

THE OFFICIAL JOURNAL

East Sussex  
Cycling Association

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# EAST SUSSEX CYCLING ASSOCIATION

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President Jane Lade

New Series No. 65

Autumn 1993

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As you get older you notice that racing cyclists get younger. Here are three of the Lewes Wanderers under-12 track team. Left to right, Mark Burgess, Craig Wright and Gavin Wright. Another of the team, Keith Newsam, has also been a points winner at Preston Park.

## EAST GRINSTEAD C.C.

Now that the summer is nearly over and everyone is off chasing fast courses and that mythical float morning that never seems to occur.

It's now time for a bit of scandal. In true Hollywood style it's time that someone 'outed' East Grinstead closet testers. Now for people who know East Grinstead C.C. it has been a Club that prided itself on its road racers and the term 'a real tester' was used with a lot of scorn, like when Bob Taylor first turned up with his four spoke carbon wheel there was a comment "Bob, you're becoming too much of a tester". But it's the true roadies who are leading a secret double life. One weekend they maybe set out at the head of a bunch racing around the lanes of Surrey and Sussex but the next they're out with the carbon gear belting along a Berkshire dual carriageway. Questions were raised about this double life back in May during the Deux Jours en Mai stage race, when riders from Cambridge C.C. accused Tim Ellis and Steve Elms of being 'testers', a claim that the pair strongly denied, claiming to be real 'wheel suckers' (however if the Cambridge claim was true, the testers then beat the roadmen at their own game, with East Grinstead winning all four stages and the overall victory).

Since then, Tim has confirmed his cycling tendencies, with a true roadie demonstration that would have made Abdoujaporov proud during a Thursday evening Surrey League handicap road race on our evening ten circuit. Tim whilst leading the sprint to the finish line lost control of his bike and fell off, much to the disbelief of himself and the following bunch. Finally, to prove his road race mentality he left his car keys inside the wheel arch of Steve Dennis's car but forgot to tell him as Steve drove off!

Steve Elms has now been 'outed' by our mystery Newsletter gossip columnist scratchman who described Steve as a proper tester and can only ride fast on dual carriageways when accompanied by fast moving juggernauts (although I wouldn't mind being able to ride as slowly as him on East Sussex courses).

That just leaves Steves Blackmore and Dennis, two true roadmen at heart, but no! Steve Blackmore has been seen getting up at the small hours of the morning heading off to a dragstrip complete with borrowed tri spoke wheel, and had even gone to the lengths of removing the small chainring, front mech and lever from his road bike. What a tester.

What will we see next? Steve Dennis with tri bars? Stranger things have happened and he has been spotted on a number of dragstrip courses this year, although he still maintains his roadie roots by riding a conventional road bike with road race wheels. He still finished fourth in a recent open event on H25/3.

Any Club interested in giving East Grinstead a run for their money should follow Richard Blackmore's training method of publishing in the Club Newsletter the Club time trial records. It now seems on a weekly basis that an individual or team record is broken.

Our most prolific record breaker has been Ben Houston, who last year showed a lot of promise and is now getting Steves Elms and Dennis worried. A good example of Ben's improvement would be our evening ten series. Last year he was recording 26s and 27s; this year he broke Tim Ellis's junior course record with 23.16 and now holds the junior records for 10,25 and 50. He also features in a couple of team records.

After the early surge of record breaking, particularly the team 10 record, it was stated that Brian Phillip's long distance records would stand for many years. Steve Elms then promptly went and broke the 50 record with 1.45.39 whilst Steve Blackmore stormed round the Sussex 12 hour course as if he was riding a 25 to break the event and Club records with 268 miles, and that was after he had gone off course. Such was his speed that he reached the finishing circuit whilst the marshals were still in the pub and not expecting the first rider on the circuit for another fifteen minutes.

Mark Beaumont's arrival in the Club has motivated our juniors although Mark himself has now been overshadowed by Ben on the time trial front. Mark has produced a 21.15 for 10 miles and 57.04 for 25 miles and has also been riding well in road races, including riding for the Sussex squad in the Oakdene Road Race. However, at the moment he may be suffering from the reverse Samson effect. For anyone who hasn't seen Mark lately, he is now sporting what can only loosely be described as a beard. I am sure that this is having a detrimental effect on his performances.

Andy

## EASTBOURNE ROVERS C.C.

Let's start with a vote of thanks to Geoff Boore for helping out with marshalling duties in the two veteran road races we organised. What a marshal this man is. There he was, up near the Brewer's Arms at Vines Cross in a monsoon on a Sunday afternoon. Never once did he flinch from his duties and on every lap he managed a smile to race car leader George Taylor. After passing him three times in the tropical monsoon George realised he had an umbrella in the back of the van but at this stage declined to offer it to Geoff for fear of being told what to do with it.

Our Open 10 this year was run in perfect conditions and was won by Steve Dennis in a stupidly fast time. The Open 25 the next morning was greeted by different weather; a strong to gale force east wind and a good soaking for the late starters. How pleased I was to be given pusher-off duties. As most of you probably know this event was won by another Steve (Elms) from East Grinstead. So the European Golf Open at Little Horsted has forced the postponement of the E.S.C.A. 25. I haven't heard any moans from cyclists so in return can we expect no moans from golf courses around Kent and Sussex when the roads are closed for the TOUR next year. I hope so.

E.S.C.A. President Jane Lade has continued her comeback to time trialling this year with some success, including some tandem rides with daughter Sarah's boyfriend, Kev Harding from the Central and seems to be enjoying herself. She couples this with timekeeping duties.

After a fine start to the season Paul Delani has been sidelined with injury for the past two months. Andy Neale has not found the form of last year but Steve Willis, Shaun Reed and James Dear have produced some good rides. Veteran George Windsor has struggled to find form after a crash at the start of the season, while time triallist Clive Willis has raced most Sundays, including in his events the E.S.C.A. 100 - his first attempt at the distance for some while.

Preparations are under way to celebrate our centenary next year. What the events will be we are not sure as yet but several items are currently under discussion. Watch this space as they say.

Clive Willis went to ride a 25 on the E72. He raced a mile down the road and got a puncture.

Rover Raver

### STOP PRESS. ROVERS VICTORY IN BOGNOR 25!

Four members of the Eastbourne Rovers rode in the Bognor Regis 25. First man off was Charlie Robson who was not very pleased with his 6/51 but it was good enough to be equal 5th on standard amongst fifty one vets. Next man was Clive Willis who came back in 3/41, soon followed by Steve Willis in 58/44 and James Dear in 58/48. Clive, Steve and James posted a team time of 3.01.13, which was good enough to push the local Bognor team (3.02.29) into second place, closely followed by Brighton Excelsior in 3.02.43 and Fareham Wheelers in 3.02.48. Steve's time gave him an award for sixth fastest on scratch. Fast improving James Dear, who was 7th fastest on scratch, was also 1st Junior and at the same time slashed 38 seconds off Jason Carey's 1982 Club Record. All in all a very satisfactory morning's work.

## EASTBOURNE ROVERS C.C./PHOENIX CYCLES

### MOUNTAIN BIKE & CYCLO CROSS EVENTS

Sunday 17th October 1993

Arlington Turkey Farm, Arlington, Nr. Hailsham

All riders MUST wear an approved safety helmet

St. John Ambulance service will provide medical cover

All riders under 18 years of age must have a parental consent form signed by a parent or guardian.

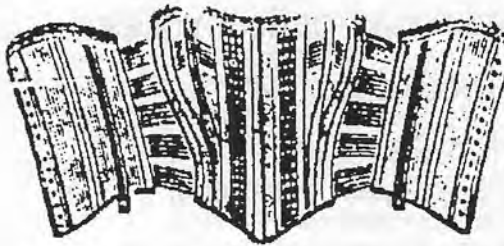
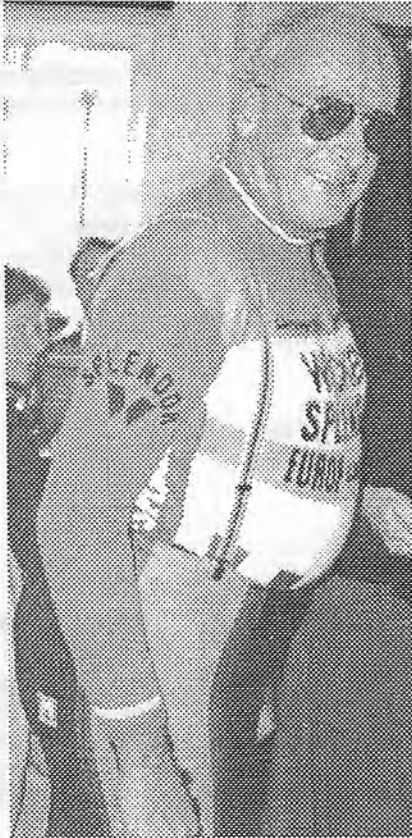
Entries will be taken on the day. Please allow time to check in. Races are run under B.C.C.A. and B.C.F. rules.

### RACE DETAILS

11.00 a.m.	M.T.B. under 16s.	Entry fee £4.00
12 noon	M.T.B. over 16s	Entry fee £4.00
1.00 p.m.	CYCLO CROSS under 16s	Entry fee £3.00
1.45 p.m.	Under 12s	Entry FREE
2.00 p.m.	CYCLO CROSS for ... PRO/SENIOR/VET/JUNIOR	Entry fee £4.00

Further information from Eastbourne 503105

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CYCLIST  
**CORSET**

Cool and Light.

With Elastic Sides & Fronts, 6/9. Best Serge Knickers, 3/9  
Improved Cotton and Pure Woollen Underclothing for Ladies,  
Gentlemen and Children. Non-Slipping Patent Knitted Saddle  
Covers, 1/9 Belts &c. Write for Illustrated Price List and  
Patterns, Free. Mention THE HUB. **KNITTED CORSET &  
CLOTHING Co., 118, Mansfield Road, Nottingham**

## FIRST DAY - FIRST TOUR

Saturday 5.00 a.m. everything packed, bike seems very heavy, the first doubts. Leave Horsham for Reigate to meet Tim, Dave, Alan and Bernie at his house. Get to Reigate, follow Bernie's directions - up hill, past Golf Club - turn left up long hill (it is a long hill and it gets a lot steeper near the top), phew! Spot house with bikes outside, this must be it. Stop, get out of the car, thank God I wasn't riding up.

Everybody has a quick caffeine boost and we head off for Euston, the weight takes a bit of getting used to but we certainly go down hill well. A good pace was being made, 21 plus, but as we go through Purley Dave stops to adjust his gears, away again heading for town. As I ride up Streatham High Street I am thinking I'm sure my front tyre should not be spreading each side of my rim like that, stop again, fix puncture. Off again, Dave calls me back and suggests I take my tyre levers and tools with me. We cross the river and are now nearing Euston, as we dice with the traffic the pace is winding up and the bunch sweeps into the Russell Square one way system. On the inside lane are a large bunch of fully kitted C.T.C. members, they seem stuck there and are believed to have completed five laps before they could get off. On we sped to the station, I am sure if it hadn't been for an old man on the zebra crossing we would have swept on to the concourse. We had arrived.

What would become one of the main features of the tour (along with laughing and snoring), became apparent - feeding time. Large quantities of food were produced or purchased and consumed, well you do build up a good appetite road racing (I briefly had more doubts, I thought this was supposed to be a holiday. Supplies were bought for the train journey - two baconburgers, large chips, doughnuts, etc., and that was just for Tim. It was an uneventful journey, passengers were bored with talk of cycling and motor racing, not by me you understand but by the others.

Stafford arrived, I was feeling at home now, having lived in the north for many years. Bikes unloaded, we were about to set off when I noticed an ominous bulge in my front tyre, I leave the others at the station poring over various maps and I searched out a good cycle shop and bought a nice heavy treaded French tyre. I returned to the station to find the youngsters, are we ready to go? No, Alan doesn't like the look of one of his tyres, we all now go round to the shop. Finally we leave Stafford, I would think we only just missed the others whose train left an hour later than ours (more doubts, all this lot are road racers who do not realise they are on holiday, the other group, Jack, Steve, Frenchie, Ken and Ian are all time triallists and DO realise they are on holiday - am I with the right crowd?).

A good pace was set out of town by me, I half knew the way (slow down you fool, they don't need encouraging), once on the open road having done my bit and amazed them with my power, I moved nearer the back and sat in for a while - that's better, silly to show my hand too early. Five miles go by - shouts of stop, Tim's gears are playing up and Alan is too hot, gears and clothing adjusted, Bernie and Dave look at the map - me, I just enjoy the sunshine - well, I'm on holiday. Going well now, ten miles must have gone by, then a larger hill looms and in my anxiety to select the right gear I forgot I had a triple on the front - went across three chainwheels and on to the frame, whoops! I managed to half pedal it back on, when once again the amazing power in my legs becomes apparent and I snap it. A loud shout stopped them all, even Dave Roberts who was savouring his first appetiser hill before the Peak District. Bernie lent me a link extractor and patiently instructed in how to use it. Away again, the next large town arrived, Uttoxeter and the pace is really winding up (more doubts - surely they are not going to sprint for the signs as well - they are). I hang on and manage to stay in contact. We now get a bit tied up in traffic and weave our way through, only to catch up with a wedding procession carrying the bride and groom in a horse and carriage which is being filmed on video from a car at the front. I hope we did not spoil the film as we filtered through and overtook them. Dave got a bit stuck overtaking and got dropped (he's strong, he'll soon catch up). Just after this event a large guy in a rusty Mk. 1 Granada tried to run two of us off the road and just for good measure turned left across two others who were thirty yards ahead, he got his just deserts as he nearly ran into another car as he did it, we all shouted and waved selected fingers at him as we passed and felt much better.

The next town was Ashbourne, Derbyshire, which had been designated official late lunch stop. A good sprint for the sign sharpened appetites, I'm not sure who won but I know it wasn't me. It is 3.00 p.m. and we are all very hungry now but cannot find anywhere suitable (or scruffy enough) to eat. Then Alan spots an underground bistro, very cosy and romantic, but yes we can come in as they are unlikely to get any normal people in at this time of the day. It turned out well, jacket potatoes the size of rugby balls arrived followed by cherry crumble, knickerbocker glories, etc. Just as we were tucking into the puds loud voices could be heard outside, was somebody trying to steal our bikes? The sound of two bodies shod with clogs could be heard falling over each other down the stone steps. The door burst open and two grown men dressed as if they were in the Tour de France staggered out of the sunlight into the gloom. It was Ken and Ian rapidly followed by the rest. The whole tour had come together with only the precision of planning that the Crawley Wheelers can manage.

It was 4.00 p.m. and time for us to move on, we left the latecomers debating whether Frenchie should have two or three puddings. We were now heading into hill country and the team were looking forward to it (well they might have been but I wasn't), I had not told them that the way out of town was 1 in 4, didn't want to spoil their lunch. A neutral zone to Tissington Ford had been agreed to help digestion. When we got there no one would ride through it, photographs taken we rolled on. The pace was more normal now (dig deep and hang on to the wheel in front), and oh yes every sign was still like a prime at Goodwood except I was trying to hurtle 50lbs plus of bike and luggage down the road. We are getting at some bigger hills now and I am taking my usual position at the back in case anyone breaks down. On one long climb I am doing quite well as I seem to be keeping up with Tim, when I realise he is having gear problems - as I am hanging on to his wheel his gears are sounding like a wood shredder being fed with metal coat hangers. We struggle on to the top where the other three are waiting, Alan has been going really well, mind you he's hardly carrying any luggage. Tim and Alan look at gears, Bernie and Dave look at the map again and me, well as I said - I'm on holiday.

We are now at the junction of the High Peak trail, an old railway line which has been surfaced for walking and cycling and decide it will speed us on our way. The weather has turned dull and colder and is trying to rain, so coats donned we set off and find that old railway lines are pretty flat and a 25 m.p.h. train is soon formed. I'm enjoying this and Tim and I take turns on the front to be the engine, other users are warned of our approach by train type whistles and hoots. I don't think they had ever seen anything quite like it as they are used to more sedate mountain bikers, etc. We roared through one old station which is now a picnic area where a couple were laid out on a picnic table enjoying themselves despite the cold and damp, it didn't spoil their rhythm but I'm not sure about theirs. The countryside is very beautiful, high hills and deep valleys, but we are not affected, we fly across high viaducts, scythe through deep cuttings and hoot our way through mini tunnels. The miles are being eaten up even when it did go up hill, a sign at the side of the track stated 1 in 59, we didn't slow down, it was just the job for tired legs near the end of the day.

We left the trail to cover the final few miles into Bakewell, our destination for the night, a fast ascent was first agenda. As we jockeyed for position at 40 plus, knowing the sign for Moynash was close, a country smell pervaded our nostrils, Alan blamed Tim who had eaten too much but had to apologise as we rounded a corner and ploughed through a liberal set of fresh cow pats strategically placed so that none of us could avoid them. A rapid decrease of speed took place and we all managed to stay on, round the next corner we found the road was virtually blocked by a herd of bloated udders on their way to be milked. I got on the back of one of the few beasts who showed any urgency and came through the herd first, a twenty yard sprint saw me take my first sign of the day (my doubts had now left me). The final thrash for the first points of the yellow jersey was looming. A long climb before Bakewell saw Dave make a strong move and get clear, he went over the top with about one hundred yards lead and confidently started the descent, but he chickened out on some of the bends and slowed up a bit. Meanwhile Bernie, Tim and Alan came over and really put the hammer down, they all caught each other and just caught Dave before the sign, showing no respect they swept past with Tim taking the points. Me, I got dropped on the final half mile of the climb, enjoyed my own twisty descent and caught up with them as they pattered into the town centre.

*Paul Spencely  
Crawley Wheelers*

## **CRAWLEY WHEELERS RELIABILITY TRIAL**

**WARNHAM - NEWHAVEN AND BACK**

**NOVEMBER 15TH 1993**

**9.00 A.M. START**

**H.Q. AND HOSTS**

**MR & MRS A. HOLDER, 43 BELL ROAD, WARNHAM, HORSHAM**

**ORGANISERS  
MARINA & MIKE BLOOM  
MIKES BIKES  
SOUTHGATE  
CRAWLEY**



EAST SUSSEX CYCLING ASSOCIATION

LUNCH BOOKING FORM

Please reserve me ONE seat for lunch at the King's Head, East Hoathly, on Sunday, 21st November, 1993.

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 £6.30. 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, 10th NOVEMBER, 1993.

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 49½ MILE RELIABILITY TRIAL 1993

ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 21/11/93

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_

(PLEASE USE BLOCK CAPITALS)

I aim to complete

49½ml.course in:- 3hrs.....

3hrs.25mins...  Preferred group 1  2

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

4hrs.15mins...  Preferred group 1  2

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, 10TH NOVEMBER, 1993

EAST SUSSEX CYCLING ASSOCIATION 49½ MILE RELIABILITY TRIAL 1993

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NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_

(PLEASE USE BLOCK CAPITALS)

I aim to complete

49½ml.course in:- 3hrs.....

3hrs.25mins...  Preferred group 1  2

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

4hrs.15mins...  Preferred group 1  2

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, 10TH NOVEMBER, 1993

## 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 for 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.

Each Group should assemble tidily opposite the King's Head 5 minutes before their start time and should be prepared to give their names to a Checker. **REMEMBER TO CARRY YOUR 4 CHECK CARDS.**

If you should come up behind horses in the lanes, please shout a warning so that the riders know 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 descending to Exceat. Please be especially careful turning right in Horam and crossing the A22 at Golden 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.

You have probably realised by now you are stuck with me again organising this event. Any constructive ideas for improving this event will always be given serious consideration. **REMEMBER - CHECK YOUR BRAKES.**

## EXTRA FEATURE

As the first Checkpoint this year is at Woods Corner Post Office, we are incorporating a Saucy Postcard Competition. All you have to do is to buy a saucy postcard, affix a 2nd class stamp, address it to - The Editors, 10 Maplehurst Road, Baldslow, St. Leonards-on-Sea, East Sussex TN37 7NA - and drop it in the post box at Woods Corner.

As excellent weather cannot be guaranteed you may need a plastic bag to keep your postcard (and Check Cards) in good order. The best 3 postcards received by or on the 27th November will be reproduced in the next issue of BONK and the sender of the winning card will receive BONK free for a year. Now's the time to buy your saucy postcard before they all get put away for the winter. See example below.



The hardriders section will go off at 0925 and should finish between 1215 and 1225.

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, 10TH NOVEMBER, 1993. 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.

### INSURANCE

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 type of third party insurance indicated and your current membership number if appropriate, will NOT be accepted. This measure is for the safety of the majority.

### 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 in 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 King's Head or opposite on the double yellow lines. There will be a Parking Marshall 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 0820 for riders and officials. There are also toilets at Polegate, shortly before the level crossing, at about 27½ miles.

### 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 the modest price of £6.30 per person. A copy of the menu and Lunch Booking Form is provided with this issue of BONK and extra copies are available on request. EARLY BOOKING IS ADVISED as seating is limited to 75 people. Priority will be given to bookings accompanied by the correct cash/cheque payment. A Lunch Booking Form should be completed for 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 lunch with you. 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.

# EAST SUSSEX CYCLING ASSOCIATION 49½ MILE RELIABILITY TRIAL

SUNDAY 21ST NOVEMBER, 1993

## THE COURSE

START at the King's Head, East Hoathly (TQ523163). Proceed up lane taking right fork. Turn right again, then left then right signposted Hale Green (2.8 mls). At letterbox, turn left for Horam. Join A267 at May Garland. Proceed towards Horam and take first right (CARE) into Horebeech Lane (5.0 mls). Proceed via Marle Green. At T junction turn left and follow signs to Rushlake Green, where take right fork at triangle. Straight ahead (CARE) following signs for Woods Corner. Straight ahead at crossroads to join B2096 at Earls Down. Turn right and follow B2096 to first Checkpoint at Woods Corner Post Office (12.3 mls). After Checkpoint, turn right at the Swan Hotel (12.4 mls). At first fork keep left and follow road to T junction with B2204 near Kitchenham Farm. Turn right and proceed on B2204 to T junction with A271. Turn right and climb into Boreham Street.

Take first left by Garage (Boreham Lane) and keep in single file as the lane is narrow. At Wartling (20.1 mls) go straight ahead to Pevensy roundabout. Take fourth exit and proceed on Pevensy by-pass to Polegate where first left into main street. Over the level crossing to the A22 at the traffic lights (27.7 mls). Straight across A22 and proceed via Wannock, Filching and Jevington to T junction with A259 at Friston Pond (32.3 mls). Turn right (CARE) and follow A259 to second Checkpoint at small lay-by on left 94 yards before bus stop sign (32.9 mls).

Check your brakes and continue on A259 to turn right at Exceat. Follow road through Litlington. Take first left and left again to cross the Cuckmere River. Turn right at the T junction and proceed past Drusilla's to roundabout on A27 (38.7 mls). Straight ahead to level crossing at Berwick. After crossing railway, take first left and follow road to Chalvington. Turn right and follow signs to Golden Cross. Halt at A22 (44.5 mls). Turn left and almost immediately right (CARE). Turn right at T junction and then left to Checkpoint at Hale Green (46.5 mls). Turn left at letterbox and follow signs to East Hoathly to FINISH at the King's Head, East Hoathly (49.5 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 Woods Corner Post Office. Check Card No.2 will be given to the Checker at Friston. Check Card No. 3 will be given to the Checker at Hale Green. Check Card No.4 will be given to the Checker and Timekeeper at the Finish at the King's Head, East Hoathly.

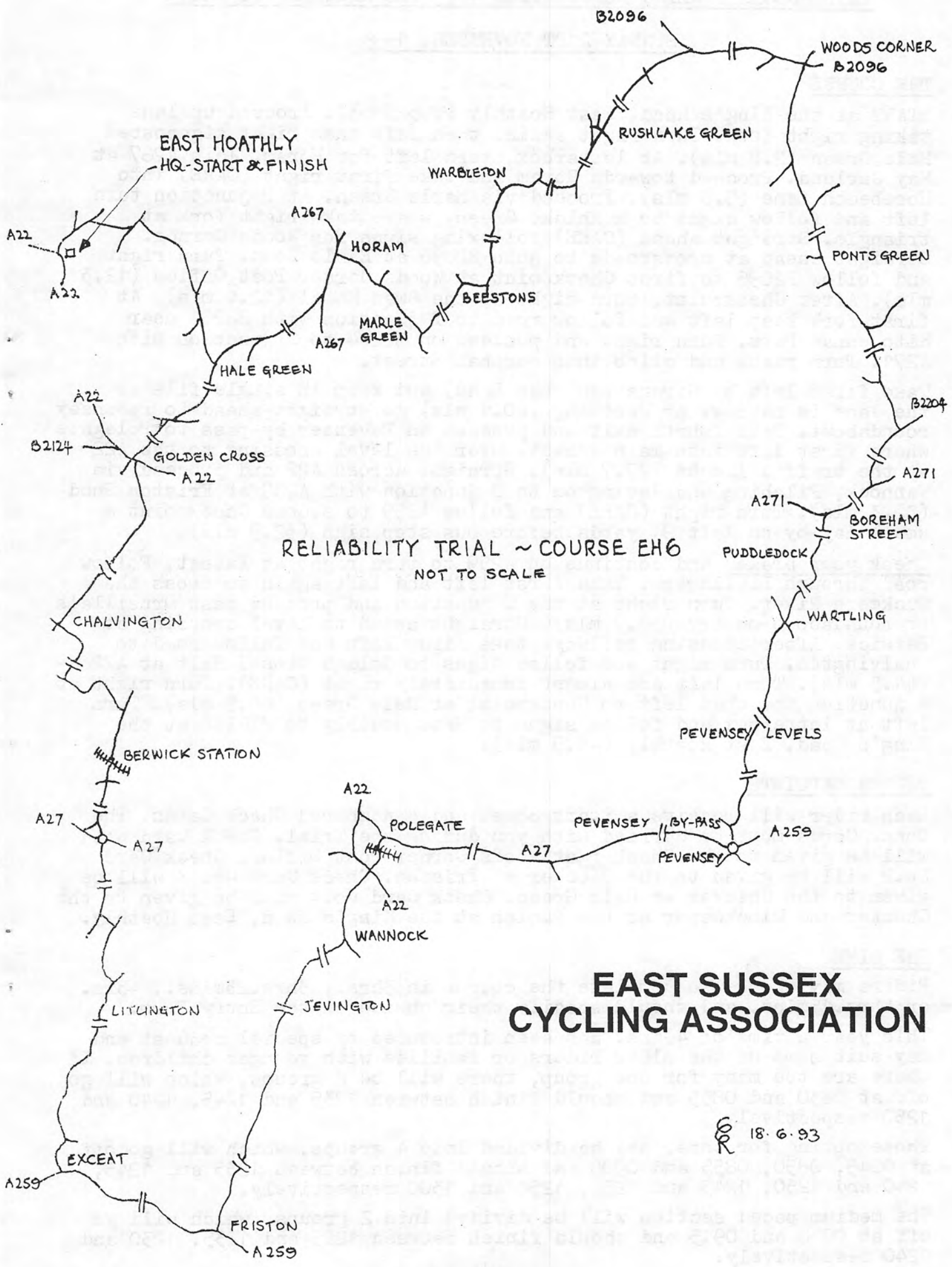
## THE TIME

Riders may choose to complete the course in 3hrs., 3hrs.25mins., 4hrs. or 4hrs.15mins. and should specify their choice on the Entry Form.

This year a time of 4½hrs. has been introduced by special request and may suit some of the older riders or families with younger children. If there are too many for one group, there will be 2 groups, which will go off at 0830 and 0835 and should finish between 1235 and 1245, 1240 and 1250 respectively.

Those opting for 4hrs. may be divided into 4 groups, which will go off at 0845, 0850, 0855 and 0900 and should finish between 1235 and 1245, 1240 and 1250, 1245 and 1255, 1250 and 1300 respectively.

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



RELIABILITY TRIAL ~ COURSE EH6  
NOT TO SCALE

# EAST SUSSEX CYCLING ASSOCIATION

18.6.93

Some of the celebrities seen around the Reliability Trial course in 1992.



Join them in 1993 - complete details in the following pages.

## C.T.C. MID-WEEK SECTION

Regular readers of this column will be pleased to learn that the Mid-Week Section continues to flourish with new faces appearing all the time. Every Wednesday up to a couple of dozen riders appear, hot foot and hungry, at tiny villages and hamlets scattered around East Sussex and dive into the local inn for refreshments.

Tony Palmer is a dedicated runs leader and mile eater and inclines to those venues slightly further afield. Thus his choice of a visit to Bateman's, the one time home of Rudyard Kipling, set in the idyllic countryside at Burwash. This destination would have given Tony a large mileage to add to his annual chart - had he not scrounged a lift in the car for the return journey with Frank & Susan Drader. Tony's excuse was that he had to rush home as he had scaffolding erected for the purpose of painting the outside of his house and he couldn't wait to get back to it. He has used this excuse so often of late that it can only be inferred that he misses his seafaring days and imagines himself shinning up the rigging when he scrambles around the scaffold poles!

Mike Rabbetts is a popular leader who uses his imagination when he takes a ride and we were privileged to receive a series of mini lectures as we passed along the route from Ripe to Rushlake Green. This gave others on the ride the opportunity to air their knowledge and some fascinating and entirely irrelevant 'facts' were tossed around among his audience at each halt.

Of course, holidays have interfered slightly with the Wednesday rides and Dennis and Maggie Jakeman have popped off on several occasions, France being a favourite destination but Maggie also took in Australia; Katherine Webster rode the End to End route successfully; Ann Rix and family joined the C.T.C. rides in the New Forest; Dudley and Cherry Cheal spent a weekend at the Rally for Hetchins enthusiasts. Others have spent time in less salubrious surroundings, Fred and Thelma Mehew being two who have suffered a stay in hospital but fortunately they are both up and about and we are pleased that Fred is able to ride out regularly again.

We have welcomed various visitors, including Arthur and Eileen Clarke from the Wayfarers Group in Surrey. Peter Crowsley has attended on one or two occasions and has promised to become a 'regular' as time permits.

Although the summer is over we have a full programme of rides and entertainments to look forward to. It is too late for you to attend our slide show but on December 29th we are holding our Festive Lunch at the Kings Head, East Hoathly. Ted King, President of the C.T.C., has promised to attend and Dennis has negotiated a delectable choice of menus. Full details will be available in the next edition of this magazine.

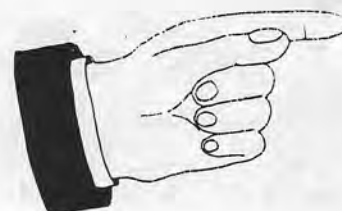
Saturday rides are also continuing - Chiddingly, East Hoathly and Rushlake Green being popular destinations. Although not so many riders attend these runs, at some time since they began most of the Section have been out at some time or other. Interested, then turn up at the Hailsham Leisure Centre at 10.30 on Saturday morning.

We are always pleased to see new faces and you will receive a warm welcome if you would like to join us at any time.

Baggy Shorts

E.S.C.A. Annual General Meeting - - Monday, November 29th at Framfield Village Hall. 7.30pm

*Now read on for details of the Reliability Trial .....*





SOCIAL CALENDAR 1993/1994

E.S.C.A. Reliability Trial  
21st November 1993  
Start from East Hoathly

E.S.C.A. Annual General Meeting  
Monday, November 29th 1993  
Framfield Village Hall

Mid-Week Section Festive Lunch  
29th December 1993  
Kings Head, East Hoathly

East Sussex C.A. Annual Lunch  
January 9th 1994  
Framfield Village Hall

Sussex Nomads Reliability Trial  
Sunday January 16th 1994

Sussex Nomads Annual Dinner  
22nd January 1994

Eastbourne Rovers Annual Dinner  
Afton Hotel  
22nd January 1994

Fellowship of 1066 Longmarkers Dinner  
Yelton Hotel, Hastings  
29th January 1994

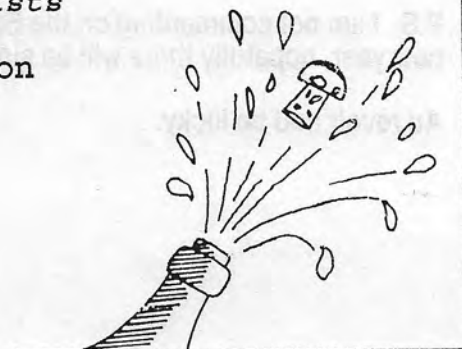
Lewes Wanderers Reliability Trial  
Two Distances  
January 30th 1994

Brighton Excelsior C.C. Annual Dinner  
Windsor House Hotel, Worthing  
February 5th 1994

V.T.T.A. Surrey/Sussex Group Annual Lunch  
Surrey Hills Hotel, Beare Green  
February 6th 1994

Lewes Wanderers Annual Dinner  
Highlands, Uckfield.  
February 19th 1994

A warm welcome awaits all cyclists  
at the  
Sussex Nomads Clubroom, Clayton  
Friday evenings



## HICKEY IN YORKSHIRE

Last year I elected to go hostelling in the Peaks and lower Yorkshire with W.H. Junior. Whilst we generally appreciated the area and the hostels were to a good standard plus some good weather, this year I decided on the same formula and take in the rest of Yorkshire and the lower part of the Lake District. What I hadn't bargained for was the sheer ferocity of the climbs on the North Yorkshire Moors, coupled with a very fast teenager who treated the four days as a continuous road race with primes ranging from road signs to 1:4 climbs which seem to be numerous in that part of the world. He is now starting to ride 10s so I have registered him with the Sussex Nomads to enable the lad to benefit from membership of a major Club, and to enrich his education by consorting with international riders. Whilst up in Yorkshire we were persuaded to spend an evening with Charly and Beryl Burton who will be guests at the East Sussex Lunch. We initially dined at a Chinese restaurant in Harrogate and then moved back to Beryl's house for the night prior to doing our first 10 mile ride in Yorkshire. Needless to say the story regarding her catching MacNamara in a B.A.R. 12 and finally becoming men's and women's champion is accurate, so is the liquorice allsort that she handed to MacNamara when he was caught. It followed, some years later, when the aforementioned and Beryl were at the same Club dinner she was presented with a huge custom made liquorice allsort made by Wilkinson to honour that occasion. I can confirm she is still racing and apart from some past poor health is in good spirits and clearly as competitive as ever (although, horror of horrors, she had an entry returned recently from a 10. She is still trying to get over 'not fast enough').

Of all the stories I heard I suppose the one that sticks out mostly relates to when B.B. represented Great Britain in the Worlds in both the road race and individual pursuit, one following the other over a two day weekend. Incidentally she won both; it was ironic that one way travelling expenses was all that was authorised, and, it seems, nothing for Charly since he couldn't get time off work. B.B. returned home in Leeds via the Channel ferry and British Rail and had to walk home from the station to Morley in the early hours of the morning carrying her bikes, wheels and what little luggage permitted for the trip (this was as a result of representing your Country). Can you imagine Linford Christie or Sally Gunnell doing this after their recent athletic exploits? As B.B. has said many times, there was no alternative in the late fifties and early sixties, you just rode your bike, clearly without any directive concerning potential sponsorship. Clearly B.B. was always going to be the loser financially, although in fairness, she never set out to exploit the possibilities of making any real money, representing the Country was reward enough. Attitudes have now totally changed, if you have talent and are committed to racing there are now far more opportunities of making it pay for itself than ever existed in the past, this way extends itself to hundreds of Club cyclists. I know of at least two people who can make 2.5K at the sport year in and year out by just winning weekly at weekend time trials in the parameters of the area in which they live.

Can anyone see the purpose of the Crossbush bypass?? Any preconceived plans we all had of getting a super fast 25 have I fear been dashed simply because the underpass at the far end of the bypass has not been constructed. Traffic lights now installed totally preclude any form of racing prior to the river. As an alternative, how about starting at the top of hospital hill doing a dog leg down to Littlehampton, returning to Fontwell, turning at the new Westhampnett roundabout and finishing close to the start. Over to you Ray, worth a pint?

Graham Seymour has now joined the ranks of those time triallists who wish to excuse their times by trotting out some far fetched explanation as to why they were delayed. In a recent '25' at Bognor an imaginary car with a four foot wing mirror grazed his arm and lost him approximately a minute and a half. The previous week the same rider bitterly complained that his time had been juggled by the less than alert Mitre timekeepers; in both instances the writer had soundly beaten him!

Lastly, footnote to Ric. There is a rather good jazz shop in Tunbridge Wells run by a biker. Worth a visit.

P.S. I am not commenting on the Excel's tea arrangements but will be reviewing critically the position in the new year, hopefully there will be significant improvements.

Au revoir and be lucky.

W.H.

On the subject of Tom Roberts, who we believe has re-emerged from some Welsh bog, he and Tracey are getting married in September (in fact, are by now). I've been reliably informed that the reception is to be a no expense spared extravaganza to be held under the West Pier. All the locals are cordially invited. Given Tom's prediliction for fresh air, open spaces and hard exercise, the honeymoon is to be a whistle stop tour of the Himalayas on mountain bikes. Tracey is travelling in Tom's saddlebag. Starting somewhere on the Outer Mongolian Plateau, they bicouac overnight on the summit of Everest, with a quick run down to Katmandu for lunch!!

Bumf passed his driving test this year. Later he was driving Teresa's Volvo over the Shoreham flyover. Being close to the airport, he must have thought it was a plane, so decided to take off. Unfortunately he didn't gain enough height and wrapped it around part of the bridge thus 'writing it off' much to the chagrin of Mrs. Bumff, his better half. They now have another larger car and he is contemplating flying lessons.

Anthony and Tina Rogers now have an addition to the family. A little boy called Brock. He's already been to his first Club '10' but was D.N.S. due to a last minute puncture in his offside buggy wheel.

Now that Val Stringer is running her own business, a climb up the social ladder was felt necessary. An application for membership of the Sussex Yacht Club was made and when asked during a vetting interview at the Club H.Q. whether they had a boat, Rick muttered about putting in a bid for the soon to be redundant 'Brittania'. He's also quite keen because apparently 'they have a good selection of beers at the bar'.

Finally, is there any truth in the rumour that that epitomy of masculinity, Geoff Boore (vital statistics 34D/60/40) is currently on a course of hormone treatment as part of an impending sex change treatment?

Fuzz

*This is it!?!*

**B.E.C.C.**

**ANNUAL DINNER**

**at**

**WINDSOR HOUSE HOTEL, WORTHING**

**SATURDAY 5TH FEBRUARY**

**TWO BANDS AND ALL THE USUAL.....**

**DO NOT MISS IT**

*£17.00 per head See Dick Jones at the Clubroom 0273 770047*

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**EAST SUSSEX CYCLING ASSOCIATION**

*Annual General Meeting*

**Monday November 29th 1993**

*Framfield Village Hall*

\*\*\*\*

**CLOSING DATE FOR CHRISTMAS EDITION**

**NOVEMBER 20TH**

**BONK!**

**BONK!**

## BRIGHTON EXCELSIOR C.C.

I have to start my report this quarter by saying oh dear, poor old Geoff Boore. All the years I've known you Geoff, and I never knew you had an addiction to cakes. I mean, witness your inclusion in the last BONK. A total preoccupation with 'tasty pastries' (or lack of them). Never mind, Geoff, we in the Excel are a good natured bunch and we look on your ramblings in a benign, pitying way because we realise that addictions are often hard to live with and not always convenient. Why, one could almost consider shopping one's own granny for a succulent chunk of bread pudding.

It seems that no sooner had I been singing the praises of one of our riders, Steve Woodbridge, than I would be extolling the virtues of another, Chris Lord. Chris joined us from the Islington C.C. as 2nd claim last year. This year, having moved into the area, he became 1st claim for the Excel. I did give some credit to Chris in my last write up, mentioning his contribution to winning teams. However since then he has done some excellent rides, including breaking two Club records, reducing the '10' from 21.24 to 20.46 and the 50 from 2.1.30 to 1.59. His best '25' this season has been 54.39. Of course, as a young vet he's also beaten records here as well. His enthusiasm knows no bounds and one Wednesday evening he drove all the way to Ipswich for an open event only to find that it had been held the day before. But all was not lost, he was able to ride a private in a local Club event instead. On a similar theme, Simon Birstingl drove all the way to Essex for an event only to discover he'd left his shoes behind!! (Long live the toe clip and strap.) Simon has performed very well this season getting his '25' time down to a 57 and coming 3rd in the E.S.C.A. 50 with 2.00.35. Tantalisingly close to getting inside two hours. At this time of writing I'm not aware of Simon's other time trial achievements. But on the road racing scene he's managed to put some stick about. Obviously inspired by watching "le Tour" he decided, in a 50 mile Surrey League Road Race on the hard Withyham circuit, that was good enough for Messrs. Indurain, Rominger, etc., was good enough for him, and calmly rode away on the second lap to win by two and a half minutes. Epic stuff!!

Steve Woodbridge has continued to claim one junior award after another and his best '10' and '25' to date are a short 21, done on a very hard evening on the Steyning course, and a 56 which is a new junior Club record.

Theresa Thompson has comprehensively broken the ladies Club '25' record which she previously held from 1.3.25 to 1.2.?. Unless she breaks it again this could stand for some time.

That evergreen and fast vet, Andy Attwood, has been going faster than ever this year, doing at least one 58 for a '25' and getting a personal best '10' of 22.01, chopping thirty five seconds from his previous time set some years ago. When I asked Andy to what he attributed his improved rides this year he was emphatic in his reply "a new bike". I was disappointed thinking that perhaps I could take something from his new training regime and perhaps 'go fast' again. Of course we all know that equipment alone can't do it, can it?

Andy Payne's 241 in the S.C.A. 12 hour, apart from being a personal best, also gave him the Club B.A.R. His other qualifying rides were 2.4.? in the S.C.A. '50' and 4.25.? in the S.C.A. 100.

Others worthy of mention are Chris Leonard, fourth in the Goodwood Gallop Road Race (juveniles). Andy Smith, who along with Chris Lord and Steve Woodbridge won the team award in the Bognor C.C. 10 with 1.10.59 (an event record). Andy also shared the vets award with John Woodburn.

On the track scene Mick Murrey has been keeping the name of Excel alive, and making his presence felt. Mick is now the new Sussex Pursuit Champion riding the 4,000 metres in a time of 5m 24s. A time that compares favourably with past Champions and Sean Yates' record of 5m 11s. Well done, Mick. Mick is no slouch on the time trial scene and often features well up in results.

Andy Smith and Dick Holkham were flying around on the tandem earlier in the season and showing a few people their back wheel. Unfortunately, as many will know by now, Dick had a serious accident on his bike and this curtailed any further competition. At this time of writing Dick is making a good recovery and by the time this is printed hopefully will be reading it for himself.

In singling out these riders let's not forget all those who ride and make up the events. Also those that help and promote. Without the keenness and dedication of them all the time trial scene couldn't exist.

Anyone wishing to ride the mountain bike End to End using bridleways and "green roads" should get in touch with Tom Roberts. Tom recently organised an intensive training programme in preparation for this demanding event. Unfortunately he forgot to tell the others, Craig, JFP and brother Simon, who thought they were going on a tour to Wales, albeit on mountain bikes. First night stop was Street Hostel. NOT unreasonable, I hear you say. Except that Tom managed to make it 178 miles!! (he must have gone via the Channel Isles). Apparently Craig who was borrowing his girlfriend's mountain bike and was surviving on only a few work miles, abandoned after lunch and rode straight to the Hostel. By the time the others arrived at 11.00pm he was fed and watered and tucked up in bed. Jeff lasted another day to Capel-y-Fynn Youth Hostel, after which he also abandoned. Simon also eventually went off on his own, and as for Tom, he was last heard of living in a cave off the shore of Lake Vymway.

## LEWES WANDERERS

There are so many people riding with or for our club nowadays, it's a job to keep abreast of their activities, especially for someone who is too unfit to indulge in activities himself. An indication of the way things are going is the fact that we have had no fewer than THIRTEEN members riding at Preston Park. (For the benefit of all those who don't know, that's where there's a CYCLE RACING TRACK.) Mick Burgess, who is so old, he can remember the glory days of Sussex track racing, says he hasn't seen anything like it since the early 'fifties. Four of our track men are under 12 (Mark Burgess, Keith Newsam, Gavin and Craig Wright) and four are "juveniles", over 12 and under 16 (Stephen and Andrew Comben, John and Peter Limpus). There are also some seniors, but the real stars are the younger ones - East Sussex cycling's hopes for the future. Stephen was this year's top rider in his category, and John (last year's winner) was third. It's been a good year for both of them, but especially Stephen. He won the English Schools' three day event in July; he was fourth in the GHS National Juvenile Ten-mile Championship in a club record 22-33 (the winner did 22-03); and he has been fastest juvenile in a number of other tens and 25s. John is a younger 15-year-old but has successfully broadened his experience in criteriums and even rode a good ESCA 100 at training pace in 5-18-30. One of his latest successes was as handicap winner and fastest juvenile in the Redmon 10 in September - a £17 winning double.

The club's real prizewinner, after a dodgy season last year, has been Peter Roberts, the explosive gasman. After coming top in several events and getting down to 54-20, he has at last admitted he might be enjoying his comeback. What we've lacked, in the absence of Chris Hill (too many punctures) and Matthew Rabbetts (too many other commitments) are other under-the-hour riders. Peter Price, Shane Faulkner, Robert Wimble, Colin Homan and Pete Baker should be filling the gap next year. Peter Price, as a venerable 50-year-old among these young whipper-snappers, has no right to have such expectations. But there he goes, winning the ESCA 100 (4-25-36) and riding 236 miles in 12 hours (adding 48 miles to his previous best). He's almost certain to be our 1993 BAR.

Over ten miles, Shane Faulkner - he of the stylish earring - has been our most consistent performer. He won our Monday evening series with five 23-minute rides against some stiff competition. An average of 32 riders took part in each of the ten events; and a record 44 men and women signed on for the two-up ten. It's important to mention women because Heather Wimble (once she got used to being married to Robert) came back to form and lowered her own club record to 26-33; and we've had two stylish riders in Sandra Weller and Michelle Seymour, each getting down to twenty-eights. After being pipped by Michelle more often than not this season, Sandra has promised to put some perspiration into it next year; and Michelle is looking for a training partner who is fitter than her Dad.

The start sheet for the September ESCA 10, just out as this was being written, was notable for two things: of the 70 entrants, 27 were from one club (oh God, he's boasting again); and one of those was I. Burgess. This rare sighting of someone who once caused fear and trembling among the track riders and testers of Sussex gives us hope of even better things at Preston Park and on the G815 in 1994.

ROTRAX

## SUSSEX NOMADS

I am being pestered from all sides to write BONK notes, they are late again. There is a lot to write about, really, but I have no specific details as I am not one for making notes and do not have much of a memory.

So generally speaking the Nomads have been very active this year, racing, randoneeing, socialising and in one case, making much noise. As some of you know, we have a close relation of THE William Hickey in our Club and he always has much to say. This year the great achievement is arranging for Beryl Burton to speak at the E.S.C.A. Lunch, so be there!

He has also been hopping about and generally spurring everyone on to better things (even Limbo). We think he must be on something for ever since the Nomads Open Air Disco (yes, another in 1994) we have not been able to contain him. His main aim is to win the Club B.A.R. but I think this may well elude him in 1993, but to this end he has times of 1.3 and 1.4 for 25 miles, two middling 25 minute 10s and has done a 2.16 for 50 miles. His efforts have encouraged others to try harder and Limbo matched him at 10 miles with two 25 minute rides, a 1.6 and a 1.7 for 25 miles and a 2.25 for 50 miles (that was b....y hard).

Young William (Davis, that is) is growing up quickly and is already 16 and is improving all the time; a bit miffed at just missing a 24 minute 10 with a 25.03 in the E.S.C.A. event, he had already done a 1.6 on the Uckfield 25 course and ridden up in the G.H.S. 10. As well as all this he's had placings at Preston Park and Goodwood. Another winter up the road will see him challenge the seniors in the Club. His dad is one of the younger vets in the Club and not only supports William but also rides. He too is going well and enjoys his cycling. I dread to think what improvement he would make if he shaved his hairy legs!

Tony Kennedy (almost a vet), races all over the place; testing he is a 1.4 man and also rides most weeks at Preston Park and Goodwood. He found it difficult sometimes to hold the pace at the Park and bounced on his bike too; after being told that his gear was too low he checked and found he was using 82" instead of 84".

Dan Bennett has been training hard, swimming, running and cycling, for triathlon. He rode the Lewes Triathlon and finished well up the field and then gained third in another event. Unfortunately running did not agree with his knees and he is just back on his bike after having to rest. He is riding in the Duo Normand and with Geoff in the Lewes Grand Prix.

Peter Caldwell is doing his utmost to defend his E.S.C.A. B.A.R. title and after good rides in the 50 and 100 is looking for a good 25 time.

Adrian Morris is still trying to find that elusive fast 25 but is still doing 1.1s while Rick Harwood is developing into a fast time triallist as well as looking forward to cyclo cross this winter. Keith Chandler has also made a return to racing and is doing well but we have not seen much of Vernon lately.

In the meantime, Alan is going progressively slower but is still enjoying it all (liar) especially when every now and again he goes well. He was recently seen out with the C.T.C. and the Gatwick Club. His reason for this was that ten cyclists Francais were over for the weekend and he rode from Brighton to Alfriston to meet everyone at the Youth Hostel. The ride went first to Barcombe Mills for breakfast, then on to Horsted Keynes for lunch after watching the trains on the Bluebell railway. Then back to Lewes for tea and it did not take long to realise that French cyclists are just like us, they sprint for signs and the destination and generally hack about. Alan got crafty in the end, using his local knowledge to get the Lewes sign - the fact did not go un-noticed by the French. It was a good day out and certainly made a change. We could do with more outings like that. It was also an opportunity to try to speak and understand French. The French lessons certainly paid off as Alan now has more French friends.

Stay safe and well.

*Nomadicus*

My day's marshalling turned out to be most enjoyable, we had the ducks at the pond, top end of Ballssocks Lane at Vines Cross, a focal point clearly. There was an obligatory treasure hunt going on conducted by the usual hail and well met brigade. I had people coming out and offering me cups of tea during the showers. A tandem pair from the Paragon extolling the virtues of a Cliff Shrubbs tandem, and lastly with the help of the locals, managed to solicit the attendance of none other than Jim Hinds, five times rider of the Tour of Britain and, I believe, either a Tour de France rider or Tour de l'Avenir. He looked in good shape, doesn't do any competitive riding and seems to have hidden himself away in Vines Cross for eighteen years.

I have just had the misfortune to see England's Test Team get another total drubbing similar to the one our so called International Soccer Team. I can't remember any progress that England have made in soccer since 1966. Marginally better has been the cricket season but I feel we started to lose our way in the mid fifties, it seems to me we can no longer produce authentic match winners. Players in both cricket and soccer are no longer motivated, either our coaching is awful or perhaps the inbred character of our youngsters is changing, whereas it is not important to be competitive. Consider, therefore, cycling, in particular racing, more specifically, professional riders who have to be dedicated, talented and are prepared to 'rough it' in conditions not even suited to your pet dog. These people know that a lack of concentration, success and good value will result in total unemployment. By and large professional cyclists have to be the top sportsmen compared to any other pursuit. They don't shine when times get hard; you don't see your riders having continuous rests between plays. If you are no good or don't come up to expectations, you are politely told to go away. Not so our so-called national sports. If Peter Post or the Wordperfect boss supremo had been in charge of England when they lost to the U.S.A. or for that matter the test team who lost against Sri Lanka he would have sacked the lot and rebuild the team from schoolboys however long it would have taken; at least we could have avoided the continuous embarrassment of seeing our National Teams constantly savaged by outsiders.

I feel instinctively that France could probably beat us at cricket and a Select Brian Hutton Eleven would not do too badly against the soccer lot. Even the local lads understand the importance of constant training. Not so our so-called football and cricket devotees - an hours net practice if you're lucky, then straight into the pub. No wonder the continent produce so many individual players. Practice to them means hours and hours spent perfecting every aspect of their playing potential. It now seems a popular theory that too much football and cricket produce a lack lustre performance - tell that to the top riders. Most of them have to race continuously each day for nine or ten months of the year, even illness and injury are not necessarily sufficient to stop racing. Even the tennis circuit is now affected with prolonged rests. Stupid and childlike outbursts of continuous bad language directed mainly for the hearing of the general public. It seems to me that the tougher the sport the less likely you are going to get these tantrums.

W.H.



### **Surrey/Sussex Group**

40 years old and on the scrap heap of life.

Unloved and unwanted.

Don't join Dateline,

Join the local group of the  
VTTA.

**50p joining fee. £4.50 subscription.**

Contact: Group Secretary, Esther Carpenter.



### *Mid Week Section*

For Details of Wednesday Rides

Contact Esther

Also Saturday Rides.

Meet at Hallsham Leisure Centre  
10:30 in Cafeteria

## The William Hickey Column

When is a timekeeper not a timekeeper? A little facetious you may think, however truth is often stranger than fiction as Peter Cauldwell, Sussex Nomads, found out to his cost on a certain Thursday in June when he finished a Worthing 10 without a time! According to his watch a personal best was in the offing, on checking with a car full of Worthing timekeepers it was admitted, albeit reluctantly, that they had not seen him and consequently a time was not given, this was more than unfortunate when you consider that vision that evening was excellent and that Peter finished on his own. Peter now fully believes that Worthing could not afford to let a Nomad beat their best on that particular evening. I had convinced myself that I could be relied upon to comment on what makes a good cup of tea, even allowing for those controversial brew ups at Staplefield. However, Andy Lock's tea urn has to be something else. The tea that came out was totally grey, in addition to which something wriggled around in my plastic container. Andy also makes a small charge for his urn contents. Suffice to say I will be bringing my own in future. Horror of horror, I witnessed the same urn being used in the Worthing Open 10 on Saturday, 26th June 1993. I settled for the coffee and a piece of sun kissed fruit cake which cost me 10p. Top marks to Worthing for competitive pricing. (N.B. Please note, Vanessa).

An interesting comment was made to me when it was generally known that the September E.S.C.A 25 date had been changed to that shown due to the advent of a major Golf Tournament on the new East Sussex course near the Little Horsted roundabout. The D.C. in their wisdom feel that with numerous spectators getting to the course early in the morning it would create a queue and totally interrupt the riders passage through to the Uckfield by pass. To their credit, the D.C. discussed this at great length and came to the conclusion (and vote) that in the interests of safety the event should be run on an alternative date, whatsoever was convenient to the E.S.C.A.

The comment made was "Why should we change our date to suit someone else who is totally removed from our activity". It did perhaps beg the question, why did we not speak to the police and the golfing authorities before we arbitrarily altering the date, which by and large may have inconvenienced a number of people, including riders going for B.A.R. competitions and having to plan their season in advance. I feel this is a very valid point and one which should not have been overlooked. I am sure that should there once again be an unfortunate clash similar to that described above, we should take due heed and endeavour to both solicit and evaluate the situation a little more thoroughly. This clearly is when we know in advance of an event which could jeopardise our position, unlike the obligatory boot sales which seem to materialise on the days we promote, or the horse boxes lined up prior to an equestrian event, all of which put greater emphasis on the skill of the rider to take a calculated line on his bike to avoid the the road disorder, only to be a victim of further abuse from a motorist who, having clearly seen the problems endeavours to intimidate the rider. This inconsiderate behaviour is totally typical of a certain percentage of motoring public who have succeeded in leaving school with no qualifications, have no skills, cannot comprehend the written word and who's speech is so slurred that you could be mistaken for thinking he arrived on the scene from the local zoo. If we could only rid ourselves of this minority, cycling generally would benefit in leaps and bounds. The trouble is, these bozos like being hostile. It gives them a macho complex; unfortunately they feed nothing back into the community and become an intolerable burden to their families, society, the police, the hospitals, finally their local G.P. until they are eventually pronounced unfit for work and spend what is left of their lives prostituting themselves off the Country.

Is there now a place for a professional marshal? I think there must be judging to a number of Clubs' reactions to their own members who can't be bothered to turn out for their own Club's events or who would rather race. Having marshalled for Central it is now Eastbourne Rovers turn to receive my generous patronage; at no additional cost they get total attentiveness (no sleeping on the job or giving false signs), prompt signalling, unambiguous directions using total care and attention for traffic build up, in fact, the works. I would personally recommend all Club promoters to single out your marshals before you promote. This way you get an early response when people have to plan both their holidays and their racing programmes. Turning back to the Eastbourne for just a moment, I was very much impressed with my old Majorcan sprint companion, John Blackman, for putting on a first class day's racing. The hall and refreshments were superb. Sandwiches prepared on the day (please note, Excel) and superb tea, hot, fresh pot and in a cup and saucer (please note Central). The over 50s in the morning and over 40s in the afternoon were both well run events with no problems, over a course that can at best be described as 'testing'. The Hellingly/Horam ten mile circuit contains all the ingredients for a fine race, and apart from sporadic showers in the afternoon, both events proved a total success.