A WAY. IT WAS THE SORT OF GATHERING THAT YOU WOULD HAVE EXPECTED TO SEE RON AT. AND IN A WAY THAT SUMS IT UP FOR ME. EVER SINCE I STARTED CYCLING IN 1968 RON'S "ALWAYS BEEN THERE", BE IT A LOCAL '10', NATIONAL HILLCLIMB, WINCANTON CLASSIC, ETC. HE WOULD ALWAYS BE FOUND, GIVING ENCOURAGEMENT, ADVICE AND THE OCCASIONAL SLIGHTLY SUSPECT TIME CHECK. FOR A PERIOD OF ABOUT TEN YEARS "RONNIE'S RAMBLES" WERE A WELL ATTENDED FEATURE OF OUR WINTER CLUB LIFE, KNOWN BEHIND HIS BACK AS "RONNIE'S ROAR-UPS" MANY A YOUNGSTER SERVED HIS APPRENTICESHIP IN CYCLING IN THIS WAY. FROM OCTOBER TO MARCH, EVERY SATURDAY WE WOULD SET OFF ON SOME EXPEDITION OR OTHER USUALLY BY THE MOST DEVIOS (AND FILTHY) ROUTE, ALWAYS TAKING IN AT LEAST ONE LARGE HILL UNTIL WE CAME TO WHAT WAS EUPHEMISTICALLY CALLED "ELEVENSES". THIS WAS USUALLY A LEISURE- LY STOP UNLESS THE SEAGULLS WERE PLAYING AT HOME IN WHICH CASE IT WAS A BIT MORE HURRIED AND OFTEN NECESSITATED A "BIT OF A LINE OUT" (THE BEST BIT) IN ORDER TO GET HOME IN TIME.

ONE OF MY LASTING MEMORIES OF THESE RIDES WAS A TRIP DOWN SOME LITTLE TRACK ROUND THE BACK OF HENFIELD, ALONG A FEW BRIDLE PATHS, ACROSS A RUTTED FIELD UNTIL WE CAME TO THE RIVER. AS WE GAZED AT THIS GREAT FOAMING MUDDY TORRENT RON UTTERED THE IMMORTAL WORDS "I COULD HAVE SWORN THERE WAS A BRIDGE HERE". SEVERAL FIELDS AND A FEW MILES OF RIVERBANK LATER WE FOUND WHAT CAN ONLY BE CALLED A "CROSSING". IT CERTAINLY WASN'T A BRIDGE. GATHERING ON THE OTHER SIDE HE ANNOUNCED CONFIDENTLY "I KNOW WHERE I AM NOW". HE THEN LED US THROUGH SIR LAURENCE OLIVIER'S BACK GARDEN! O.K. SO HE OWNED HALF OF HEN- FIELD, IT WAS STILL HIS BACK GARDEN!

HAVING SPENT SOME TIME ABROAD AND ALSO HAVING BEEN IN THE SPORT OVER TWENTY YEARS I HAVE DOUBTS THAT THE BRITISH CLUB SCENE IS A VERY EFFICIENT BACK- GROUND FOR PRODUCING CHAMPION CYCLISTS, HOWEVER IT IS A VERY ENJOYABLE SCENE AND IT GIVES GREAT PLEASURE TO A LOT OF RIDERS. IN THIS RESPECT RON WAS A GREAT CLUBMAN AND THE BRITISH CLUB SCENE IN THIS AREA IS ALL THE POORER FOR HIS PASSING.

IN VIEW OF THE FACT THAT WE HAVE HAD A FAIRLY QUIET START TO THE SEASON I SHALL TAKE THE LIBERTY OF USING THESE NOTES AS MY OWN TRIBUTE TO RON EWART, A GREAT CLUBMAN.

Ferret



WORTHING EXCELSIOR CYCLING CLUB

Founded 1887

After numerous meetings with the management of Worthing Football Club, it appears that the hope of us using their clubroom facilities is to remain a distant dream. The deal appeared to be almost tied up with only the signatures on paper holding us up when the football club decided that their committee had stayed unchanged for over a week and replacements were quickly drafted in. The new committee studied the proposed agreement and made radical changes to the fees and facilities that would be available to us - we ended up with an offer of a room with no more facilities than our present clubroom but at a substantially higher cost. With W.E.C.C.'s best interests in mind, the committee declined the offer, so at Broadwater Parish Rooms we remain. A sad story, but who knows what the future might hold for us ?

Racing is now in full swing with 2 open promotions and 6 club events already completed. Andrew Slater (Waite Contracts) emerged a worthy winner from our Spring Road Race, riding off the front of the leading group to complete the final lap of the Ashington circuit alone whilst the rest of the race thundered into the strong South wind at little over 10 m.p.h.

Andy Smith kindly promoted our Open 25 on 5 May which drew 115 entries of which only 84 started and 80 finished in the wet and windy conditions. The conditions may not have been suited to breaking competition record (even with tri-bars !) but one could have hoped for better support. K.Reed (Clarence Wheelers) won the event by over a minute in an excellent time of 57-29 whilst Worthing riders claimed 1st team, 1st group C handicap and 1st junior awards.

Forthcoming W.E.C.C. Promotions

Open 10 Wiston Saturday 29 June

Hardriders 26 Pulborough 22 September

B.I.KING

EAST GRINSTEAD C.C.

With the season now well under way competition news on the Club is looking fairly good. Steve Dennis is pretty prominent in the reports with wins in time trials, road races, mountain bike races and even biathlons. His second place in the Giles Ree Memorial 2-day included the stage win on the second day after a lengthy lone break. This was probably more typical of his style of riding than his more recent win in the Bec CC 75 mile event on the Lingfield circuit. He couldn't shake his last lap companion and was forced to beat him in a sprint!

In a special effort to improve road racing performance the Club has embarked on a policy of building a team who all answer to the name of Steve. In addition to the above we have Steve Walder (who is improving with every race), Steve Blackmore, and Steve Elms who we are pleased to welcome to the fold. This formation should bring considerable economy of effort for EGCC supporters who, with one shout of "Come on Steves!", can be certain of offering equal opportunity of support for all. A recent test using only two riders showed that it will improve morale. The test shout brought a smile to the face of Steve B under quite arduous conditions but the precise delivery needs a little further study.

The only difficulty we see for these riders at present is in team time trial type situations. Calling Steve through to the front could lead to the Steve who is on the front getting dropped by three flying Steves all intent on doing their bit. Needs a bit of thought. Now if we can just persuade Roger Hargreaves to change his name..... and there is the basis of a time trial squad called Andy.....

Mind you there's nothing new in this "same name" business. At least one rider I know has a sponsor, manager, mechanic, coach, driver, and gofer who all answer to the same name. Usually it's Dad.

Overall performance in time trials is encouraging with promising performances from newcomers and vets alike. The evening 10's seem to be better supported than ever and the racing is very competitive in all categories. Yours truly is hotly contesting the "Lanterne Rouge" with some shattering times.... well they leave me shattered.

The highspot of the summer social round will soon be with us in the form of The Barbecue. Hosted by our long suffering Secretary, Janet Blackmore with cooking under the control of our very own Italian roadman/chef Sergio Pappuci. There was some idea of making it a fancy dress "do" this time but the members seemed totally underwhelmed by that idea. I suppose we all spend too much time dressed in extrovert clothes in pursuit of our sport.

Mind you I suspect that with the Clarencourt 4-up the next day some amongst us will be taking the evening at a steady pace to allow for a more frantic pace the following morning. No excuses for self inflicted wounds.

Good luck from East Grinstead CC... or should that be Steve Grinstead CC, East Grinsteves CC...

HASTINGS & ST. LEONARDS C.C.

At last we have emerged from the wilderness to resume our slot amongst the East Sussex Bonkers. Our omission in recent years has been due to the absence of a talented, witty, humorous and fast typing scribe. Oh well, Alan Corun was'nt available so yours truly got the job.

It is with great sadness that we open our report with the death earlier this year of George Jenkins. At 86 years, George was the club's eldest and most successful member. After joining in the early 1920's he went on to win a string of open time trials including the Belle Vue C.C. '50' in 1929 when he became only the third rider ever to beat 2.10.00.

In those days the unofficial national championship at 50 miles was the North Road C.C. Memorial invitation event. Competing with the country's best twelve riders, George won in 1929 and 1930. His 1929 win gained him selection to that year's world championship road race in Zurich where he finished 17th despite a bad crash on the final hill. In 1932 George retired from competition and became involved in the administrative affairs of the club. It was several decades before many of his club, event and course records were beaten.

On a happier note, the club has over the years spawned a number of promising young riders to follow in George's footsteps. Our latest proteges being Chris Kitchenham and Mark Knowles. Chris, having recently joined the Junior ranks following four years as a successful schoolboy is already making his mark amongst the south's more promising 'testers'. Having gone 'inside' last year to claim the club's fastest juvenile '25' record, he now plans to attack Dominic Windsor's 57 minute Junior record and Mark Markowski's 56 minute Senior record. His other goals include a prominent position in the National Junior BAR and a few good road race placings. All this and nine GCSEs' to go for..... Good luck Chris !!

Mark Knowles, a few months older than Chris is much more of a dark horse. Having joined the club early last year he exhibits that rare athletic talent that we saw in a certain M.Markowski. Mark seems most suited to road racing as was proven in the recent V.C.-Elan thirds and Juniors'open' where he scored third place out of a full field.... not bad for his first attempt. Another of our Juniors worth a mention is John Sharples. After a slow start John has come on rapidly, he has developed a pair of legs like Reg Harris (Who?) and a scorching turn of speed to go with them. In the last stage of the Bank Holiday Kent League 'Two day', a trio of top class Juniors broke away to take first three positions. When the bunch stormed the final climb to the finish, a Hastings rider catapulted over the line first amid cheers of encouragement for Mark Knowles..... the rider turned out to be John. Well! they all look the same in their skid lids and dark glasses.

The current trend with Triathlon has brought us a few new members including Eileen Buckley and Julie Stoddart, both of whom have added a new dimension to our Sunday clubruns. I wish the young stallions would leap off their bikes as fast to repair my punctures, say no more!!

While Vic Butler is completing his three year stint in Malawi, Derek Addrison has taken on the mantle of the club's fastest vet. Interspersing time trials with triathelons he has achieved some good results including a sub-hour 'two up' 25 with Mark Knowles. Keep up the good work 'Del Boy'.

Our senior road racing team is somewhat depleted following the departure of our sponsor. Isn't it funny how sponsorship seems to draw people from far and wide, all for the sake of a subsidised club jersey. Anyhow, we still have 'Whinger Willis' (no relation to the Eastbourne Willis's)

who's current lack of form is attributed to 'La Dolce Vita' and advancing years. Not to worry, J.W is still the 'main man' on the training bashes. The 'Scarecrow' and the 'Italian' (alias Pango) are very much in evidence these days, although I wish the 'Scarecrow' would get some oil on his chain, the opposition can hear him coming a mile away. The 'Italian' suffered a nasty shock recently. Whilst getting his beauty sleep the night before a Kent League, he was awoken by someone breaking through his newly double glazed back door. Still drowsy from dreams of first category points, he thundered downstairs grabbing a carving knife on the way and confronted the intruder. The sight of Pango's naked body and the 'two' fearful weapons was enough to make the villain surrender without a fight. After the ruction had subsided and the 'old Bill' had carted the burglar away, Pango was summoned to the 'nick' to give a statement so was unable to get more than an hours shuteye. We can't understand how he managed to go so well in the road race, must be all that garlic!!

Captain 'D' and the 'old crust' hav'nt been seen on the tandem yet this season. The 'old crust' says it's because he's been suffering from something called 'vertigo'. I thought that was a fear of heights but he insists that he's been feeling giddy (oh no! not that old seven dwarfs joke again) and staggering around all over the place. He's probably been taking a drop too much of the falling over beverage.

The Captain was last heard of hauling his young sprog around on the back of a solo, must be part of the new 'secret' training regime. He is going to notice the difference with the 'old crust' on the back of the tandem.

In closing, we would like to congratulate one of the club's life members, Ron Powell, who was recently elected President of the Fellowship of Kent and Sussex cyclists. Ron follows other Hastings C.C. men who have had this honour, namely Freddie March, Percy Bliss and more recently Arthur Coleman and Ernie Spray.

Thats all for now folks, more gripping stuff next quarter.

H.Breather

EAST SUSSEX MID-WEEK CYCLING GROUP

The long awaited return of the summery weather has appeared in fits and starts and as a result our Riders have been turning up in a mixture of "longs" and "Shorts" according to how brave they felt!! (Not very, did someone say?)

In May, we once more enjoyed the company of the S.W. London D.A. Midweek Wanderers when they met us at Marle Green for elevenses and we then had an enjoyable ride to Rushlake Green before returning to Marle Green for afternoon tea. There were about thirty of us altogether and conversation flowed and flowedwho said cyclists couldn't talk? It was great to see them once more and we hope to have a return visit later in the year.

The end of May gave us the highlight of our Spring Rides. Len Steel took us to Woods Corner for lunch where nineteen of us congregated. By a narrow margin, the writer was able to eat HER OWN lunch on this occasion - thank you, Sid! Len then took us to Brightling Observatory where he had arranged with the present owner for us to have a conducted tour. It was a rather windy day and windier still at the Observatory which stands on the second highest point in Sussex. Firstly, the owner, Mr. Ralph Whistler, entertained us with a brief outline of the life of Mad Jack Fuller and also the Ashburnham family. The Observatory was constructed in 1810 and the present owner has lived there for 10 years. The only telescope now in use is mounted under the cupola and we had a demonstration of the revolving cupola - through the sliding shutter of which we had a wonderful view over miles of surrounding country and out to sea on a clear day. Finally we enjoyed a very welcome tea before starting on our return journey home. It was a most interesting and enjoyable two hours and worth the hilly ride to get there. Many thanks to Len Steel for organising this for us.

Mike and Megan Rabbetts were on the ride to the Observatory having just returned from a cycling holiday in Devon - a holiday with a difference. I understand that Mike has written an account of this holiday for publication in this issue .. it should make good reading.

Thelma Thompson

LEWES WANDERERS -

The social season was extended into April for some of us lucky ones. Horry and Val were married on one of the few sunny and warm days in that month and the weather just about summed up the occasion. The bridegroom arrived early for the start, accompanied by his minder, Mick Burgess. When the rest of the field got to the line the event secretary signalled the "off" and began talking of embarrassing subjects like procreation, which created a bit of a stir among the watching crowd. All was well, however, after the singing of that well-known time-triallists' anthem, "Records Are Broken on a Good Morning", which even non-cycling bridal couples seem to favour. Then the handsome bridegroom and radiant bride crossed the finishing line to be greeted by a couple of ESCA timekeepers and an archway of wheels. The disco which rounded off the day featured a performance of the Can-Can by Val and her sisters which would enliven any club dinner. All in all a smashing day.

There isn't much romance in time-trialling, though. The wind blew strong and cold as usual for our opening event of the season, the Lewes to Newhaven and back. The only heart-warming feature was the handicap-double pulled off by Heather Stevens and her fiance, Robert Wimble, in their time-trial debut: their fitness must strike fear into the legs of the CTC camping and hostelling section. But there was pleasure, too, in the fact that the man who won the event - Mick Northbrook - was riding his first "solo" event. His potential was first spotted by Ian Landless, who became rather disgruntled by the way this chap on a mountain bike was able to outpace him on the way to work. Mick has since done a 1-01-42 on one of the rare occasions he's been able to race. That was in the ESCA 25, when our fastest junior, Leigh West, was able to get his revenge on Mick for beating him into second place in the Lewes-Newhaven, and on Matthew Rabbetts who had done the same in our Danehill hilly circuit later on. Leigh's 1-01-30 on a hard course augurs well for the future. Matthew was definitely off form that day (only a "3") but cheered up after a fourth place in the Tooting "Sporting 42". He and Peter Roberts and Chris Hill made a couple of forays north of the Thames in April and came back with personal bests. In the Icknield 25, Peter did 56-35, Chris 57-57 and Matthew 56-58. Early the next morning they drove to the Viking 25 and slowed to 59-17, 1-00-57 and 1-00-07 respectively. The aforementioned Danehill circuit event was notable for an amazing performance by ex-Tour of Britain roadman, Ron Rogers. He was doing well until he missed the sharp left-hand turn near the finish; he got back on course for the final heave up a 1-in-5 hill but was in such a state that he messed up his gear change, got off to try to walk his bike across the line, and fell into a ditch.

But if you can't be fast, what other options are open? Well, you could try to be smooth. To achieve this you need tri-bars. Ever since Laurie Leaney fitted his, his style has improved so much as to make him almost unrecognisable (or is it that helmet?). When he and Graham Seymour rode in the ESCA two-up there was general agreement among the supporters lining the route that they were undoubtedly the smoothest pairing of the lot. Talking of smoothies, who was the man who, on the day of the ESCA 10, was closeted in his van with a woman with whom he was sharing soft-centred mintoes, and whose husband was out there suffering in the April blizzard?

ROTRAX

ANOTHER BONK TEAPLACE is Heaven Farm, on the A275 about a mile south of Danehill. Its **STABLE TEA ROOMS** are open on Sundays as well as weekdays for tea, coffee, ploughman's lunches, cream teas and other goodies. Tours of the old farm buildings and a nature trail are on offer, but are optional. Cyclists welcome - but if there are likely to be a lot of you, a telephone call would be a good idea: Danehill 790226

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).

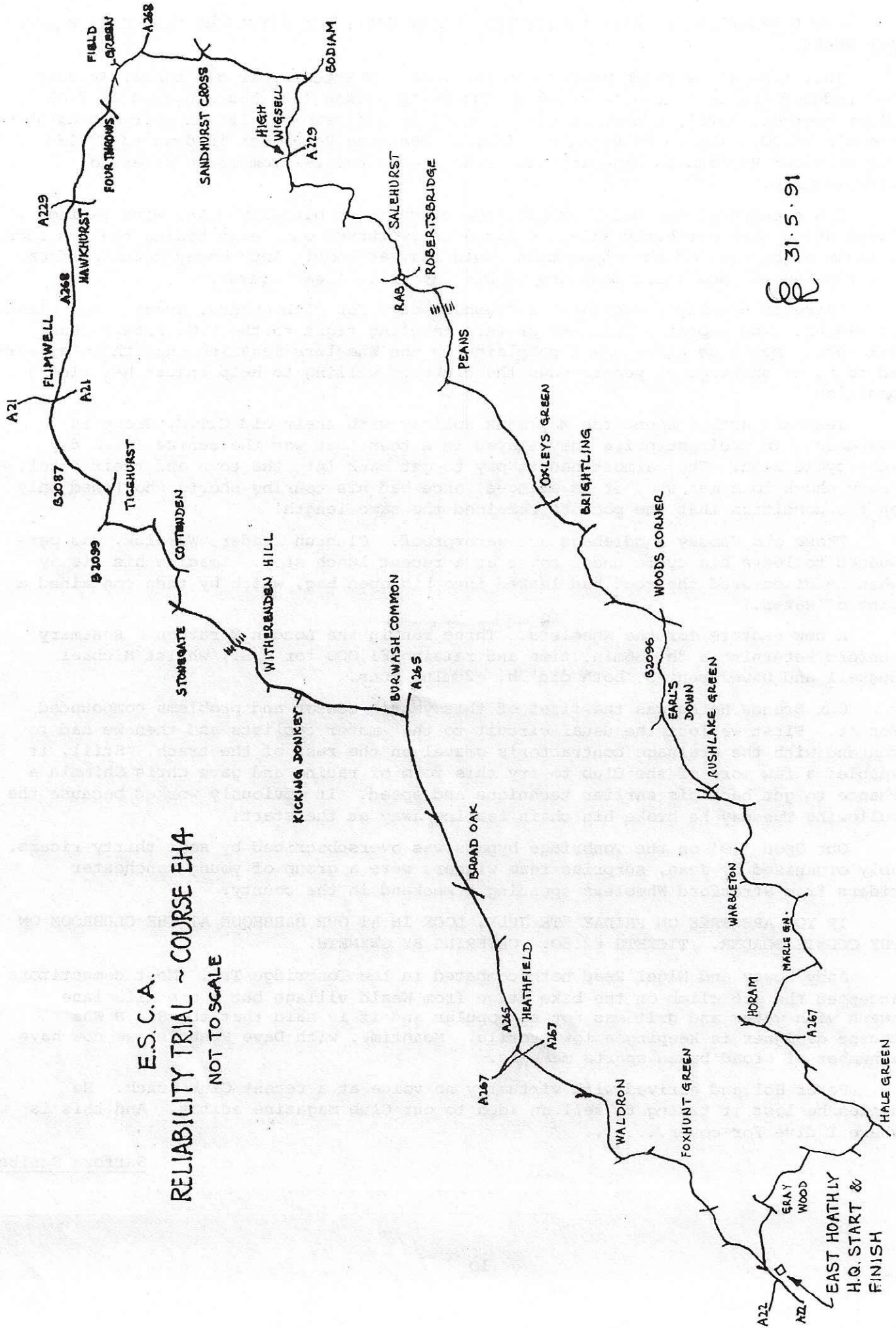
On past The Ostrich and across the railway by Robertsbridge Station. Up past Peans Wood and Scragoak Organic Farm to Oxley's Green, where straight on to T junction at Brightling. Turn right past Church to Woods Corner (34.89 mls). The Swan is opposite, a CTC lunch spot - time for a pint if you are ahead 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.

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



ER 31.5.91

SOUTHBOROUGH & DISTRICT WHEELERS

How pleasant to be writing in warm, sunny Kent, but first the news of the other ten weeks.

This time it is young members to the fore. Thirteen year old Daniel Cutting has reduced his '10' time to 25.09 whilst David Watson (12) has achieved a 27.02. Older brother, Peter, meanwhile with a 25.07 is challenging fifteen year old Matthew Brown's 25.00. (Oh to be young and fast). Meantime Peter Fox is down to 23.03 whilst Peter Holland is dragging his trike around events from South Wales to Lincolnshire.

The evening of our hilly Groombridge circuit was bitterly cold, with fading light and a damp northerly gale. A large entry turned out, each hoping that on such a lousy night most of the opposition would stay at home! Andy Howey returned from his running to once again dominate on his favourite local course.

There is usually a shortage of "pushers off" for Club events, except when Diana is riding. She explains that she prefers to cling tight to the P.O. rather than fall off. Meantime there was a complaint in the Wheelers magazine that there appeared to be no shortage of people down the clubroom willing to help adjust her riding position!

Jean and Arthur spent the May Bank Holiday with their old C.T.C. Group in Flanders. To their surprise they stayed in a town that was the centre for a day long cycle race. They almost had to pay to get back into the town and their hotel. A nasty shock to a man who, it is alleged, once had his touring shorts shortened only on the condition that the pockets remained the same length!

Those old Chossy saddlebags are waterproof. Clubrun leader, Warwick, was persuaded to leave his cycle under cover at a recent lunch stop. Imagine his dismay when he discovered the roof had leaked into his open bag, which by then contained a pint of water.

A new venture for the Wheelers. Three ran in the London Marathon. Rosemary Dunford returning a 3h. 36min. time and raising £1,000 for M.S., whilst Michael Russell and Dave Prentis both did 3h. 28min. runs.

Our Brands Hatch was the first of this year's season and problems compounded for it. First we lost the usual circuit to the motor cyclists and then we had to contend with the drainage contractor's gravel on the rest of the track. Still, it enabled a few more of the Club to try this form of racing and gave Chris Shimmin a chance to get back his earlier technique and speed. It obviously worked because the following Tuesday he broke his chain leaping away at the start!

Our Open '10' on the Tonbridge bypass was oversubscribed by some thirty riders. Aply organised by Jean, surprise team winners were a group of young Manchester riders from Stretford Wheelers spending a weekend in the county.

IF YOU ARE FREE ON FRIDAY 5TH JULY, LOOK IN AT OUR BARBEQUE AT THE CLUBROOM ON THE COUNTY BORDER. TICKETS £2.50. CATERING BY GWYNETH.

Andy Howey and Nigel Read both competed in the Tonbridge Tri. Most competitors accepted the 1:6 climb on the bike stage from Weald village but a one mile lane awash with water and grit was not so popular and it is said that the S & D Whs course designer is keeping a low profile. Meantime, with Dave Prentis, we now have a number of broad based sports members.

Peter Holland arrived with virtually no voice at a recent Club lunch. He denies he lost it trying to sell an idea to our Club magazine editor. And this is where I dive for cover.....

Sarfbra Scribe

An Ode To Men.

When you men all use the loo
Try to do what women do,
After you have pulled the chain
Put the loo seat down again.

You might just try another tack
Undo your zip and stand well back,
And when you have that wanted piddle
Aim Percy carefully through the middle.

You see it seems the problem is
That when we women want a wiz,
To find the loo seat in a muddle
Could get we girls in deep, deep trouble.

It seems that all this extra bind
Slows up our knicker-dropping time,
If time we had to take much more
A piddle could well hit the floor.

And then what gives us all a fright
Is when we need a pee at night,
It makes us lose all heart and soul
To get our bums stuck down the bowl.

So there you have an explanation
At why all women in the nation,
Get into a real frown
When men don't put the loo seat down.

By "Cross-legged" of Chichester

THE 1991 ESCA 100

(the challenge which most "strong" East Sussex riders shy away from)

ON SUNDAY JULY 21

INCORPORATES THE

VITA NATIONAL CHAMPIONSHIP

on a course revised from last year to make use of the Pevensey bypass
but retaining those features beloved by its admirers.....a few
little slopes, good weather, plenty of friendly faces, fine scenery.

ENTRIES (£4.00) CLOSE TUESDAY, JULY 9 TO:

Michael Rabbetts
Jarvis Court, Jarvis Brook
Crowborough, TN6 3RL
(Telephone 654422)

CRAWLEY WHEELERS

Even though Steve Elms is leaving us for a Club who can give him a better team in road racing he still deserves a good mention as he's done a lot for the Club, mostly by just being there as someone for the youngsters to look up to. He's encouraged other road racers to get together for training and shown us all that racing doesn't necessarily mean having the best equipment. He has always supported Club events and always broken the records. Already this year he has come fourth in the G.S. Stella Hilly, he came high up the list in the E.S.R.C. Hilly with 1h.21m.42s. then he was 2nd over all in the Central's 25, he followed this with a win in a road race the next day; he set a new course record on our Hilly 20 with a time of 48m.44s. BUT, despite all these good placings he still moans about his lack of speed!

The nearly vets, the vets and the super vets all seem to be going well this year already. Pete Coventry, the newcomer to racing, is going from strength to strength. After a winter of clubruns and endless ten mile tests he is rapidly climbing up the result sheets, often being in the top four or five of the Crawley Wheelers team. Bob Courtier is the fastest vet over twenty five miles so far, with a time 1h.04m. up on the E72. No doubt we shall see more of him this year. Super vets Dave Boorsma and Terry Betts are about to make their mark in vets road racing. Both are fit and could produce some good results.

There is a definite shortage of youngsters in our Club but newspaper publicity is bringing in a few mountain bikers and a few on sports bikes but whether they stick at the hard work remains to be seen. Our most notable junior is Rob Holder who has shone in Club events; if he continues with his steady improvement he will do well in all races, so watch out for his name.

Crawley Wheelers Shoreham and Back Open was a good success, even the weather was good. We had a strong field of one hundred and thirty two of which most started. Glen Longland won in a time of 1h.39m.29s. Many thanks to all who supported our race and those who gave shouts of encouragement. The biggest thanks must go to Dave and Peggy Stokes who put in hours of work to get this event off the ground.

We now have a new 25 mile course approved to use on three evenings this year; it is based on the Crawley and Horsham bypasses.. It should be quite fast and popular, as are our Thursday night 10s.

I cannot finish without saying how sorry the Club was to hear of the loss of Ron Ewart. He will be greatly missed by many of us. I will always remember him for his kindness and his capability for encouraging youngsters and for waiting for me on his "Ronnie's Rambles". People were always happy in Ron's company and I'm sure he will be in everyone's thoughts for years to come.

Marina Bloom

FORTY + CLUB

I thought ESCA Members may like to know that one of our Members, Raymond Douglass (I believe the Worthing Excelsior know him as Dougal) has now reached his target of 400,000 miles awheel. You may recall he featured in Cycling in November. This July he celebrates his 65th birthday so now his new racing shorts, etc. will be paid for by the Government.

He will be honoured I'm sure for all the publicity to celebrate this wonderful milestone in his career awheel. He says he always likes it when one of your Members (Sir Charles?) takes his photo for your magazine and Esther? (but he wouldn't elaborate on that!). He leads us on our weekday rides and we expect he will be increasing our mileage so that he will achieve the 500,000 mile mark before reaching his 75th birthday.

Ernie & friends

A COUPLE OF SOFTIES GO TOURING NORTH DEVON

Take a lady of mature years (well all right, sixty of them) and an even maturer man, neither particularly fit for hard bike-riding, and suggest that they should take a cycling holiday in mountainous North Devon.....what a potty idea. Some people were kinder, merely raising eyebrows at the thought of Megan hauling her ancient Dawes across Exmoor and up the precipitous slopes around Parracombe. What they didn't realise was that we had spotted an ad. placed in the CTC magazine by a hotel in Ilfracombe offering "self-guided cycling holidays" specifically for people like us. We have just returned from a week there which was so enjoyably successful that we want to spread the good news.

The key to this success is the idiot-proof route-guides provided by Bryan Cath of the Combe Lodge Hotel and the fact that he takes cyclists (and walkers) by mini-bus to the starting point of most of the (circular) routes and is there to pick them up five or six hours later. The cycling routes vary from 13 to 30 miles, which don't sound much but include some rough-stuff (sorry, off-road riding) and hard climbing along quiet lanes (definitely NO main roads). We found the mileages just about right: the apparently "short" 13-miler, for instance, was mainly off-road, down the beautiful Hoar Oak Water to Watersmeet and then up the East Lyn River, through Brendon and Malmsmead and across the moor back to Hillsford Bridge.....and you won't be averaging much above "fives" for that trip, even if you don't pause from time to time to take in the impressive scenery or stop to eat. The 30-mile longest route has about ten miles off-road - but that's along the old rail track which hugs the coastline from Barnstaple to Bideford, so is dead flat. There is no compulsion to use the routes which are given - they could be used as the basis for longer rides, or shortened; what they give you is the benefit of Bryan Cath's research and experience as a cyclist and walker - and his admirable distaste for cars and crowds. The food which he and his wife Janet provide is well up to cyclists' standards : big breakfast, packed lunches, four-course dinner and a bar in which to exchange opinions with other cyclists/walkers on whatever was the sweatiest hill of the day.

This reads like an advertising feature, but I do feel that any venture which enhances the enjoyment of cycling deserves support. Combe Lodge Hotel is in Chambercombe Park Road and its telephone number is 0271 864518. If you mention my name they may give me and Megan a free holiday next year.

Michael Rabbetts
Lewes Wanderers

A STRANGE THING HAPPENED ON THE 11.15 FROM WATERLOO.....

The super-vet looked up, obviously pleased to see a couple of fellow-cyclists joining him in the carriage. "So you're from East Sussex," he said. "You must know Esther Carpenter. How's she been doing lately? I give her tips on diet from time to time." He was given the bad news: she had packed after less than a mile in the VITA 25. "What she needs is some stewed watercress and a milky drink before going to bed," he said. "I've told her often enough. Tell her she needs more sardines and liver to get the essential juices flowing. If she won't do as she's told I'll have to devote my time to advising Rita Preston instead."

I was amused at Charlie's comment about early starts on the Tonbridge bypass 10 course. He bemoans the fact that because he can't get a ride mid-day he will miss all his mates and forfeit all the lively banter and comradeship that usually erupts after the times go on the board. I find it difficult to understand this, particularly as Sir Charles was often seen 'scooting' around Eastbourne at 6.30 a.m. on a ladies bike uttering those well chosen verses "sorry I can't stop, have to be at work". Quite how he differentiates is beyond me.

It also may be due to Sir Charles' new love, i.e. the Westham/Pevensy bypass. Clearly this road has left a deep impression on Sir Charles, since not one or two, but five courses were recently submitted to the London South for consideration with the usual emphasis placed on the bypass. Heaven knows hours must have been spent on that one area. So remember, when racing on that surface this year, be advised that Sir Charles, meticulous with calibrator in hand microscoped every inch, so give your ride that little bit extra. Heaven help us all, the next piece of dual carriageway completed in E. Sussex. (Don't think the Pevensy bypass is dual carriageway. Ed.)

I see all the Worthing were "whingeing" once again at the lack of people present in their Reliability Trial, also it seems a number of their riders have left the Club. Perhaps Worthing are also suffering from a lack of internal cohesion. This seems rather odd when you consider the lengths they go to to drum up support for the ESCA Reliability event. Never mind, Worthing, there is nothing like a few 'fights' to get you going. Send Nick over to the next ESCA 25 for a couple of bouts during refreshments.

I see from the latest event curriculum for the Esca that the Etoile once again are missing from the promotion scene. Did they have the opportunity of promoting the '50' on 4th August, '91. However I suspect that dear old Brian Hutton is in the process of cobbling together another series of his magazine bestowing the virtues of the Etoile and launching some more of those quite awful pictures depicting a variety of Etoile roadmen, best forgotten by those participants, to whom one hopes to recognise. We shall probably once again see our Brian at Goodwood, minus his bike. I cannot recall seeing Brian on his bike since the late fifties. Perhaps it was raffled off to pay for his magazine!!

I am also wondering what pearls of wisdom will herald the Wincanton this year, by the never-to-be-forgotten B.C.F. Officials, when and if, the route is unveiled probably there will be some more inadequate meetings (Shouldn't you be saying this at the meetings? Ed.) at Kingston and once again the shout will be "how much do we get?" and "what's in it for us?". What is quite clear is that the route will be dramatically altered, with the orbital works and the closed circuit syndrome. I anticipate the route will have to change it's location, albeit as near to Brighton as possible. Once Rushton has made up his mind and the Sussex B.C.F. crawl back into their caves, we may have an improved event.

Just a short note to say how saddened I was to hear of Ron Ewart's untimely death following a long period of illness. Needless to say, well in excess of one hundred people turned out for the funeral to pay their final respects. I know other contributors will have something to say, much more profound, none more than Ron's own Club. For myself, as a personal friend I will miss his great optimism and genuine love and respect of our chosen sport.

Since I was in the Crawley area no a million years ago I took the opportunity of visiting "Mike the Bike's" tucked away little establishment, which I supposed is perched on the nicer side of Southgate and close inspection brought its own rewards. Tucked at the foot of the door was a Viking poster, I hadn't seen one of those since 1969. Turning to the window display I thought the Xmas decoration on "repairs done" was a little crude. There was, however, a heartening notice all about the Crawley Wheelers. It was notable in so much that people reading the current facilities available may have been mistaken in thinking it was a young Club. Since if you were totally mesmerised by all the Crawley goodies, you would be put on the right track by David French (Over 50), David Stokes (Over 60) and Jack Harris (Over 70). Malcolm didn't even get a mention, perhaps he's totally over the hill!! Anyway Mike's shop looks practical and businesslike, although I'm not convinced that Marina does all the repairs.

Have you all seen the Crawley strip? I think it is safer and a great improvement on the old livery, which again makes me think that the Lewes Wanderers copied both Nomads and Crawley colours to enhance their own. I wish both Nomads and Crawley had taken patent rights.

I was delighted to meet up with Miss Yoga of East Grinstead in Mrs. Val Baxendine, assisting Trevor with his two day event, held on the Staplefield course. It was such a long time ago when I last met young Val that she hardly recognised me. However this was only temporary since I finished up escorting her to her car, simultaneously carrying her bag, where I noticed a tape recorder (music to my ears). She tells me that yoga fulltime is very time consuming. She does however have to exercise a horse, a dog and Peter Crowsley, who, I understand, has not changed his habits, i.e. cadging grub, etc. where appropriate.

Whilst discussing cycling with the lovely Val I had the opportunity of looking at Trevor's race programme, woefully short of competitors, only fifty to share out a very generous prize list. And what else did I see? Only one Etoile rider. I couldn't believe it, according to our Brian (who, incidentally was spread eagled on the green at Staplefield). The Etoile with over five hundred placings, with a cast of thousands and only one rider. How the mighty are fallen.

By the time this edition is published the Lewes will have returned from their usual overseas sabbatical and we shall nearly completed the first half of 1991. Time flies when you get into your thirties.

Safe journey and lastly to Ric. I am still short of two tapes. You promised three months ago!!

Bon chance.

W.H.

Red and White Man Speaks with Forked Tongue

It saddened me to read the article by Mr. Ferret in the last Bonk in which he implied that I was trying to continue a long-running campaign of disruption. I, more than anyone else, have always openly stated that there should a joint clubrun of fast riders in this area, especially as I know this has always happened in the north of England. It just hasn't seemed possible in bygone years but now that it has happened I fully welcome it and wouldn't ever want to disrupt it. I'm sure Ferret understands this full well so I cannot understand why he should want to write such drivel.

I'd like to finish by stating that I too stand for promoting and enjoying our sport. I spend hours in our shop trying to persuade people to ride bikes and join Clubs, so I can't see why, for the life of me, people who have the same aims in life just cannot be friendly.

Mike Bloom
Crawley Wheelers

FOR SALE

WHEELS - 700cc Sprints.

Super Champion 'Arc en Ciel' rims on Campagnolo Record Hubs.

Five Wolber 'Neo Pro' tubulars (one new).

Wheels and tubs have done less than 600 miles.

£50. 00

Phone K.J. Thompson 0424 222883

CLOSING DATE FOR NEXT ISSUE OF BONK

Please send all contributions by August 23rd.

C.T.C. EASTBOURNE & HAILSHAM DISTRICT

Because of the snow in February our Annual Lunch had to be postponed but when we eventually hold it on March 24th it was, as usual, a very enjoyable 'do' thanks largely to the ladies who again made a marvellous job of the catering. Debbie Springett was the winner of the North Cup, our attendance trophy, whilst Ray Wickens was runner up, just half a point behind. Jon Cooper was a point behind Ray. "Tight at the top" you might say. All three were honoured at the Lunch as were some of our other members for services to the Section.

As far as cycling goes, several of our members have ridden Randonnee events, including the one organised by the East Sussex Firemen, the South Downs Randonnee and some even ventured to France for an event which by all accounts was very testing in parts. Our usual rides have continued but by way of a change Les and Margaret Springett led a ramble in March with tea at their house; a very good day was had by all. Our Thursday evening rides which proved popular last year have started again and we are hoping for some fine evenings.

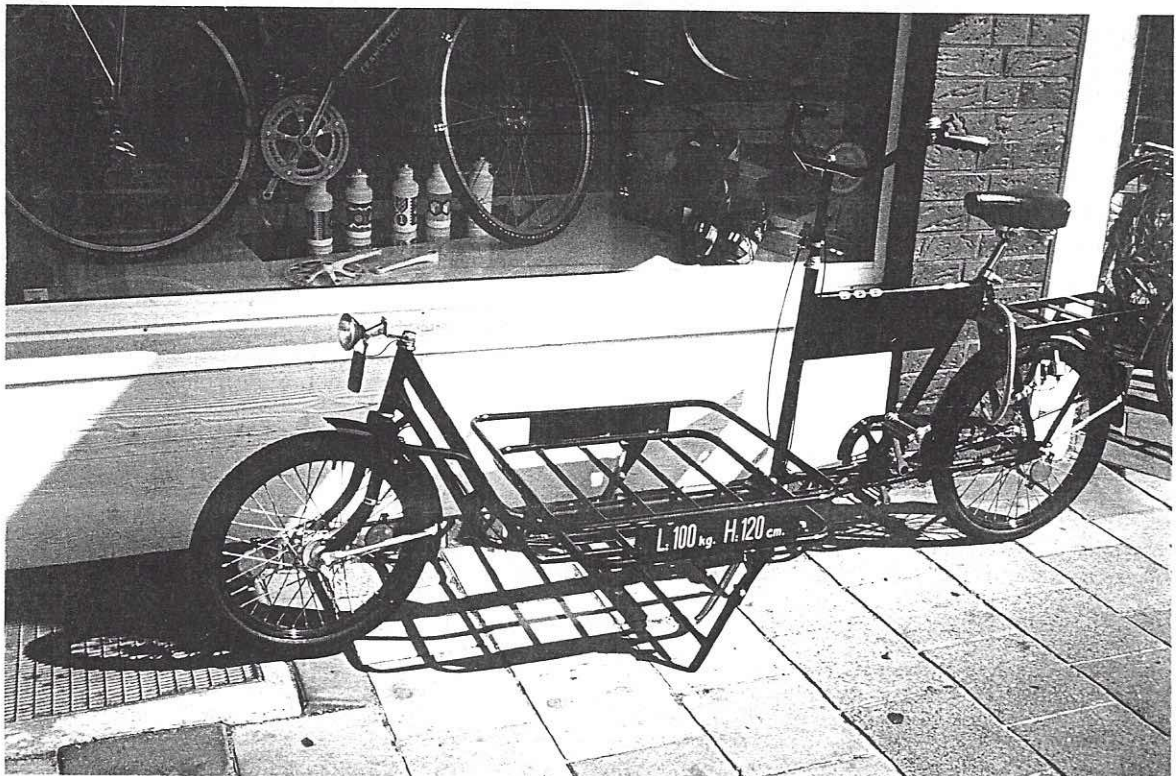
Dot and Bill Collins have lived in Commercial Road, Eastbourne for as long as anyone can remember but they are moving to a small house with all "mod cons" in an area in Eastbourne known as "Little Chelsea" sounds "posh" doesn't it? More on this important subject next time.

At a recent Lunch organised by the Fellowship of Kent & Sussex Cyclists, Graham Lade, our Chairman, was presented with the Fellowship Trophy for the year. This trophy is awarded annually for outstanding services to Cycling and there is no doubt that Graham is a very worthy recipient.

One final bit of news. Marion Ball and her newly retired husband, Ron, have moved back to Eastbourne and we hope they will have happy days ahead.

Tourist

This photograph was taken in Leer, North Germany, by Ken Thompson. He describes it as "the ultimate low-profile machine ... capable of carrying 100kg. plus rider!".



824 miles in 12 days may seem an easy task to some but when you load your bike up with panniers, barbags, sleeping bags and tents and ride off along the Spanish coast it becomes quite a difficult and tiring exercise. We had it rough at times but we can look back and say we had a damn good time; it's a shame the weather made us stop at Barcelona instead of going on into France.

We left Gibraltar's sunny climate and friendly people and headed up Spain's rugged, twisty and dusty main road to the other side of Malaga. Although it was a main road it had a clean, pothole free hard shoulder for us to ride up side by side, and the traffic was good to us; the drivers encouraged us with hoots and clapping. To save a bit of money we decided to camp but not every site was open. When we did find one it was a case of pitching the tent wherever we could get the ally pegs into the Spanish rock, then a quick scrub under a stone cold shower, then spend an hour searching the town out for a restaurant .. that's all part of cycle touring, I suppose.

Some days the road rolled along beautifully without too many hills but other days we spent hours climbing pass after pass, the gears went from one extreme to the other: 34 x 26 for an hour then 48 x 15 for ten minutes, then back up again, but we didn't let it demoralise us. Some days we'd go off the main road to find ourselves touring the orange groves by mistake, or suddenly the road would peter out into rubble; other times the road just didn't exist as the map showed .. but that's Spain for you. One day on our way to Mojucar we rode miles and miles through desert-like scenery, there were no cars and no shops anywhere .. just the odd bar now and then.

We survived on whatever food we could get, usually a French loaf with baked beans or cold ravioli and raw ham rolls and tinned fruit for dinner. In the evening we tried to get a hot meal. It wasn't very easy and they usually dished up enough for a school kid .. so our emergency rations of toffees and biscuits got used up quite frequently. For breakfast we usually managed to buy milk and cereal plus some bread and meat then we'd stop at the first cafe on the road.

The weather started off good but gradually got very cold; the wind cut right through us even the sun was out. We woke up in the morning absolutely frozen then we'd ride in thermal jackets and macs. The temperature slowed us down quite a bit. Whenever we were in the mountains we had a chill wind but as soon as we got onto the nice flat road we had a roaring head or cross wind. It probably made us strong but we weren't amused at the time.

Some days I blew up in a bad way .. I suffered, I swore, I sang my head off "I wanna go home" but a cup of Spanish coffee soon sorted me out. The trip was quite eventful; I fell off in the sand, I walked straight into a glass door when I thought it was open, the Spanish women shouted at me in the shops because I couldn't speak the lingo, ladies went hysterical when they saw a cyclist in their loos and we got chased by ankle snapping dogs.

We had two rest days when we only covered between forty and fifty miles. The first was a slow potter down the road to Almeira .. this part of Spain is covered in plastic greenhouses. The second was on our way to Valencia where we ended up doing 13 miles on the motorway because we just couldn't find the other road. The rest of the time we did between 65 and 84 miles depending where the next accomodation appeared.

It got so cold we had to pack up the camping and rely on hostels. These are rooms that cost between £4 and £20 depending on the facilities. Some only had cold water and a bed, others were clean and smart. Some were in the centre of town above bars. One night we experienced a brass band downstairs, steam trains passing through the back yard and a heavy goods lorry road out the front of the place - but we did sleep that night.

If anyone wants to trace our route here are the twelve stopping points: Malaga, La Rabitta, Roquetas, Mojucar, Aguilas, Los Alcazares, Villajoyosa, Cullera, Sagunto, Benicarlo, Salou and Barcelona. You will see that it was no easy ride .. there was no shortage of hills, they were so big at times we thought they'd never end.

Our last day on the road was the only wet one. We went over some large mountain passes where they were doing roadworks and got absolutely filthy .. we looked like cyclo cross riders at the end of the day.

So after an enjoyable, unforgettable ride our trip came to an end and we reluctantly boarded the plane for Gatwick - but we'll go back for more soon, I'm sure.

Marina

Petrol sniffer drove into cyclists at 70mph

Petrol sniffer Liam Nugent lay in wait for three cyclists he had overtaken in a car and then ploughed into them at high speed, a court heard.

And when police officers on the scene and chased Nugent as he fled on foot, he doubled back and stole the police car before aiming at two more cyclists at more than 70mph.

The riders managed to swerve out of his way and

the car crashed through a hedge and down an embankment near Rugby, writing it off.

At Warwick Crown Court, Nugent, aged 30, of no fixed address was jailed for three years after he pleaded guilty to offences of wounding, assault, taking cars without consent and reckless driving.

Mr Paul Farrer, prosecuting, said Nugent, who had no previous con-

victions, was living with a group of travellers in Coventry at the time of the incident in July.

Another member of the group occasionally let Nugent use his car and agreed to let him have it on that day, but then changed his mind when he realised Nugent had been sniffing petrol.

But Nugent swung the car door open, knocking the other man away, and

drove off, stopping to fill up with petrol and driving off without paying.

He continued along the A45 and overtook three cyclists. He went half way round a traffic island and waited out of sight until the cyclists passed.

Nugent then went round the island again, accelerated and drove at the three men, dragging one of them 100yds along the road.

EAST SUSSEX C.A. JUNIOR CHAMPIONSHIP

AWARDS

1st	£5
2nd	£4
3rd	£3
1st Girl	£3
1st Team of Three	£3 each

Remaining Qualifying Events

EASTBOURNE ROVERS 10

E.S.C.A. 10

E.S.C.A. 25