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BOMK!

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**East Sussex
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

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President Dave Stokes

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EDITORIAL

Sometimes 'Hickey' gets it right but a lot of his ideas seem a bit half cocked. This issue he's going on about expensive equipment, yes a lot of it is but nobody has to buy anything they can't afford - it's still possible to get a perfectly servicable rear changer for a tenner, and a pair of pedals for the same price; all components are available at prices to suit all pockets. There're loads of excellent second hand bikes advertised in cycling and most of our bike shop owners can produce second hand frames if asked. All hobbies are costly but nobody *has* to spend more than they can afford. It's silly to say the young riders won't compete without top of the range gear because most of them have got more sense than Hickey and are willing to improve on their equipment as they gain knowledge and cash - just as we old wrinklies did forty odd years ago. Most sensible parents are willing to help out with cash because cycling's a hundred per cent more acceptable than bashing people over the head and pinching high speed cars.

We don't think much of his idea for amalgamating the SCA and the ESCA either, why not include the SCCU as well and really run down the racing in Sussex. At the moment there are three hundreds in the county, one twelve and about half a dozen fifties - if his ideas are adopted everyone will be forced to compete in 10s and 25s whether they like it or not. That a great many people enjoy riding the longer events has been proved this season. The 24s got superb entries - larger fields than for many years and they certainly aren't the baggy short brigade who indulge themselves in this type of racing. Locally the KCA ran two hundreds and attracted more than fifty riders in both of them; the KCA 12, of which we have first hand knowledge, had its largest entry for many years *and* before you say it, Hickey, no there is no problem in getting marshals. The phone doesn't stop ringing with offers of help and as people leave the finish of the event they are promising themselves for the following year.

All we need to make our sport successful is enthusiasm and the enthusiasm has to be channelled in the right direction, there are plenty of enthusiastic people about, they just express it in different ways. Make up your mind to put a few practical, positive comments in your next lot of notes, don't knock everybody who does try to do a bit to make cycling enjoyable - read the Argus, perhaps you could get a few ideas from Brian Hutton's column about projecting our sport in a positive way!

The closing date for the next edition is November 21st, hopefully for distribution at the ESCA A.G.M. Please try and make the deadline so that we can have a good BONK for Christmas.

Maurice & Esther

SUSSEX CYCLING ASSOCIATION

1992 B.A.R. RESULTS

<u>SENIOR B.A.R. (50, 100 & 12 Hours)</u>	<u>50</u>	<u>100</u>	<u>12hr</u>	<u>Av.mph</u>
1 MARK JONES G. S. Stella	1-56-26	4-13-44	256.565	23.598
2 G. TAYLOR Eastbourne Rovers CC	2-04-19	4-27-06	251.013	22.504
3 R. P. KEEVIL G. S. Stella	1-59-20	4-24-52	222.686	22.117
4 J. C. WOOTTON Worthing Excelsior CC	1-59-10	4-40-47	229.554	21.891
5 A. PAYNE Brighton Excelsior CC	2-05-26	4-33-46	231.775	21.716
6 I. M. B. HOLDER Crawley Wheelers	2-15-53	4-46-03	222.241	20.524
7 C. G. ROBSON Eastbourne Rovers CC	2-13-34	4-51-31	219.516	20.445
8 P. J. FRAY Brighton Excelsior CC	2-15-32	4-50-23	216.432	20.278
9 A. E. GOULD (100/12 Trike) Crawley Wheelers	2-09-33	4-56-18	206.909	20.216
10 R. JOHNSON Brighton Mitre CC	2-15-30	4-56-10	215.667	20.124
11 J. HARRIS Crawley Wheelers	2-30-46	5-31-32	191.119	17.974
12 F. R. A. SEARLE (Trike) Worthing Excelsior CC	2-45-45	6-27-41	172.002	15.970

<u>VETS B.A.R. (50, 100 & 12 Hours)</u>			<u>+ mph</u>
1 CHARLES ROBSON	(62/63)	Eastbourne Rovers CC	3.220
2 I. M. B. HOLDER	(50)	Crawley Wheelers	1.641
3 J. HARRIS	(60)	Crawley Wheelers	0.451
4 R. JOHNSON	(44)	Brighton Mitre CC	0.374
5 P. J. FRAY	(42)	Brighton Excelsior CC	0.231
6 F. R. A. SEARLE (T)	(62/63)	Worthing Excelsior CC	0.103

EAST GRINSTEAD C.C.

First off apologies for not getting a report into the last issue of BONK, our original scribe suffering from cyclists' virus, whilst I'll have to consult my book of 101 cycling excuses as to why I didn't put pen to paper.

Perhaps the real reason is that we have all been busy out riding, as East Grinstead C.C. seems to be heading for its most successful season so far in its forty odd year history.

On the time trial scene many riders have broken their personal bests over various distances, and on the road race front we have regular points scorers with Tim Ellis and Steve Elms becoming second cat riders.

Steve Elm seems to go faster and faster as the weeks go by. He has just returned from the West London C.A. 25 on the H25/13b course where he set the fastest time ever by a Sussex rider - 50.46. He won the event, upsetting a number of the fancied frontrunners; one such rider retired 'with a puncture' soon after his time check.

Nearer home, Steve has been breaking our Club evening 10 course record as well as having some storming rides in the Crawley Whs evening 10s and 25s (they'll be wanting to buy him back soon).

On the subject of speedy Steves, Steve Dennis has been putting in some fast rides since his return from France. In between riding his mountain bike Steve has achieved a personal best on the F1/50 with a time of 1.51.16, won the fast ESCA 50 and came second for the silver medal in the Sussex Divisional Road Race Championship behind another East Grinstead rider, Robin Parker.

Robin also rode well in the Deux Jours en Mai stage race, winning the King of the Mountains contest and helping the East Grinstead team to over all victory. The team also included stage winner Tim Ellis, Steve Elms and Steve Walder.

Robin's father Richard has been basking in some of his son's glory, occasionally being congratulated on winning the Sussex Divs. himself. It does have its downside, however, as Richard is convinced he has been handicapped accordingly in ESCA events.

On the ESCA front we have got off to a slow start but things soon picked up with Steves Blackmore and Elms course record breaking ride in the two-up. Steve Blackmore then went on to win the first ESCA 50 followed by my surprise win in the ESCA 100. My thanks go out to the Lewes Wanderers for all their shouts of encouragement, especially Matt Rabbetts. It just seemed a shame that such a well organised and marshalled event (I think there were more than twice as many marshals as riders) should be so poorly supported.

The four-up time trial squad which consists of Steve Blackmore, Paul Blackmore, Tim Ellis, Steve Dennis and Steve Elms travelled up to Northumberland for the BCF National Four Up, with Richard Blackmore, the Manager, having the difficult task of deciding which rider to leave out. In the end the three Steves and Tim rode the event coming in 8th overall behind the British Olympic Squad, the Scottish National Squad and the semi-pro racing teams. Their next outing netted 3rd place in the Clarendon Four Up when Paul Blackmore substituted for brother Steve.

Tim Ellis has achieved his goals this year by becoming a second cat roadman and breaking the hour in the Crawley Whs 25 with a time of 57.03.

Tim's dad, Ray, had been having a good season, despite trying to cut his hand off at work. He had managed a personal best of 1.2.00 in a 25. Unfortunately, Ray came off his bike in the treacherous conditions during the Clarendon Four Up, breaking his collarbone. He is back on the bike now and hopefully will be back up to speed for the end of the season.

Roger Hargreaves has just added another title to East Grinstead's roll of honour by becoming the London Vets Criterium Champion.

Like so many other Clubs we have had a number of new members, with Duncan Baird Murray and Paul Winkley having put up some strong performances and threatening some of the more established riders for the Club's 'Middle Marker Trophy'.

With the likes of Tim Ellis and John Preston coming of age, the fast junior position needs to be filled and there seems to be a number of likely candidates, with Ben Houston and younger brother Greg putting in some fast times. Also showing promise are Martin Blunden and Luke Constable. Both have been out training with Tim Ellis and are keen to get into road racing.

Our ladies again entered and came first in the Clarendon Four Up (they would like some competition some time). The team consisted of Mo Wates, Liz Owen, Eve Savage and Rita Preston.

Jenny Parker has been having a good season, breaking the Club 10 course ladies record on a couple of occasions.

On the downside East Grinstead is now sponsorless this season, a point not wasted on those attentive London South officials; the Club would like to thank them for bringing to our attention that a couple of our poor, impoverished riders have been racing in their old sponsored kit.

Finally, it has been suggested that the remaining GS Stella riders should amalgamate with the VC Etoile to form the GS Stella Etoile Club.

Andy Seltzer

CENTRAL SUSSEX C.C.

By the time these notes are printed the long summer evenings will be but a distant memory. Is it really all that many weeks since one of our evening 10s was cancelled due to heavy rain, thunder and lightening?? The other nine events all went ahead - no, we will not be put off by the roadworks which seem to be conspiring to grind Sussex cycling to a halt. The 10 series was won by Alex Beale. He recorded the fastest time on both actual and handicap. Congratulations!

The alteration of the '10' night to a Monday seems to have been a success and at the moment, this will be repeated in 1993.

One of the other Sussex summer traditions, the Preston Park track meetings, have been continuing, with the Denmans (father Dick and son Alan) keeping the Central's name in the frame.

The Atkins Ten Mile Challenge duly went ahead. D-Day was 4th July, at the Farnborough & Camberley 10, near Reading. Honours went to Atkins Snr - I've never seen a £10 note disappear into a back pocket so fast!! The day's fun was marred by the timekeeper apparently being unable to read his watch. What should have been a 27 something, was posted on the board as a 30 something, then altered to a 29 something! By the time the finishing list appeared, yet another time had been given!! Not much incentive there to come out of retirement.

Talking about coming out of retirement, Tony Goodsell has swapped his paintbrush for his bike. His period of racing inactivity has done him no harm. He currently has the year's fastest 25 in the Club, a 57.07. It's also nice to see Kevin Harding back on his bike; nothing strenuous at the moment and definitely no racing. We wish him well and hope that the post viral syndrome disappears completely.

The Clarendon 4 Up in July was graced not only by the GB Olympic Squad (it didn't help them much) but also by Compo and his gang. Yes, Kevin Bramham, Rex Wells, Geoff Ericson and Alan Robinson looked out their maps and compasses to find their way round what was in reality a tour of Sussex and Surrey lanes (roadworks again). They finished and weren't last (I was told to put that!!).

Talking of tours, once again Kevin donned beret and onion string and crossed the Channel for le Tour. Needless to say the events which befell our intrepid traveller were possibly more exciting than those happening to Indurain et al. The coach broke down five times (in five days, is this a record?), the bikes were impounded for non payment of debts (not by Kevin, I hasten to add) and I even believe the hotel was double booked!!

Back in this country, the Central clubroom has temporarily moved, as the walls of Staplefield Hall are falling down. We are currently at Cowfold Sports Pavilion, although by the time this publication hits the streets we will be back (hopefully) every Monday, 8.15 to 10.00.

Once last thing, the Club Cyclo Cross is currently arranged for Sunday, 1st November at Faygate. But watch this space ... the date has been known to change.

That's all for now, the scribe needs a lie down!!

(Another) CS Scribe

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WORTHING EXCELSIOR

Our Nick's won the SCA 25 Championship again, on a foul morning, just missed getting into the final pool for the National Pursuit Championships at Leicester, AND got an in-depth interview for Chris Boardman for the Worthing Wheel (available at the W.E.C.C. clubroom, Tuesday nights).

Funny how you take things for granted, roads, for instance. When I was a never-to-be-famous boy racer in the late 40s and early 50s, I assumed that what we had was what we'd always had - gorgeous Mickey Mouse single carriageways, wending their winding way from here to somewhere over there, and not too bothered about getting there - remember the A27? Lovely, short straights and bends, every one different, so that you knew exactly where you were, just from the surroundings.

Many are gone, replaced by featureless woosh-woosh dual carriageways (amazing how we built loads more high speed roads after we put speed limits on them - logical, that), yet fifty years before that, it was different again.

When William Cobbett rode through Sussex in the 1820s, he found some 620 miles of quality road, each section maintained by a profitable toll-collecting, but by the 1840s, thanks to the canals and the railways, the roads had "had it".

Many lesser routes fell in disrepair as the turnpike trusts collapsed and parish council surveyors, often the grocer or baker, found themselves saddled with the statutory duty of maintaining the roads through the Parish, but with no funds and no skills to carry it out.

Things were already rough when the boneshaker appeared, about 1869, and by that time the first high bicycles, and then the safeties, appeared, things were awful .. "Do not go to Wisborough Green via Ashington and Adversane, the road is cruelly rough, and that between Ashington and Ashurst is worse, nearly all stones". (A clubman's report in the Worthing Gazette, July 1889.)

By the 1890s cyclists had had enough - legislation had been passed allowing County Councils to take over the highways in their county, but some weren't hurrying! In 1893, the Chichester and District C.C. (still going thanks to a quartet who meet for dinner every year!), the Worthing Excelsior, and the Sussex chapter of the National Cyclists' Union each wrote to the West Sussex County Council, then based at Horsham.

THE WORTHING MEMORIAL: To the Aldermen and Councillors of the Administrative County of West Sussex. We the members of the Worthing Excelsior Cycling Club desire most respectfully to call your attention to the very disgraceful condition of the Parish roads in this part of the county, and wish to impress upon you the great importance of forming some scheme for the taking over as main roads an extensive network of thoroughfares throughout the county so you may maintain these by-roads in good and sound state of repair.

We would like, for instance, to draw your attention to the disgraceful state of the road from Broadwater, through Sompting, to Old Shoreham Bridge; but we as users of the road, are sorry to find that this is by no means an isolated case, and we see no reason why some scheme should not be put into practice by you.

This matter has called for the attention of large number of the County Councillors of the country, who have given it their careful consideration; and where it has been put into practice it has been found that they have better roads, and at the same time reducing the cost of maintenance, thus benefitting the ratepayer and road user alike.

(Signed) A.B.S. Fraser, President. Worthing Excelsior Cycling Club. Worthing, 1893.

At the Council's next meeting, Lord Leconfield seconded the motion that the matter be referred to the Roads and Bridges Committee, and made a comment we have all heard since, - that cyclists are not taxed. Archie Wilberforce, a cycling County Councillor, exploded - "Cyclists not taxed? I beg to take a very strong objection to the noble lord's statement. I beg to inform him that I am a cyclist, and I am taxed."

Yet less than two years later, in April 1895, Lord Leconfield moved that the county council take over the highways. The West Sussex County Council became the highway authority, and has remained so ever since, although its centenary publication makes no mention of the how and why.

So, next time you're told "you've no right to be on the road, you don't pay taxes", etc., remember Archie Wilberforce's reply but....make sure you're not riding on the pavement at the time!

Penny-Farthing

BOORE BEATS HOUR IN EAST SUSSEX

FROM OUR SEASIDE CYCLING CORRESPONDANT

Recently Geoff Boore from the Sussex Nomads (free tea and cake) CC astounded everyone by recording the time of 59 minutes and 1 second on an East Sussex course.

This great piece of cycling history was made on Saturday 22nd August in the Eastbourne Rovers CC/ Phoenix Cycles Open 10 mile Time Trial using a course based on East Hoathly.

Aided by a low profile, disc wheel and skin suit veteran Boore from Burgess Hill, narrowly missed winning the event by only 36 mins. 39 secs. He finally finished in 50th place out of a field of 61. Unfortunately, for various reasons, 11 competitors were either unable to start or did not finish.

The event was won by Paul Abraham from the Icknield RC with a time of 22 minutes and 22 secs. on an afternoon when conditions were far from perfect. The junior award was taken by Stephen Wright from the promoting club in 24 mins. 56 secs. with the fastest juvenile being Stephen Comben (Lewes Wanderers) in 24 mins. 50 secs.

First lady was Sarah Lade (Eastbourne Rovers) with 29.15 and Roy Manser (San Fairy Ann CC) recorded 23.38 to give him a plus of 6 mins. 18 secs. on his age standard to take the fastest vet on standard award.

The Lewes Wanderers CC took the team award with an aggregate time of 1 hr. 13 mins. and 52 secs. for their fastest three riders, only 14 mins. 51 secs. slower than the time of Boore.

Since the event there have been reports which suggest that Geoff may have been so unfortunate as to puncture during the race however there did not seem to be any problems in this area as he crossed the finish line riding his bicycle and these reports are as yet unconfirmed.



Geoff Boore seen in training at the Central Sussex CC dinner earlier this year.

WILLIAM HICKEY COLUMN

I seem to recall that in the early sixties and seventies there used to be total chaos on the roads due to the constant migration of caravans; it didn't matter what time of the day or night, there seemed to be a 'car towed van' causing endless queues. It was certainly contagious, everybody had a van, there were vans parked on car ports, in drives, in gardens, no self respecting male could ill afford not to have one. But where are they now? Gone, thank the Lord, I suspect apart from a few stalwarts, inflation, time and frustration finally caught up with the van and administered the 'coup de grace'. However, we have now been assailed by a worse enemy which has increased to frightening proportions, it has no defined shape, it comes in all disguises, it is a positive curse and now appears to rule all those carefully guarded lanes which by and large tend to be unspoiled throughout the year, the abortion is namely the 'horsebox' used extensively to channel horses from one venue to another. If you have the misfortune to get behind one of these vehicles, beware, it will take all your skill to get past and any amount of horn blowing, etc., makes no difference at all. The occupants are usually oblivious to other traffic and have not the slightest intention of making way for either motorist or cyclist, since clearly the farming community are the most guilty, I hesitate to think what will happen if Mr. Suburbia invests in a couple of nags. So beware, anybody travelling on a late Sunday afternoon in the country is going to have to extend their journey whether they like it or not.

It seems to be a shame, and really I cannot in all honesty explain how it has evolved but like a lot of cyclists I get caught up in the situation of buying spares for my equipment only to be told that the component has ceased to be made and that spares are difficult to obtain! I find this totally outrageous, especially recently I simply required some brake rubbers for the top of the range Shimano brakes not thought to have been in existence for more than five years! I have now traced an outlet to secure these items only to be told that the blocks will cost me £3.65 a pair and £1.50 postage irrespective. A fiver for a pair of brake blocks - no wonder we are losing the kids, we are slowly pricing ourselves out of the market. Most children want a good 'iron' to train and race, any knowledgeable parent has to be totally discerning in the choice of equipment he pays for. Clubs also have an important part to play in this regard, the idea of getting youngsters to pay hundreds on up to date equipment is total folly and usually leads to colossal waste.

The deterioration once again in Association events must once again give speculation as to the necessity of two Associations when one can quite easily administer the racing needs for the entire County. The 12 and the 100s are surely now 'events of the past' the fields are getting smaller, so is the quality. The poor old promoter has a constant battle in getting support, marshals and now of course there are those silly obligatory roadworks which probably present our biggest threat.

It would, I feel, be possible and more constructive, to amalgamate both divisions at the beginning of 1993 and hold the B.A.R. over a series of courses throughout Sussex. The Committee should comprise of a dozen members who would also be responsible for the B.A.R. events. All events to have halls and adequate car parking and refreshments. All Clubs to pay to Association a one off fee and not three which we have at the moment. Meetings held every three months to generate additional ideas and ensure continuance of the Association's problems and to forestall any possible problems which suddenly appear. In this any collective responsibility is easier and more practicable to implement. The over all cost saving in maintaining one organisation would also be helpful. The most democratic way to test the water would be for the Clubs to hold a referendum to see what percentage of the riders would support amalgamation. I think it is an exercise well worth taking simply to see what people are saying.

Turning briefly to the social scene, I came across a number of interesting stories since publication of the last issue, least I forget, I must compliment all my friends at the Excel for putting on a first class promotion for their annual 25, even if they had to turn away 35 entries.

That jazz desifiando, Ric Stringer, had some hasty words for our Eugene of 'Chichester fame' who clearly blotted his copy book by writing in an uncomplimentary manner as a result of having his entry returned. Eugene can normally be contacted c/o Goodwood Gallops should Ric wish to properly chastise him. Who else did I chance to see at Clapham Village Hall, none other than Brian 'Mutton' accompanied by the obligatory clipboard. In view of the length of time he was looking at the result board I can only deduce that he probably thought he was at a road race and couldn't understand or comprehend the number of contestants, or was he trying to see how many Etoile riders were in the lower part of the results. Nevertheless, the Excel put on a super menu (totally over-priced) but nevertheless very welcome, I didn't sample Judy's bread pudding and the scones looked a trifle off colour. However it was a super event and we should all thank the Excel for an excellent all round effort. (Can I have a few more tapes, Ric? I think that's what you told me to say.)

And news of a story so unbelievable I couldn't recall any similar comparisons. For the sake of common decency I shall leave out their real names since I would not wish to embarrass their friends. Let's say a certain Regent Road Club member decided to go on a vacation with some friends to Tenerife. Having previously agreed the accommodation arrangements with a young un-named lady from Burgess Hill our intrepid hero arrived in the aforesaid flat and found that there was a bed short (this is where pure fantasy turns into reality, or so I am led to believe), feeling sorry or suchlike mine host from Burgess Hill decided that in order to overcome this unfortunate shortfall she would share her own bed with 'whoever'. After some deliberation Keith?? drew the short straw and agreed reluctantly to share the bed with his newly found companion. The ensuing conversation was something like this Keith to Miss X "What happens if I feel a little frisky in the night?"

A DAY AT THE RACES - KENT CYCLING ASSOCIATION 12 HOUR

Having seen the riddle in the Christmas edition of this fine publication and regretfully aware that ESCA no longer promote a "12", I decided that I should attend one and see what I and our Association are missing. I naturally chose the KCA event, not because it is held in the Garden of England but because I knew that if this article is to stand a chance of publication a little forelock touching and metaphorical kissing of feet would be needed. I make no apologies for saying at the outset that the Lady Editor makes just as good a job of event organising as she does of this magazine. Having done my creeping, on to the great day.

Day brought a bright dawn, in fact Dawn has never been very bright and who is this Day?

I was awakened by the ringing of alarm bells and managed to struggle from my warm bed. It was at this point that I wished that I had not spoken so openly to the Ayatollah (my dear wife) about seeing the "12". She had said I would never make it, and she knew I would have to prove her wrong.

I arrived at the Village Hall in Bethersden and was shocked as I approached the door to be confronted by a dreadful apparition. Inhuman noises emanated from this beast; was I to be abducted by aliens? In fact it is one of the riders, Arthur Roling, at seventy two the oldest entrant in the race, who had slept the night in a tent at the back of the hall. Arthur's nickname is "Slash" and for many years I have wondered whether it was because as a youth he had either a penchant for Stanley knives or a weak bladder. I am not brave enough to ask in case it is the former. Arthur has ridden for many years and it is people like him that keep events like the "12" going.

The next person I see is the Editor's son Barney. He provides refreshments as soon as the hall opens, at about five o'clock, and stays there until Ron and Veronica Hayward of the Southborough Wheelers take over at lunchtime. Hardly the way most twelve year olds spend their Sunday morning but everyone is grateful that he does. At this time the hall is a hive of activity as everyone prepares for the day ahead. I am impressed by the magnificence of the hard bronzed bodies until I am informed that they are not the riders but the helpers and marshals. What sort of men, then, are they who ride a "12"? I look around expectantly for clones of Arnold Schwarzeniger, but none are to be seen. The time has come to move out onto the course and watch the event unfold.

I have my map and compass, and sufficient supplies in case I become lost, doomed to roam the roads of Kent like some modern day Marie Celeste. As I am debating whether I should turn right or left out of the car park I see a sign with 'KCA 12 Start'. I follow and more signs appear directing me to the start and then onto the course. I throw map and compass away the first fear banished, no problems here following course details, I only hope whoever put the signs out knows where they are going. I avoid the drive to Ashford, instead following the signs towards Tenterden and the long downhill stretch to Appledore.

The start sheet, copies of which are thoughtfully provided at the hall, mention a roving marshal and I look expectantly for a man riding tall in the saddle, six gun at his side and Stetson on his head. Imagine my shock as I pass through Appledore and there standing in the road are two people in Stetsons, marshalling. It is Ron and Brenda Ash and they explain that the roving marshal is another Carpenter, easily recognisable as he is haggard from years of maternal abuse. He apparently tried to escape his mother by getting married only to fall into the clutches of some Amazon who has him mixing concrete and decorating thus denying him the pleasures of the bicycle. He is allowed out twice a year, once for the "12" and the other time is for the ESCA Reliability Trial. Perhaps more of the latter in a later edition of BONK.

I see more familiar faces round the course as I make my way to Rye, and considering it is only just after eight o'clock, everyone is happy, cheerful and ready for a chat. The first feed, for the riders as well as me, is at Brenzett, conveniently situated for a Little Chef. I sit enjoying breakfast and prepare to watch the race go by when there is a sudden commotion and I sense something is wrong. Is a customer trying to leave without paying? I enquire of a fellow cyclist what the disturbance is about. He explains that the roving marshal and his chief honcho, Toby Carpenter, did not appreciate the speed of the earlier riders and had only eaten half their breakfast when the first man came through. How foolish, I think, to be caught out, but little do I realise what excitement lays in store later in the day. There is a roar of power and the smell of burning rubber wafts through the restaurant.

I finish my meal and make my way to the 'Fleur de Lys' public house. This is a vantage point as the riders pass through here on their way from Brenzett coming north, before starting a large circuit that they complete up to four times. It takes them to Ashford onto Tenterden to Appledore and then to turn left at the pub again and back to Ashford.

Everyone looks rather ashen and I wonder whether some dreadful accident has occurred. It transpires that Mrs. Ed has just driven off, she is later heard to state "very gently", at such high speed that a cloud of dust reminiscent of the eruption of Mount St. Helens is produced and the ashen faces are caused by it settling on everyone and everything. I spend a while here before proceeding to Ashford where the riders, having completed their circuits or run out of time on this part of the course, are directed round the lanes to the A20 and onto Maidstone. The marshals have mentioned in awe the hill at Ham Street and I prepare myself for the English version of Everest. In fact it is not at all frightening and I manage to get up it in my car without going into first gear. At the top another feed is provided for the riders each time round.

I stop and ask who the five strange people are who're sitting on picnic chairs on a narrow verge back down the road before Ham Street. I am informed that it is the Timekeepers - the Bray boys, and their assistants. To give you some idea of the age of the Bray boys, Tom has almost completed timing 50 KCA 12s and Geoff is his slightly younger brother. I wonder what it makes me, as I am probably thirty years their junior!

I continue to Great Chart, a small village on the outskirts of Ashford, where the riders turn into the lanes leading to the A20. I decide that this is an opportunity to rest and seeing bicycles outside I enter the local hostelry. The bikes belong to the hard drinking Southborough Wheelers who are due to leave soon to marshal in the maze of lanes and they are bemoaning the fact that the bar staff cannot serve pints as fast as they can drink them. All of a sudden a voice shouts "first rider gone past". With a flurry of activity suggestive of people trying to avoid buying a round they all scramble for their machines, finishing the drinks they have bought as they go. I follow. Warwick is first out, four pints and he moves like a demon. He hurtles round the bends, veins pulsating in and on his neck, his face crimson with effort. The road straightens and in front the first rider can be seen. Chris Boardman eat your heart out, here is man and machine in perfect harmony. Will Warwick manage to overtake him and get to his marshalling point? And what of the other junctions, will the direction arrows be out and will they be sufficient? Then, with a roar like some prehistoric beast and a flash of light similar to that of the USS Enterprise entering warp speed in Star Trek, the roving marshals pass us. A face contorted by the onrushing wind screams at Warwick in some strange dialect, "getashifonwarwickgoontryharder", and then they are gone. The strain is too much for me and I stop and park my car in a gateway. The other Southborough marshals come past with Rosemary Dunford in the lead. I move on when I have recovered and learn from the marshals that all is well and the riders have been directed safely on their way. I toy with the idea of making my way to the A20 and onto Maidstone but decide instead to go to the finishing circuit.

I meet Warwick's other half, Joyce, who informs me that she has had a most traumatic accident. Apparently while watching the London Marathon she was run over by a sixteen stone competitor. I was shocked and asked if she had recovered from her injuries but this was not the traumatic part. The St. Johns Ambulance men, seeing a casualty rushed over to to administer first aid. She was just about to pull out her hip flask and take a swig when one of them asked her if she would like a nice strong drink to help her recover. Thinking that at worst it might be surgical alcohol and at best vintage French cognac, she thanked the kind Samaritan and accepted the offer. She was not unduly surprised when passed a cup of strange smelling liquid but was horrified, after downing it in one gulp, to find her body had been violated with herbal tea. She said it had taken some time to come to terms with the incident although her personal physician, someone called Befeater Gin, had said she should make a full recovery.

Having watched the riders complete the circuit I made my way back to the hall. The result board was surprisingly up-to-date with information and Ron and Veronica were feeding the masses. I am not sure of the final result other than that the winner did nearly 260 miles, but what did surprise me was the number of riders, 20%, who were over evens, and that 50% managed more than 220 miles. Of the thirty four bike riders who finished (I think eleven packed or were DNS) only three did not beat 200 miles. There were also four trike riders, all of whom completed the day's ride. Arthur Roling, I was pleased to see, was among the finishers.

I had a thoroughly enjoyable day, as did everyone I spoke to, so next year why not ride or come out and watch. There are plenty of pubs and a number of cafes and Little Chefs/Happy Eaters about. Who knows, I might bring the Ayatollah next time, if I am really unlucky.

Scribillus Illitaratus

CLOSING DATE FOR THE CHRISTMAS EDITION IS

NOVEMBER 21ST 1992

STOP PRESS HICKEY PROMISES TO TAPE HIS CONTRIBUTION

SUSSEX NOMADS

The Nomads, as their name implies, are going wandering - to France to the Duo Normand, five teams and a Directeur Sportif. We will be away for three days, first day we potter round the course, on the second day we race (well some of us) and of course the last day it's back to Sussex.

Whilst the older members are not going too well, our younger element are. Dan Bennett (him with the hair) did a 59.18 on P201, his second 59 and a personal best, plus two rapid 10s, a 22.04 and a 22.05, this we can call a Club record (this winter, he threatens to train!).

Adrian Morris, a rejuvenated oldie and now a vet, has achieved a 59.49 (he had a 58 twenty years ago) and 22.47 for 10 miles and is well pleased.

Peter Cauldwell seems to do 0s any time and can still do a very handy 50 - 2.1.00. He hopes to do well in the ESCA B.A.R.

Tony Kennedy performs well most times out and has a 4 to his credit this year; he spends most Tuesdays at Goodwood.

Our Juvenile William Davis sometimes known as Ian, also rides at Goodwood with Roger his dad and gets places in his races. They are improving in time trials with young William often beating dad.

The Club organised the ESCA 50 in July. All went well except that Gerrard Burgess in his bright yellow jersey was knocked off by a lady who did not SEE him, but he is well.

We also ran an inter Club event with Eastbourne and Central Sussex. We were most grateful that Ken and Barbara Atkins timed for us even there were no Central riders. It was a mixed event, a two-up for family teams and an individual time trial for the team event. Due to the flexible rules the Nomads won the event. It will be repeated in 1993 as most riders enjoyed it.

There are two long distance Nomads. Ken Smith spent a week on the Scottish Border going for day rides with organised groups (it may have been called the tour of Britain as they had cornflakes for meals). He also enjoys rides like the London to Cambridge.

Vernon (the very old one) went to the USA (but not on two wheels) and sent this report. New York appears to be a safe city for cyclists. They ride in the middle of the traffic lane and car drivers pass into another lane to pass with plenty of room. Horns are used a lot, mostly in traffic jams and when approaching crossroads with the lights in their favour and some impatient pedestrians take a chance to cross. All the cyclists I saw had nice bikes and all the latest clothing fashions.

Well that's it, as usual I'm late with this report.

Au revoir.

Geriatricus Nomadicus

WANTED

Elderly Nomad requires Sherpa/guide for E.S.C.A. Reliability Trial.

Rates to be negotiated.

ONE OF THE ATTRACTIONS AT THE
SOUTHBOROUGH WHEELERS TOWN CENTRE RACES
HELD IN TUNBRIDGE WELLS
WAS A CAVALCADE OF VETERAN CYCLES,
A FEW OF WHICH ARE FEATURED HERE.



THE LOCAL SOCIAL SEASON CALENDAR

Saturday October 31st 1992
1066 Longmarkers Social Evening
Yelton Hotel, Hastings. £5.00
Tickets from Esther or Arthur Coleman

Sunday November 22nd 1992
EAST SUSSEX CA RELIABILITY TRIAL
Entry forms and course details in this BONK

Friday November 27th 1992
Southborough Wheelers Club Dinner
Calverley Hotel, Tun. Wells.
Tickets from Gwyneth Holland

Sunday 29th November 1992
VTTA Surrey/Sussex AGM
Gossops Green, Crawley. 10.00 am

Sunday 29th November 1992
Sussex Cyclists Association Lunch
Winter House Hotel, Worthing.
Tickets from Andrew Attwood

Tuesday 1st December 1992
East Sussex CA A.G.M.
Framfield 7.30 pm

Friday 1st January 1992
Southborough Wheelers 10
Bethersden

Sunday January 10th 1993
EAST SUSSEX C.A. LUNCHEON & PRIZE PRESENTATION
Framfield
Tickets from Roy Humphrey £10.00

Saturday 16th January 1992
Sussex Nomads Dinner
Clayton
Tickets from Alan Limbrey/Geoff Boore

Saturday 23rd January 1993
Eastbourne Rovers Dinner
Afton Hotel, Eastbourne
Tickets from Jane

Sunday January 24th 1993
Sussex Nomads Reliability Trial 50pence
Daniel Bennett will provide details for next BONK

Saturday January 30th 1993
1066 Longmarkers Dinner
Yelton Hotel, Hastings
Tickets from Esther

EASTBOURNE AND HAILSHAM DISTRICT SECTION C.T.C.

Club runs have continued as usual, with members also taking part in the South Downs Randonee and the D.A. 50 mile Reliability Ride. Jeff Stevenson ventured to Lincolnshire D.A. to take part in the Veterans' Triennial 100 on his trike, whilst others took part in the local Triennial 100.

The Section went to watch the Tunbridge Wells Town Centre races, where they spent a very entertaining day with the Trike criterium providing quite a spectacle. It was a pity so few LOCAL riders supported the events, but the Southborough Wheelers can be congratulated on an extremely successful day.

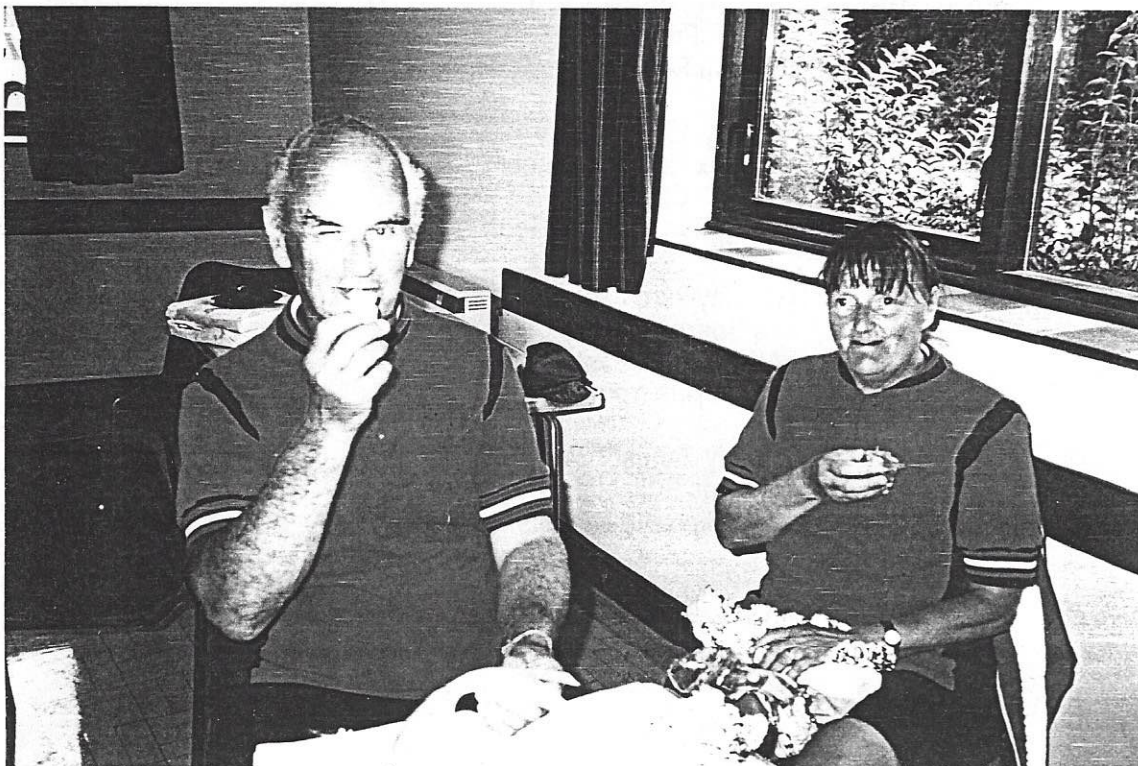
The most recent highlight for the Section was the wedding of Ray Gearing and Debbie Springett which took place on Friday, August 21st. Many Section members attended Eastbourne Town Hall and Ray and Debbie emerged under the traditional wheel-arch as of course cycling brought them together. A Barn Dance was held in the evening, which proved a great success with friends and family alike, and it was a good get-together for all Section members.

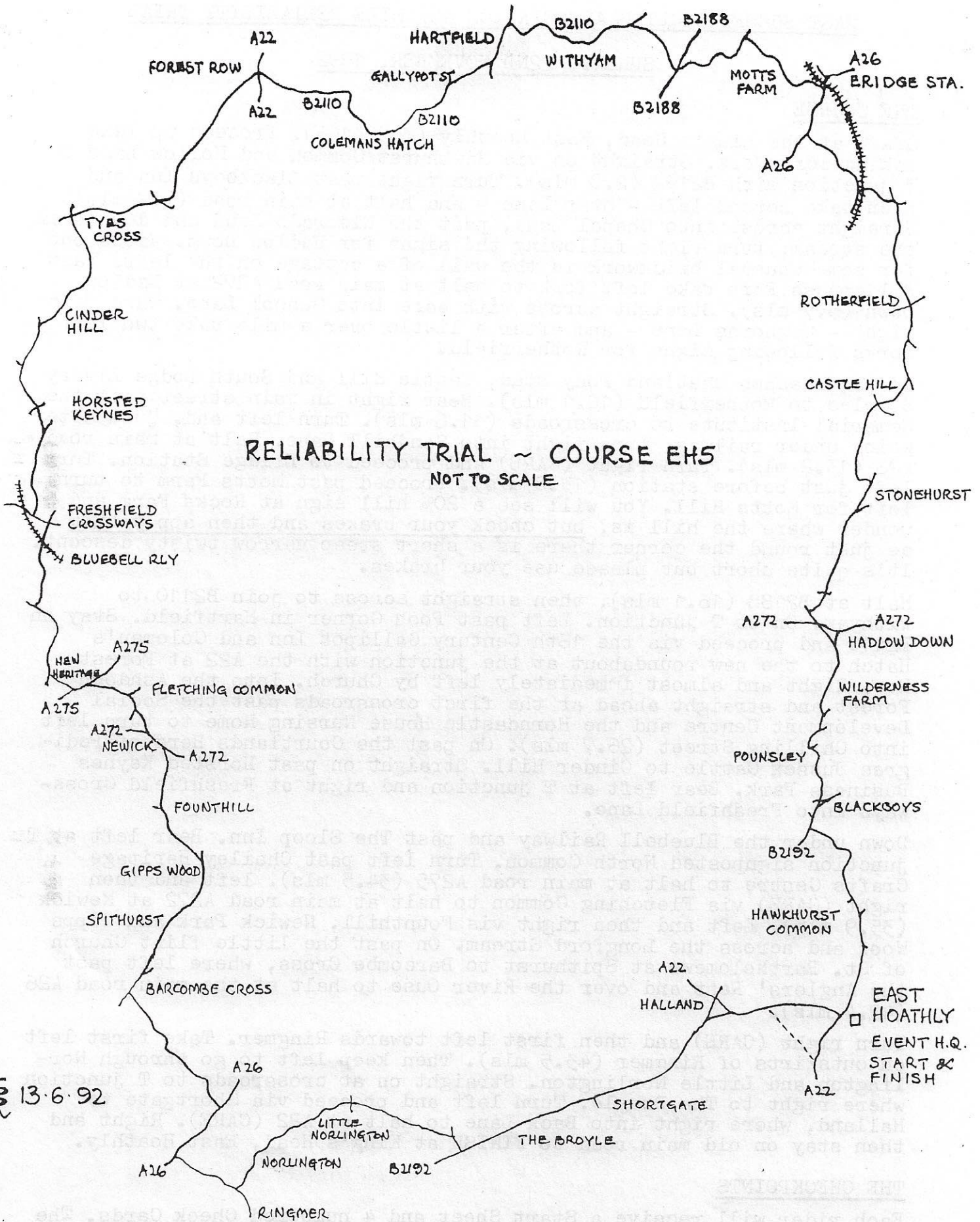
Members have holidayed in America, France, the Lakes and Devon, and the Lades plus 1 Harding ventured north of the border to Ayr, to attend the C.T.C. Birthday Rides, but they returned home somewhat disappointed with Scotland as five out of the seven days were very wet and windy, and the area was somewhat industrial!! Still they were able to meet up again with Andrea Winchester who joined them for the week. She is still extremely fit and has joined a Scottish Club - in fact she recently won the Scottish National Women's 50 mile time trial only to be disqualified for not wearing a specified helmet! Apparently under S.C.U. rules you HAVE to ride with a helmet but it must be one of the ones specified by them, and no-one had told her about this.

Members now look forward to two trips to France, one for the Paris-Honfleur and then a week later the Randonee de Fromage (Cheese Run) organised by our twin Club, B.C. Beuzeville.

Tourist II

Dave & Audrey Morris enjoying a well earned break after marshalling in the ESCA 100





13.6.92

THE CHECKPOINTS

Each rider will receive a Blank Sheet and a Blank Check Card. The Check Cards must be filled in with you during the trial. Check Card No. 1 will be given to the Checker at the start (No. 2) and the Check Card No. 2 will be given to the Checker in an envelope (No. 3) at the finish.

EAST SUSSEX CYCLING ASSOCIATION 49 $\frac{3}{4}$ MILE RELIABILITY TRIAL

SUNDAY, 22ND NOVEMBER, 1992

THE COURSE

START at the King's Head, East Hoathly (TQ523163). Proceed up lane taking left fork. Straight on via Hawkhurst Common and Hollow Lane to T junction with B2192 (2.8 mls). Turn right past Blackboys Inn and then take second left - Star Lane - and halt at main road (3.2 mls). Straight across into Chapel Lane, past the Eldorado Stud and down over the stream, turn right following the signs for Hadlow Down. Watch out for some unusual brickwork in the wall of a cottage on the left. Past Wilderness Farm take left fork to halt at main road A272 at Hadlow Down (5.7 mls). Straight across with care into School Lane. Take first right - Waghorns Lane - and after a little over a mile take two left forks following signs for Rotherfield.

On past Nashes Shetland Pony Stud, Castle Hill and South Lodge Livery Stables to Rotherfield (10.1 mls). Bear right in main street past the Memorial Institute to crossroads (11.6 mls). Turn left and, just after going under railway, turn right into Sandhill Lane. Halt at main road A26 (13.2 mls). Turn right (CARE) and proceed to Eridge Station. Turn left just before station (13.8 mls). Proceed past Motts Farm to turn left for Motts Hill. You will see a 20% hill sign at Rocks Farm and wonder where the hill is, but check your brakes and then apply them as just round the corner there is a short steep narrow twisty descent. It's quite short but please use your brakes.

Halt at B2188 (16.1 mls), then straight across to join B2110 to Withyam. On to T junction. Left past Pooh Corner in Hartfield. Stay on B2110 and proceed via the 16th Century Gallipot Inn and Coleman's Hatch to the new roundabout at the junction with the A22 at Forest Row. Right and almost immediately left by Church. Into the Ashdown Forest and straight ahead at the first crossroads past the Social Development Centre and the Horncastle House Nursing Home to turn left into Chilling Street (26.7 mls). On past the Courtlands Herd of Pedigree Sussex Cattle to Cinder Hill. Straight on past Horsted Keynes Business Park. Bear left at T junction and right at Freshfield Crossways into Freshfield Lane.

Down under the Bluebell Railway and past The Sloop Inn. Bear left at T junction signposted North Common. Turn left past Chailey Heritage Crafts Centre to halt at main road A275 (34.5 mls). left and then right (CARE) via Fletching Common to halt at main road A272 at Newick (35.9 mls). Left and then right vis Founthill, Newick Park and Gipps Wood and across the Longford Stream. On past the little flint Church of St. Bartholomews at Spithurst to Barcombe Cross, where left past the Anglers' Rest and over the River Ouse to halt at the main road A26 (42.4 mls).

Turn right (CARE) and then first left towards Ringmer. Take first left on outskirts of Ringmer (43.5 mls). Then keep left to go through Norlington and Little Norlington. Straight on at crossroads to T junction where right to The Broyle. Turn left and proceed via Shortgate to Halland, where right into Back Lane to halt at A22 (CARE). Right and then stay on old main road to FINISH at King's Head, East Hoathly.

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 Motts Farm (14.2 mls). Check Card No.2 will be given to the Checker in Chilling Street (26.8 mls). Check Card

THE CHECKPOINTS (continued)

No.3 will be given to the Checker by Swing Gate Cottage in Little Norlington where the public footpath crosses the road (44.7 mls). Check Card No.4 will be given to the Checker and Timekeeper at the finish at the King's Head (49.7 mls).

THE TIME

Riders may choose to complete the course in 3hrs, 3hrs.25mins. or 4hrs. and should specify their choice on the Entry Form. Riders preferring a leisurely pace and opting for 4hrs. will be divided into 4 groups, which will go off at 0845, 0850, 0855 and 0900 hours and should finish between 1235 and 1245, 1240 and 1250, 1245 and 1255, 1250 and 1300 hours respectively.

The medium paced section will be divided into 2 groups, which will go off at 0910 and 0915 hours and should finish between 1225 and 1235, 1230 and 1240 hours respectively.

The hardriders section will go off at 0925 hours and should finish between 1215 and 1225 hours. The Entry Form has boxes for you to tick to indicate the time in which you wish to complete the course and your preferred group (Group 1 will go off first).

THE COST

The entry fee will be 50p per rider. Entry Forms are attached to this issue of BONK and additional entry forms will be sent to each Club. THE CLOSING DATE FOR ENTRIES IS WEDNESDAY, 11TH NOVEMBER, 1992. Entries should be sent or handed to Charles Robson, 39 Winchcombe Road, Eastbourne, East Sussex BN22 8DE.

PLEASE NOTE no late entries or entries on the line will be accepted as you have had a year to decide if you want to ride.

All riders must be covered by third party insurance by currently being in membership of the BCF or CTC or being covered by their Club's insurance policy. Entry Forms without the method of third party insurance indicated and your current membership number if appropriate, will NOT be accepted. This measure has been introduced for the safety of the majority. Also please note that riders will NOT be able to change from one group to another after the closing date for entries.

THE REWARDS

All riders on the Start Sheet completing the course in the chosen time will receive a Certificate, providing each of the 4 Checkers has received from you the correct Check Card.

The Club with the largest number of successful riders on the Start Sheet will hold the Rally Shield for one year. In the event of a tie, the Club with the largest number of successful riders in the 3hrs. and 3hrs.25mins. groups will be the winner.

PARKING

There is a public car park by the Church in the village. Parking is also available the lane up which you ride from the start, but please do not block any field gates and allow room for large milk lorries to get through. Please do NOT park immediately outside the pub or opposite the pub on the double yellow lines. There will be a Parking Marshall outside the pub to help you. Any rider parking on the double yellow lines opposite the pub either before or after the event will be disqualified and is liable to prosecution.

TOILETS

The toilets in the King's Head will be open from 0830 hours for riders and officials. Each group should assemble tidily outside the King's Head 5 minutes before their start time and should be ready to give their names to a Checker. REMEMBER TO CARRY YOUR 4 CHECK CARDS.

THE LUNCH

The Lunch will be in the Hall and Restaurant of the King's Head at East Hoathly. A good three course lunch will be provided at £5.90 per head and I think you will find the lunch to be excellent value for money, especially as our Landlord, Alan Hughes, is likely to be doing the cooking.

A copy of the Menu and Lunch Booking Form is provided with this issue of BONK and extra copies are available. EARLY BOOKING IS ADVISED if you want to come to the lunch, as seating is limited to a maximum of 75 people. Priority will be given to bookings accompanied by the correct cash/cheque payment. A Lunch Booking Form should be completed by each person, but cheques may be made out to cover several booking forms.

Cheques should be made out to 'C. G. ROBSON' and may include entry fees. Drinks are available at the bar and may be taken into the Hall or Restaurant if you have booked for lunch. Drinks, tea and coffee are not included in the price of the lunch, but may be ordered as required. Lunch will be served between 1330 and 1400 hours.

GENERAL NOTES & SAFETY

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

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

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

Talking of brakes, will all riders (and dads) please ensure that all brakes are in good order. You will need to use your brakes quite a bit, particularly for Motts Hill. Please be particularly careful joining the A26 from Sandhill Lane, joining and turning right from the A275 and joining the A26 after Barcombe Cross.

Please remember that the roads are not closed for the Reliability Trial and they are two way roads. Riders seen riding on the wrong side of the road may be disqualified from this and any future E.S.C.A. Reliability Trials. REMEMBER - CHECK YOUR BRAKES.

GOOD NEWS FOR CHANGE LOVERS

I have enjoyed organising the E.S.C.A. Reliability Trials and Lunch over the last few years and would like to pay tribute to the enormous amount of help that I have received from Roy and Esther, Ken and the Checkpoint marshalls and Alan Hughes and his tribe at the King's Head. Now I feel it is time for a change, so I shall be standing down after the 1992 Trial to make way for a bigger man - Geoff Boore - who, I am sure, will bring new ideas to the event. I wish him every success over the coming years. Let's make this year's event a real success so that he has a good foundation to build on.

EAST SUSSEX CYCLING ASSOCIATION

LUNCH BOOKING FORM

Please reserve me ONE seat for lunch at the King's Head, East Hoathly, on Sunday, 22nd November, 1992.

NAME _____ CLUB _____

ADDRESS _____

(PLEASE USE BLOCK CAPITALS)

THE MENU

Vegetable soup..... or Egg Mayonaise.....
Roast beef/Yorks.pud. or Steak & Kidney pie or Veg & Nut Roast
Hot apple crumble.... or Trifle.....

I enclose cash/cheque for £5.90. Cheques to be made out to 'C. G. ROBSON'

Lunch Booking Forms should be sent to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE, on or before WEDNESDAY, 11TH NOVEMBER, 1992.

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

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EAST SUSSEX CYCLING ASSOCIATION 49 $\frac{3}{4}$ MILE RELIABILITY TRIAL 1992

ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 22nd November, 1992.

NAME _____ CLUB _____

ADDRESS _____

(PLEASE USE BLOCK CAPITALS)

I aim to complete

49 $\frac{3}{4}$ ml.course in:- 3hrs.....

3hrs.25mins...

4hrs.....

Preferred group 1 2

Preferred group 1 2 3 4

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

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

OR I am covered for 3rd party insurance by my Club's insurance policy

SIGNATURE _____ DATE _____

Entries should be sent/handed to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE, on or before WEDNESDAY, 11TH NOVEMBER, 1992

EAST SUSSEX CYCLING ASSOCIATION 49 $\frac{3}{4}$ MILE RELIABILITY TRIAL 1992

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ADDRESS _____

(PLEASE USE BLOCK CAPITALS)

I aim to complete

49 $\frac{3}{4}$ ml.course in:- 3hrs.....

3hrs.25mins...

4hrs.....

Preferred group 1 2

Preferred group 1 2 3 4

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

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

OR I am covered for 3rd party insurance by my Club's insurance policy

SIGNATURE _____ DATE _____

Entries should be sent/handed to Charles Robson, 39 Winchcombe Road, Eastbourne, Sussex BN22 8DE, on or before WEDNESDAY, 11TH NOVEMBER, 1992