

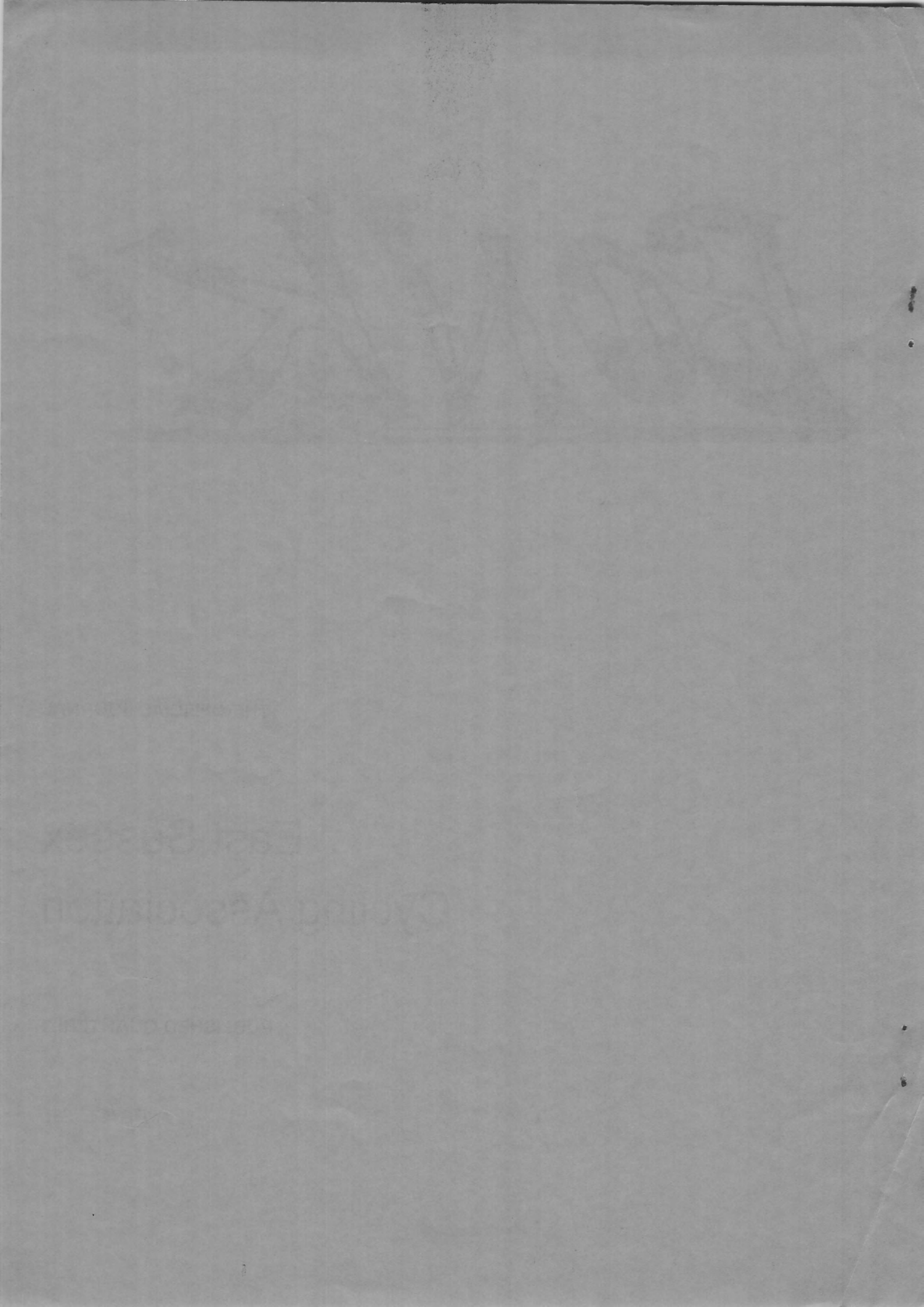


THE OFFICIAL JOURNAL

East Sussex
Cycling Association

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EAST SUSSEX CYCLING ASSOCIATION



President Jane Lade

New Series No 66

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Editorial

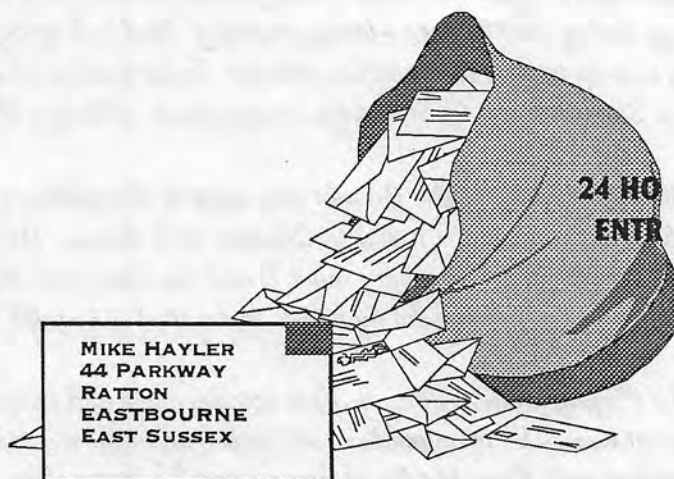
Next year two more Clubs affiliated to the association celebrate their Centenary anniversaries and we are sure that all BONK readers will join us in congratulating the Eastbourne Rovers and the Brighton Mitre on their achievement. Both clubs are planning something special but the Mitre have a most ambitious undertaking in hand, namely a 24 hour event to take place on the last weekend in June. This is an exciting scheme and will be the first event of its kind on Sussex roads since the Catford C.C. abandoned their "24" some years ago.

Mike Hayler is hoping for support from all local clubs in some form or other - already Hickey has volunteered his consummate marshalling skills, and we all know *his* thoughts on any time trial over 50 miles! But if he is willing to put his prejudices behind him and endorse the Mitre's scheme it is encouragement to us all to assist in any way we can.

Details are available from Mike Hayler and he will be pleased to receive offers of help, as well as entries in the fullness of time.

First we have to get the Winter behind us and we have had the first flurries of snow even as this is being typed. It is a reminder that Christmas Greetings are in order and very best wishes for the coming year.

Maurice and Esther



Editors: Maurice & Esther Carpenter. Photographs: Charles Robson. Layout: Tim Carpenter

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END TO END ALTERNATIVE

The classic end-to-end route, Land's End to John O'Groats seems to have been getting quite a lot of attention lately. I have been reading a magazine article relating the adventures of walkers, pram-pushers, cyclists, tandemists, even someone on a recumbent, all of whom responded to the challenge, many of them being motivated by the urge to raise money for various charitable causes. I'm afraid no such altruism lay behind my one effort in this direction, more a wish to expand, quite literally, my horizons! However, I would like to join the band wagon and reveal all as recounted, rather laconically, in my diary for 1950.

SUNDAY August 6th 1950 - Club "25": Saw boys go by at Boship, then got 7:54 from Polegate to Victoria. Over to Paddington where got excellent seat on half-empty relief, (10:38). Good journey down. Iced drinks etc. at lunch. Switchback line to Penzance. Arrived 6:55. Got "digs" first go so did Land's End this evening. Mileage 39.

MONDAY August 7th (Bank Holiday) - Off by 8:45. Over hills to St.Ives - narrow streets - and on to Truro where I visited Cathedral and had elevenses. On to St.Austell for dinner. Bodmin and Bodmin Moor - stopped for pears at fête at Jamaica Inn - to Launceston, Holsworthy and Torrington where I was lucky again. Had walk after supper, (Devon cream!) and admired view of Torridge from Castle Hill. Mileage 105.

TUESDAY August 8th - Weather less settled. Through lanes to Bideford, Barnstaple and over to Lynmouth. Precipitous hills of 1 in 4 all around but lovely town. Long walk up Countisbury with gale blowing but lovely views over Exmoor. Lunch at Porlock and so on to Bridgewater for tea. Raining hard now. CTC chap guided me into Bristol and I continued up Avon Gorge and put up at Pilning. Down on schedule! Mileage 126.

WEDNESDAY August 9th - Had to hang about for ferry and didn't get going from Chepstow until 10:30. Up Wye Valley past Tintern - lovely scenery. Had look at Symonds Yat and lunch nearby. On through rolling county to Hereford and Leominster. Tea at Ludlow - hilly old place. Following wind and smashing road to Shrewsbury. Meal and look round town. Mileage 100.

THURSDAY August 10th - Bought new cape in Shrewsbury and went with Glasgow BLRC chap as far as Whitchurch. Did 39 miles to Chester in 2 hours. Dinner at café near Birkenhead, then under Mersey - most weird, continual roar! Didn't like Liverpool - five miles of setts! Travelled well - Preston, Lancaster and made Kendal by 8:00. In front of schedule! Smashing digs! Mileage 127.

FRIDAY August 11th - Off by 9:30 to Windermere and so onto Keswick. Smashing Lakeland scenery. Dinner at Keswick - town packed with hikers and bikers - and so on to Carlisle. Raining again but cape functioning well. Over border at Gretna and 25 featureless miles to Dumfries. Still strong west wind. Had difficulty with digs but eventually got fixed up. Mileage 96.

SATURDAY August 12th - Continuous rain till late afternoon! Up quite pretty country and through several small mining towns. Had lunch at Cumnock. Pouring at Kilmarnock - very busy. Side road to

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Paisley and so over Erskine Ferry. Visited Dumbarton and so on to Balloch. Had good feed at one house and eventually got fixed up at another. Couldn't do enough for me! Mileage 93.

SUNDAY August 13th - Good breakfast and off up Loch Lomond. Lovely views of it. Climbed to Crianlarich - bleaker than I expected! Properly in the Highlands now but roads easily graded. A little mountain mist but otherwise good. Up 1³/₄ miles of 1 in 20 to Rannoch Moor - after sandwiches! Down Glencoe - really scenic. Stopped for a cup of tea and then over Ballachulish Ferry to Fort William. Met Joe, Scottish chap and we got digs together. Comment on Scottish Sunday - on being asked where to get a drink local inhabitants indicated water fountain! Mileage 84.

MONDAY August 14th - Pouring with rain in morning. Soaking up to Fort Augustus, (lunch), but it then cleared and was quite a nice day. At Drumadroicht turned left and avoided Inverness. Stopped at Muir of Ord for good tea and then on through Dingwall and over superb moors to Bonar Bridge where I put up. Mileage 103.

TUESDAY August 15th - Off at 9:30. Road better than I expected and so made good time. Through Lairg to Laxford Bridge where I had sandwiches. Country extremely desolate and on to Durness even more so. Nothing but bare mountain and tumbled rock. Scurrying clouds and strong southerly wind. Had look at Smoo Cave and found digs first go. Attended pictures in evening - "Way to the Stars" - at Oillage Hall, (Highlands & Island Film Unit). Reels and jigs for interval music! Durness scattered village in bare country. Mileage 70.

WEDNESDAY August 16th - Up early and off for Cape Wrath. Had to wait for ferry in pouring rain. Got over at 9:35 and had rough ride to Cape - worst where "repaired" with beach! Arrived at 11:20 after riding most of the way. Keeper showed me over lighthouse and I signed book. Returned in continuous rain 11:40 - 1:10. Lunch at "Seaview" and off for Tongue. Very bleak scenery and windy. A838 was rough stuff for 20 miles. Fine views of Ben Hope and Ben Loyal. Arrived Tongue in rain but eventually found digs. Town full. Restless night due to over eating! I was sleeping in outhouse which made things difficult! Mileage 65.

THURSDAY August 17th - Had to bash a bit to make Thurso for lunch over hilly country which gradually became more pastoral. On to John O'Groats - rather featureless exposed farmland and strong wind. Had look around there and so down to Wick. Largish town. Put up at cafe and had look around town and harbour. Watched girls' bagpipe band practising. Mileage 80.

FRIDAY August 18th - Off by 8:25 train. Good seat and enjoyable trip though a little tedious. Lunch around about Lairg. Arrived Inverness on time and after a bit of grub caught 3:10. Quite scenic country especially over summits. Lost time waiting to cross Forth Bridge. Fine piece of engineering. Arrived Waverley and got digs after a search. Supper and bed.

SATURDAY August 19th - Down to station. Collected maps from LPO(?) [Local post Office. Ed] and queued for 10:0. Eventually was moved over and got good seat on 9:45 "Capitals Limited". Super train with two restaurant cars, buffet etc. and non-stop! had enjoyable run down with really good lunch and arrived Kings-Cross 8 minutes late due to delays at Peterborough. Over to Victoria and home by 8:24 via Haywards Heath and Lewes.

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I rode my "all purpose" Dawes on a fixed gear of, as I recall, about 70 inches. Nowadays the rail fares would be phenomenally expensive, but I benefited at the time with B.R. free passes. No doubt B.R.'s new policy of making life hell for cyclists would also cause problems these days - especially north of Inverness where I suspect "Sprinters" or something similar hold sway! Anyone following in my footsteps please let me know.

Stan Nash

EAST SUSSEX CYCLING ASSOCIATION - 1993 POINTS COMPETITION RESULTS

Result of the Individual Competition

Name	Hard Riders	10	25	50	100	20	25	Total
P J Roberts	12		18	20		20	20	90
P Cauldwell				14	19	14	12	59
S Dennis	20		19				19	58
C Kitchenham	7	18	12				17	54
M Beaumont		12	14	15			9	50
A Seltzer	8	2		13	18	4		45
J Bennet	18	14	11					43
P Price		8	1	7	20	6		42
S Faulkner			2	12		17	9	39

Result of the Club Competition

Club	Hard Riders	TTT	10	25	50	100	10	25	Total
Lewes Wanderers	2	17	3	11	14	19	31	18	115
East Grinstead	10	14		23	14	17	4	14	96
Brighton Excel	16	2	16	2	7	1			44
Eastbourne Rovers			8	7	4	4		1	24
Crawley Whs	5				4		9	2	20
Sussex Nomads	7		2		2	7	2		20
Worthing Excel.	5		7		5				17
Hastings & St.L			6	1				5	12
Southborough Whs							1	9	10
Regent		3	3					2	8
Central Sx			3	4					7
Brighton Mitre					1				1
V C Etoile									0
Gatwick									0

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WILLIAM HICKEY COLUMN

It is a curious thing in writing a column that at odd times you have absolutely nothing to contribute and the next thing you are overwhelmed with a lot of interesting subjects.



Whilst the weather in September/October was scarcely worth commenting on it remains to be seen that quite possibly the best cycling weekend was an event in late September by the Sussex Nomads/Lewes Wanderers combine entering the Duo Normand 2 Up Time Trial over 52km at Maranade, some 80km from the channel port of Cherbourg. The worth of this trip can hardly be adequately written about. However in order to give my readers the full flavour, consider the following: It is a platform start, i.e. a raised stand where both riders are pushed before a long line of cones to the first corner, where a vehicle is in attendance and follows you around the course. Your name and that of your partner is displayed in front of the van. Gendarmes act as traffic patrols throughout the whole course which is patronised by various people wishing you well and shouting "allez! allez!" or something similar. Signboards in kilometres at every kilometre and finally you finish in the main High Street where the crowds are three to four deep. So, for a day you can enact your fantasy as a "Tour" star with all the trimmings.

You may have read in "Cycling" of Chris Boardman's winning time of a second from Pascal Lance. Both teams got quite an incredible reception when finishing. However, let us begin when I received my invitation to accompany the S.N. Caravan under the auspices of the President of the Surrey/Sussex, Mon. Alain. After discussing my feet, it was generally agreed that I should take the front seat in Alain's automobile to enable me to concentrate on getting an accurate resume on anticipated events. Our party consisted of Kevin Harding (by kind permission of his mother), the lovely Sarah (with an 'h') who I will mention in greater detail towards the later part of this article. Simon McCarthy [(Epsom's stand-in for the Incredible Hulk)(he is also on Herbal Life)]. Shaun Kennedy (who I believe is only fractionally faster than his brother Tony, another Nomads' star, and that T.V. personality from 'You Bet', Gary Becket, resplendent in his BECC jacket.

Together with some twelve Nomads (I believe 30% of the Club) travelled from Portsmouth, direct to Maranade where "digs" were supplied, and those more addicted to the warm-up attempted to ride part of the course. Since the weather was awful and the rain relentless, this was finally abandoned on the Saturday.

On the Sunday, the typical French town was transformed into a blaze of action. Barriers, side stalls, cones, trade vans teams, descended within hours of sunrise. Literally hundreds of Club cyclists, professionals, the press, mingled with the population, who, by the afternoon were out there in their hundreds. Fortunately the dark clouds departed and we were left with a pleasant day. Two up teams were started off at 8.24 a.m. and the last team at just past 4.00 p.m., i.e. Chris Boardman and his French GAN partner.

We had, the previous evening, spent a lively two hours at the behest of a French family, in the company of Sean Yates and his MOTOROLA 2 up partner and chef. Sean wanted to be remembered to his ex East Sussex cycling adversaries and confirmed that upon his departure from MOTOROLA he would

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probably join the Sussex Nomads, the only Club, he said, that he recognised when he was out riding (Lewes, eat your heart out).

Our Directeur Sportif pointed out to me that the Lewes had landed in Maranade with little or no plan of what they were going to do; in fact I believe two of their riders were desperately searching for lights in the evening to get some idea of where the course was. I was informed that two vans had been utilised, one under the capable hands of that reliable Worthing bike shop owner, Mr. Attwood. He is the one who sadly has to support the fun loving Vanessa, who I am reliably informed will once again be parading cake making expertise at the next Excel function, there is, I believe no truth in the wicked rumour that she is responsible for the meal at the Windsor Hotel (I digress). Andrew had been selected at a previous Lewes committee meeting to take charge of all the bikes and make damn sure they were rideable the following day. Suitable bewildered, I more than once saw poor old Andrew trying to make up whole bikes from from the litter of machinery at the rear of his vehicle. In the meantime, the Nomads' Directeur Sportif, Mon. Alain, had somehow succeeded in getting presented to the local school, who naturally thought he was a top professional who was there for a cultural exchange. In broken English with a smattering of French expressions hastily gathered from an old school English/French for beginners verb book, Alain attempted to persuade those English speaking students that really he was good old lovable Alain who was attempting to experience some of his lost youth, and that his visit to France had nothing to do with cycling, merely to drum up business as defined on the P.A.L. inscription inserted on the calling cards, i.e. we make, break or do anything in your house, preferably we enjoy your company but we would rather get paid.

I couldn't help noticing that a considerable number of third world countries were attracted to Alain's cards, predominantly the Ugandans who endeavoured to get some quotes for the mud huts. In all a fascinating weekend which I commend fully.

Result-wise we fared very well. In particular top Andy Smith and Colin Toppin who conned the French out of a thousand francs for setting up a new course record on their tandem. To Sarah and Kevin who came very close in winning the mixed tandem. To Matthew and Peter for their stylish placing and the rest of the lads who raced competitively. My lasting memories of Maranade were the knowledgeable crowds, who knew exactly what it was all about, the lack of litter, the good spirits of each one and the impeccable organisation where our photos and placings were made available less than two hours after the finish.



I see Sir Charles has once again utilised 25% of the last BONK edition to promote and highlight his Reliability extravaganza. I shall once again be riding if only to work up an appetite. Most certainly I won't get a certificate, but then I never, ever got one, irrespective of whether I had conformed to all the regulations. I see the course this year is fairly straightforward, which in layman's terms will cause huge casualties, and only a small percentage actually achieving the task of piloting themselves around.

The meal is nearly always good value, but alas the coffee always seems a problem, nothing of it and only cream, and the obligatory staff gratuity container, where people actually count the amount when the container is passed around.

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I am particularly pleased that Matthew Rabbetts' one man film show has now finished. I think we all know what the state of the roads are in the U.S.A. and what Matt thinks of Mr. Average American. I am also thankful that his assistant and part commentator has clearly made up his mind that working the projector was not really his forte in life. Unfortunately my sources reveal that Matt may decide to increase and improve his pioneer inclinations by undertaking a similar task to China. This will mean an even more detailed list of his travels, punctuated by his profound comments on the Chinese working population, the state of the Great Wall and finally a plea to his dad to send him some more dosh, as he was recovering from fatigue and the loss of the most important article of his trip - yes, you have guessed it: a Lewes Training Top.

I was present at the Lewes Rehabilitation Unit (sorry, club room) the other night, when I had the distinct feeling that Sandra was trying to secure some up to date info on a Lewes Wanderers skinsuit. Seymour Contracts, who supply the Lewes with their livery (less V.A.T.) made some awful comments. That in addition to supplying the trade they also give free fittings, by this time Sandra was getting highly excited. This clearly was being shared by the remaining Lewes males who up to then had seemingly behaved themselves. I now understand that Sandra has purchased an appropriate suit, but says that she wished it was better designed, similar to the Nomads. I really don't think you can follow that.

The day after I was sitting in the Little Chef at Piltdown, quite by accident and minding my own business, when in swept in the Central Sussex equivalent of the Pioneer Corp in the guise of Kevin Bramham, Rex Wells and an unidentified youth who admitted, somewhat reluctantly, that he was a member of the Central Sussex. Kevin looked his usual emaciated self, still wearing those hideous shorts, recently seen in the alps of Majorca by the writer. Rex, I thought, looked a little chubby or was it middle-aged spread. In any event it seemed that all three had run out of steam and had clearly felt in need of a good rest. They all live in the Haywards Heath area. We bade adieu as I really could not be prevailed upon to spend too much time in their company. Clearly, if ever there was a case of Last of the Summer Wine, this was it.

In an exclusive interview at Farnham recently, SARAH (with an h,) told me that she too has a fetish for wearing a Sussex Nomads' shirt. She had just won a Ladies/Vet 2 up, when I congratulated her on her choice of livery. Whilst pretending to be a Brian Mutton look-alike I was able to speak to Pauline and Alan Strong. Pauline now rides for the Clarence Wheelers since leaving Raleigh and the Crabwood. Both she and her husband will be guesting with me in the New Year, at my Winter holiday home, north of the Cuckfield Valley.

We all probably have our favourite cycle shops, these watering holes administer our basic needs and by and large assist us generally in choosing our clothes and components, quite apart from making those all important adjustments when we choose to get lazy and want our bike shop to sort the bike out.

Have we considered, what in the heck, we would do if, if those shops were not available, and we had to resort to the practically defunct services of Messrs. Halfords and Curry. I was present recently in Halfords when a young lad called in with his mountain bike, which clearly he had purchased from

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this establishment. It seems the brake cable was broken, he had a puncture in the rear tyre and clearly the gears needed tweaking. To a normal bike shop owner, provided he had the time immediately, we have to say an hour (tops), probably half an hour if pushed, the charge anything between £5 and £10 (parts included). HALFORDS managed to quote £18.50 with a two week waiting period.

No wonder the kids and the kids' parents are somewhat apprehensive when it comes to repairs. The moral of this story is simply support your local cycle shop, and even if the bike is not purchased at your local shop, at least you should profit from the experience, and who knows, buy your next bike from them.

As a guide, the William Hickey Seal of Approval goes to the following. I have resisted the temptation to place them in any kind of order, simply because, by and large, in their own way, they all prove totally professional and helpful in every respect.

Geoffrey Butler Cycles, Croydon.

The Boutique of the South. Anything you need they have. We believe they have had more sales than M.F.I.

The Bike Store, Worthing.

Fast becoming the mecca for the Worthing Excel. Andy and Martin run a 'slate' for the boys, especially the impecunious Mike Gibbs, who always seems to be short of a few pounds. A nice shop if you want to idle a few hours. Beware, however, young Vanessa, who may leap out, call you something obscene and then make some hurried apology for leaving.

Bill Rayment at Preston Circus.

I am not really sure what happens here, it seems to go in more for the discerning mountain bike brigade. Mechanics and flogging of components is left to young Kevin Harding. However, he does, I believe, build a respectable wheel, so not all is lost.

Phoenix Cycles, Eastbourne.

Simon will delight you with his 10% off irrespective, unless you purchased a bike elsewhere, then he will leave you to the tender mercies of his staff, who frequently change and are not entirely sure what Simon sells. However, he has a nicely stocked emporium and as Sir Charles buys his underclothes from there, it's good enough for me.

Lewes Cycle Shop.

The 'sage' himself, Bill Rayment runs this little number towards the far end of Lewes High Street (not the prison). Tucked beside traffic lights, Bill always has a good word to those who patronise his shop; those who don't, beware. He gets very cross, and like the Incredible Hulk, we wouldn't like to see him when he's angry.

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Bill used to look after Kevin's shop in Preston Circus until the 'pile' of bikes outside the shop got too much, so he decided to emigrate to Lewes. Whilst Bill carries no major stock he is totally knowledgeable and will share his sandwiches with anyone. Don't invite him to a Club Dinner as refusal often offends. However, he is not averse to a pint of Fosters, preferably before he opens up, depending on how he feels.

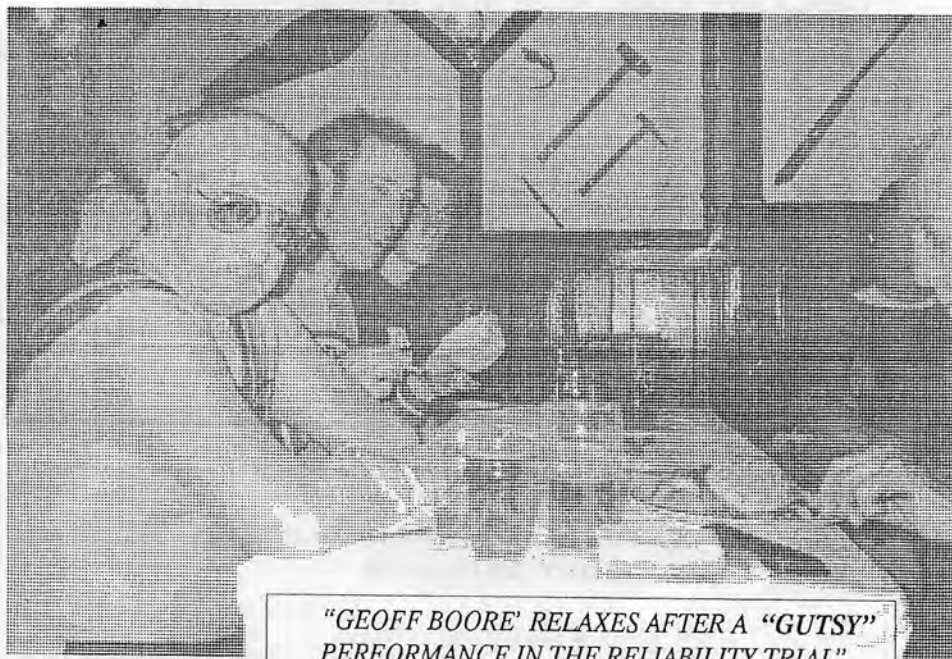
Spare a thought for Robin's 25 in October. Having gathered hundreds of riders he has to dispense boxes of mouth wash, embrocation, maps, pens, etc. There was a totally international flavour in the hall afterwards. A casual onlooker could have been excused for thinking it was a Jehovah Witness gathering, as many figures of the passed were glimpsed somewhat briefly, as if they did not wish to be recognised. I heard the 'Lippy' had been seen somewhere.

Phil Hitchcock was desperately trying to emulate a market stall holder in trying to get rid of Robin's goodies. My favourite Aunt Chris Watts was busily trying to make up to Dave Keeler at the start. Paul Panagi felt his "58" was a poor reflection on his previous rides. Robert Womble felt his ride had been totally penalised due to Frank Blake's glove being pushed into his rear block. Dear old Frank, whilst people may criticise his portly appearance, I don't. Who loves you, Frank? Mitre's refreshment bar was once again oozing with goodies and conservatively priced (I say no more). In all, a lovely event and with reserves, a total success. A good deal of hard work goes into this event, especially the start sheet, which now resembles a catalogue. Well done, Robin. I'm sure all the boys appreciate your expertise.

I learn that Rick Taub is playing at the Nomads' Dinner, which incidentally is Friday, 21st January, 1994 (so as not to clash with the Eastbourne). I will put money on it that he plays Chris de Burgh's "Woman in Red".

That's all for now. Season's greetings to all readers.

Au revoir. W.H.



*"GEOFF BOORE' RELAXES AFTER A "GUTSY"
PERFORMANCE IN THE RELIABILITY TRIAL"*

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SOCIAL CALENDAR 1993/1994

MID-WEEK SECTION FESTIVE LUNCH
29TH DECEMBER 1993
KINGS HEAD, EAST HOATHLY

EAST SUSSEX C.A. ANNUAL LUNCH
9TH JANUARY 1994
FRAMFIELD VILLAGE HALL
£11.00

SUSSEX NOMADS RELIABILITY TRIAL
SUNDAY 16TH JANUARY 1994

SUSSEX NOMADS ANNUAL DINNER
FRIDAY 21ST JANUARY 1994

EASTBOURNE ROVERS ANNUAL DINNER
AFTON HOTEL
22ND JANUARY 1994

FELLOWSHIP OF 1066 LONGMARKERS DINNER
YELTON HOTEL, HASTINGS
29TH JANUARY 1994
£12.00

LEWES WANDERERS RELIABILITY TRIAL
TWO DISTANCES
30TH JANUARY 1994

BRIGHTON EXCELSIOR C.C. ANNUAL DINNER
WINDSOR HOUSE HOTEL, WORTHING
5TH FEBRUARY 1994

V.T.T.A. SURREY/SUSSEX GROUP ANNUAL LUNCH
SURREY HILLS HOTEL, BEARE GREEN
6TH FEBRUARY 1994

LEWES WANDERERS ANNUAL DINNER
HIGHLANDS, UCKFIELD.
19TH FEBRUARY 1994

A WARM WELCOME AWAITS ALL CYCLISTS
AT THE
SUSSEX NOMADS CLUBROOM, CLAYTON
FRIDAY EVENINGS

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EAST GRINSTEAD CYCLING CLUB

Well, I've had my ears flapping recently and managed to come up with some spicy gossip from inside the EGCC and from the rest of E.S.C.A. as well. For you who don't know my name is "Scratchman" and my purpose is to spread gossip - so look out!

Recently I sent my spies to France in order to get all the gossip at the "Duo Normand". It is good to see E.S.C.A. so well supported in international competition these days. Our man Steve Elms turned traitor and teamed up with Keith Reed of the Clarence Wheelers for the event where they finished well up in the pro/1st cat section. It was also noted that our own "Magnum", Geoff Boore was riding. In fact it was apparent that he made himself very conspicuous since he forgot to put on his "Perfection cyclist corset", much to the amusement of the French crowd. Mind you, Mr Limbrey was thankful, so I heard, of the shelter provide!

You may have noticed that the EGCC have failed again to win their own road race promotion. Mind you we did field the best Sussex rider in Steve Dennis who finished a creditable fourth in an event won by Tasmanian Joe Doran. It was also noted that super tester Steve Elms appeared (briefly) in a break before being spat out of the race on the third lap. This seems recently to be the new tactic for 1st cat Elms who hasn't completed a road race since July. But be warned, next year the three Steves are planning an attack on the road scene with Blackmore and Dennis aiming to join Elms in the first category ranks. Maybe we might even be able to scrape together a Sussex Division senior team next year!

As our testers turn their attentions to the road it seems that our only true roadie, Roger Hargreaves, is turning into a tester with a 22 minute "10" and a 58 minute "25" to his credit this season. And beware, Roger is likely to be moving out of smoggy London next year for a breath of fresh air in Sussex.

So, it has been ANOTHER successful year for the EGCC. All the competitions are as good as over with Ben Houston winning the Junior BAR with a staggering 27.4 m.p.h. (look out you seniors), Greg Houston winning the juvenile BAR with 24.8 m.p.h. (look out you juniors), and Richard Parker taking the vets BAR with +24.6. Steve Elms took the short arse BAR with 29.04 m.p.h. and the senior BAR with 27.4 m.p.h. despite recording a slower "25" than last year due, he said, to "a lack of Juggernauts on the A34". The only battle that seems to have raged all year is for the ladies BAR with Rita Preston taking the verdict from a battle weary Fiona Graham. The consolation for Fiona was that she managed to record the fastest "25" of the pair, taking over five minutes off her personnel best with a time of 1.17.24. the ladies were all set for another duel late in the season but had their entries returned from the BMCC "25" for being too slow!

Talking of the BMCC "25" it seems that Pete Roberts of Lewes was so enraged on puncturing that he threw down some tacks causing our Steve Elms to puncture only five minutes later. Steve's plight was made worse by the fact that on reaching the turn on his flat, the marshals wouldn't lend him a wheel so he had to get a lift back to the HQ.

What's left for this year? Looks like a trip to the E.S.C.A. reliability trial for me to catch up with some more scandal. By the time you read this you will have returned from your tour of the East Sussex

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lanes and be thankful of being spared the company of Steves Dennis and Blackmore who will be out in their canoe on the river Exe in Devon - mad beggars. Then it will be time to hibernate except that is for half our committee who are diving off to Cumbria for Christmas in a cottage. Apparently, however, the three Steves are planning to pitch a tent on top of Scarfell Pike on Christmas Eve so if you hear about the RAF Rescue helicopter going out presume the worst.


By the way, I thought that I had better introduce you to the next president of the E.S.C.A., none other than Steve "vomit shorts" Dennis. Upon reaching the ripe old age of thirty Steve has decided to take on the onerous task of being our president. I have reliably heard that Steve can't wait to make his speech at the dinner but is looking forward to giving the outgoing president a big sloppy kiss, that's if she doesn't run for it after seeing his hideous bermudas! Apparently Steve is looking for a little Dutch courage in the pub prior to the dinner which may not be a good idea after his reputed exhibition at the clubs recent committee dinner where, I am told, he wasn't the only one who was to say the least pie-eyed! I hate to mention names but Rita was seen taking on a large bottle of Bailey's (and winning by all accounts) whilst a certain Richard Blackmore was seen swigging back vast quantities of vintage port after being physically restrained by Janet from grabbing a bottle of Glenfidick. So the social season is here!

It only leaves me to wish you all a happy Christmas and a speedy New Year from the (all conquering) EGCC. See you at the E.S.C.A. dinner with the company of none other than Beryl Burton (Roy Humphrey's favourite lady).

The Scratchman

This is the offering from "Scratchman" in the Postcard competition - not as naughty as some.






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 V.T.T.A..

50p joining fee. £5.00 subscription
Contact: Group Secretary, Esther Carpenter



PENELOPE WONDERED IF
BUNTY MIGHT BENEFIT
FROM A MORE
SUBTLE APPROACH

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CRAWLEY WHEELERS C.C.

During the course of this year Club members individually and as teams have achieved some very good results in time trials and as a Club we are gaining respect and a good reputation among other Clubs and riders. This respect has been enhanced by some good aggressive riding in the bunch in the Surrey League events and at Goodwood. The question was asked recently "can we improve on this growing reputation?" and the answer is undoubtedly "yes".

This year Steve Lenn, Steve Jackett and Kevin Shaw have won the S.C.C.U. Team B.A.R. Championship and in doing so won the 50 Team Trophy, setting up a new Club '50' team time of 6.16.36, and Kevin, Steve J. and Tony Gould will collect the Sid Grey Shield for winning the 100 Mile Team award. Veterans Mike Bloom and Dave Hickey were 2nd and 3rd respectively in the Vets B.A.R.

Paul James returned to testing after an enforced lay off due to sickness. The rest certainly did him good, his best '10', is only 2 seconds away from the Club record; he has recorded the fastest '25' in the Club this season with 56.08 and broke the Club '30' record in the Herts Wheelers event at that distance with 1.9.30.

Steve Lenn has had a very successful season. Starting in April he rode his first '10', - a Club event - and came home in 23.51. The following week he beat everybody with 22.18. The Redmon Hill '73' was chosen as his first open event and he won his group with 3.14.50. Then when riding his first '50' in the Norwood Paragon event on a tough course and a wet and windy day he demonstrated another skill - of mending a puncture in the wet and still did 2.16.11. His next effort at '50' was important, as this was the ride (2.8.22) which was to contribute to the winning team time in the previously mentioned S.C.C.U. event. I think when he rode the Clarendon 4 up with Kevin, Steve Jackett and Paul James was when he really started to believe in himself, as it was after this event that his run of four wins and one second in the evening '10s', including a p.b. of 22.14 put him in contention for the points trophy. His total of 130 points makes a tie with Kevin. He has won numerous junior awards in open events and it is perhaps fitting that he should win the Club Championship '25' with a personal best of 58.39 beating Paul James by 10 seconds.

Junior John Powell has ridden regularly in Club events and has finished the season with personal bests of 26.03 and 1.7.17. Next year we hope he will compete successfully in open events.

Club members have also been active on the road racing scene. The Club finished 27th in the Surrey League prize money list out of a total of 63 Clubs. Individual members who scored points were David Roberts, Tim Osborne, Bernard Simpson, David Beadling, Guy Etherton and Paul Spenceley.

Arron Burrows is in his first year of a 'come-back' and has been improving with each ride, although he is handicapped with his training being interrupted by visits to off-shore oil rigs, so there is a good chance of him being in the money next year. Dave, Bernard and Tim won enough pay B.C.F. affiliation and licence fees, so get training and have a go.

Whilst not achieving the spectacular results of Steve and Guy, another of our young Juniors, David

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Beadling, has been quietly riding in Surrey League road races against third cats. of all ages and in the Goodwood Gallops and doing well enough to pick up a few points and a few pounds. He has also clocked p.bs. of 1.4.34 and 24.32 for 25 and 10 miles.

Mountain biking is another sphere in which Club members are participating, and Sharon Bagley, Tony Gould, Guy Etherton, Mike Crossett and Steve Jackett have been competing regularly.

At the longer distance time trials there have also been some good rides. Jack Harris achieved a p.b. in the North Road 24 hour and in the S.C.A. '12' Messrs. Griffen and Harris were both finishers, with 223 and 194 miles respectively. In the Ticknield R.C. '12' Bob Courtier was the best Crawley rider with 224 miles, Marina Bloom was not far behind with 218 miles and the Griffen/Harris duo recorded 216 and 183 miles in this event.

An unusual competition is being held this year and Mike Bloom is awarding a prize to the Club member who can claim to have ridden the greatest number of racing miles. Contenders so far are Dave Roberts (1,730), Jack Harris (1,400.625), Marina Bloom (1,348), Mike Bloom (1,185) and Steve Lenn (970).

We are enjoying club runs during the Winter and look forward to our New Year's Day '10' at Faygate and beyond that we have a reliability trials on January 16th (to Hindhead and back), February 20th (50km and 100km), March 13th (Selsey - 100 miles and Petworth - 50 miles)

Best wishes for Christmas and 1994.

Creepy Crawley

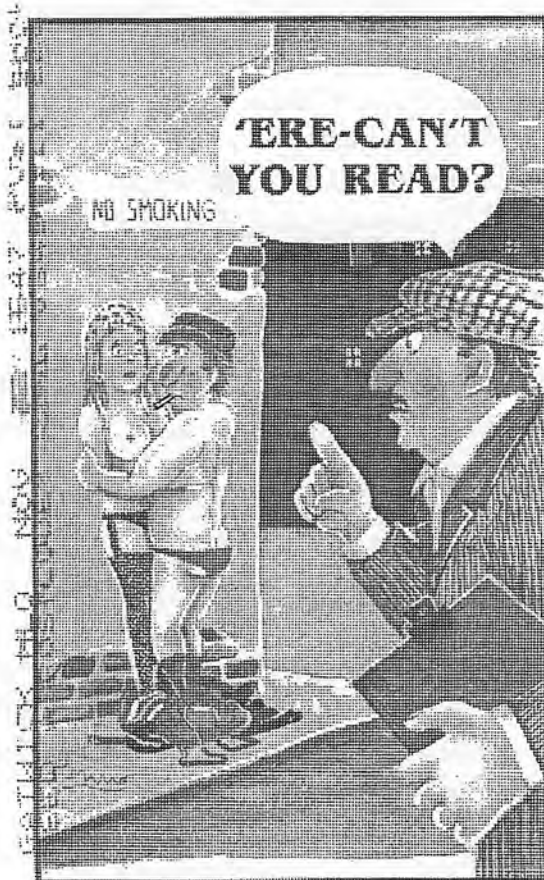
*Saucy Postcard Competition
Entry No. 2*

My Dear Wife,

I am writing from Hastings Police Station. As you know some of us lads from the Crawley Whrs, came to try some night fishing. I misplaced my keep net & this very kind lady offered me her tights, which on inspection, was a lovely prostitute substitute. On appearance it looks bad, but I am sure when I explain the Sergeant will understand as I know hope, oh God, Please understand it's all a terrible mistake.

Your very loving husband.

Chas



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BRIGHTON EXCELSIOR C.C.

I went for a ride the other day. Nothing unusual in that. Except for me it was extra special. I hadn't seriously ridden my bike for about four weeks because of a back problem and was starting to suffer withdrawal symptoms. I set off from Brighton to Hurstpierpoint and then rode north towards the High Weald. At Anstey I took one of my favourite lanes at this time of the year, Deakes Lane. The Autumn colours were beautiful. Eventually I turned due west from Staplefield taking in the Hammer Ponds. It was a dull, overcast day but the trees and bracken lit the lanes up in such warm red and gold hues. At Horsham I turned south and headed back home via Copsale, Maplehurst, etc. I was musing as one does about this pastime of cycling and how special it can be at times. This was one such occasion out of the many I've experienced in nearly forty years of cycling, and I wouldn't swap it for anything.

As some of you may have noticed in 'Cycling', Steve Woodbridge came 17th overall in the Junior B.A.R. with times of 21.13; 21.51; 56.29 and 56.46. This we believe is the best place ever achieved by an Excel member in any B.A.R. In our own Vets B.A.R. Rick Stringer came out as victor. But this is still subject to confirmation as Rick's times are the only ones we've received! The evening '10' series held on the Steyning course was won by Anthony Pope with an aggregate time based on handicap of 21.01. Second was Robert Sanson, 21.07 and third was Andy Attwood, 21.16. Next Excel event the New Year's Day 10.

Still on a racing theme. Thirteen members of the Club made the long haul up to the Lake District to watch the National Hillclimb Championships. Hiring a minibus and staying overnight in Windermere at a hotel, a great time was had. The weather was kind and of course the Lakes are outstandingly beautiful whatever the season, but especially in the Autumn.

The Social Season is now well under way (thank God) and Winter club runs are wending their way through the Sussex byways to various cafes and pubs every Sunday. It's usually the same hard core of Club riders who support these rides, though recently Dave Elson, an ex-member, has made the trek from near Petworth to join us. Dave is also a member of Rother Valley C.C. and a few weeks ago led their run to the same lunch venue as the Excel and a jolly time was had by one and all.

It's amazing the snippets of information that come to light sometimes during the lighthearted banter that follows after several pints of English ale. Just recently at the Jolly Sportsman in Amberley the following unsavoury revelation was made by Rick, to wit, "I don't suffer from sweaty feet. Sometimes I wear the same pair of socks for three weeks before changing them"!

And finally a note to Geoff from Frank and Rick. Whatever happened to Kenny Dorham?

Safe and enjoyable cycling to all.

Fuzz



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EASTBOURNE ROVERS C.C.

As some of you probably know, there is being drawn up by the East Sussex County Council, a Draft Recreational Cycling Strategy. Among those asked to comment was every Parish Council in East Sussex. Unfortunately, the majority never bothered. As a member of the public I attended my local Parish Council Meeting when the matter was discussed. The Chairman asked if someone could tell him what recreational cycling is and unfortunately none of the other Councillors (about ten in number) offered an answer, so presumably none of them knew. Parish Councils, together with County Councils, have responsibility for bridle ways which are, of course, open to cyclists as well as horse riders, indeed many Parish Councils (this one included) have a Public Footpath Sub-Committee with specific responsibility for bridle ways and footpaths. The Parish Council in question is Herstmonceux, which has more footpaths within its boundaries than most other Councils, the majority of which are near Herstmonceux Castle. As some of you probably know there is a bridle way from Herstmonceux Castle, across the Pevensey Marshes to Pevensey Castle and although somewhat wet at this time of the year it can still be quite a pleasant ride.

Another comment worthy of note from a Parish Council was one from Arlington. This was in relation to an existing bridle way at Arlington Reservoir. They were concerned that any upgrading would encourage cyclists on to private land. This comment was also endorsed by English Nature (South East). No doubt they would level the same comment at road cyclists. The point I am trying to make is the terrible ignorance of some of our elected representatives in relation to cycling.

Anyway, on to more lighthearted matters. Stu Greenway and his helpers once again did a fine job in organising our cyclo-cross event. Surprising to me was the lack of numbers in the under 16 mountain bike event. I felt this event deserved better support particularly when you see the volume of teenage mountain bikers. We can only speculate as to the reason(s). Is it the fear of getting beaten as an individual? The expense? (I would hardly have thought so!) The commitment? I don't know.

Ten minutes after the start of the main event a rider arrived and asked if he could join in. He had just cycled from Eastbourne and I informed him he could not for, amongst other reasons, he didn't have a crash hat. I then had a quick look at his bike. The rear quick release lever was in the release position, as was the front; the saddle was loose and, with the front wheel between your knees, the handlebars could be moved very easily. Now this chap had just cycled six miles, some of the way on the A22. The mind boggles. Further conversation revealed that the man is a County League footballer who had decided to do a bit of cycling to keep him fit after injury. With the state of his bike I wouldn't give much for his chances.

Very popular with cyclists is the disused railway line between Heathfield and Polegate which has been upgraded for walkers and cyclists (the Cuckoo Trail). No sooner is it up and running, complete with excellent tea rooms (the Old Loom Mill) and what do we get? An invasion from Lewes Wanderers poaching on Rovers territory. And didn't some of them look resplendent, ~~complete with a pair of kennel maids they had brought along~~. Our Man on the spot reported that it resembled a scene from the local fox hunt with some of the riders dressed in their red coats. He was of course corrected on the etiquette of such matters - "it is hunting pink" - by whipper-in Mick Burgess. This took place at the end of October and being the good country folk that you are, you will realise that the local fox hunts do not have their opening Meets 'til November. As you are aware, October is the time of year for cub hunting.

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You naughty little Lewes Wanderers. Tally ho!

Rover

In the covering letter that accompanied the above notes, we were asked to delete the reference to "kennel maids" in case it was seen to be a sexist remark. So we did.

EAST SUSSEX CYCLING ASSOCIATION - 1993 B.A.R. RESULTS

SENIOR B.A.R. (25, 50 & 100 Miles)		25	50	100	Average
1	Peter Cauldwell Sussex Nomads	59:35	2:07:43	4:27:34	23.696
2	A J Seltzer East Grinstead CC	1:02:29	2:08:11	4:30:15	23.204
3	P W Price Lewes Wanderers CC	1:03:31	2:11:48	4:25:36	22.989
4	P J Baker Lewes Wanderers CC	1:02:22	2:15:04	4:36:35	22.652
5	C E Willis Eastbourne Rovers CC	1:05:16	2:15:05	4:46:58	22.033
6	A H Razzell Lewes Wanderers CC	1:08:53	2:13:16	4:40:21	21.896
7	C G Robson Eastbourne Rovers CC	1:07:04	2:22:22	5:02:34	21.089
Team: Lewes Wanderers CC P W Price, P J Baker, A H Razzell					22.512

VETS B.A.R. (25, 50 & 100 Miles)				+ M P H
1	Charles Robson (63/64)	Eastbourne Rovers CC		2.873
2	P W Price (50)	Lewes Wanderers CC		2.872
3	C E Willis (50)	Eastbourne Rovers CC		1.916

LADIES B.A.R. (2X10; 2X25)		10	10	25	25	
1	Sharon Bagley Crawley Wheelers	27:49	27:04	1:16:11	1:10:57	21.142
2	S Lade Eastbourne Rovers	28:04	28:27	1:16:24	1:13:42	20.614

JUNIOR B.A.R. (2X10; 2X25)		10	10	25	25	
1	Chris Kitchenham Hastings & St Leonards CC	23:01	23:12	1:00:12	58:12	25.655
2	M J Beaumont East Grinstead CC	23:45	23:20	1:00:16	1:00:07	25.204
3	S Lenn Crawley Wheelers	23:16	23:01	1:02:48	1:00:24	25.144
4	S Comben Lewes Wanderers CC	24:33	23:08	1:02:39	59:10	24.918
5	P J Watson Southborough Whs	25:27	23:52	1:07:35	1:03:28	23.636
6	J M Limpus Lewes Wanderers CC	25:10	24:30	1:08:59	1:04:20	23.348
7	S Wright Eastbourne Rovers	26:28	24:34	1:06:11	1:05:39	23.151
8	W L Davis Sussex Nomads	26:25	25:03	1:11:00	1:10:21	22.279

Provisional Result

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SPECIAL FEATURE

EAST SUSSEX CYCLING ASSOCIATION - 1993 RELIABILITY TRIAL

There were 122 entries for this year's Reliability Trial of whom 80 started and 63 reached the first Checkpoint at Woods Green Post Office. 59 riders got all the way round and presented their cards at the finish. 51 of these completed the course in the correct time and 8 were too fast or too slow.

The winning Club for the second year running was Crawley Wheelers with 20 successful riders, followed by Worthing Excelsior with 8, Lewes Wanderers with 7, East Grinstead with 6 and Southborough Wheelers with 5. Hastings & St.Leonards, Eastbourne Rovers, Sussex Nomads, VC Etoile and the CTC all had 1 successful rider.

The 51 successful qualifiers for the Reliability Trial Shield will each receive a Certificate, which will be presented at the E.S.C.A. Lunch & Prize Presentation at Framfield on Sunday 9th January 1994. Hopefully some of the successful Crawley Wheelers team will be there to receive the Shield.

Organiser's Notes

My Reliability Trial activity usually starts in February or March when I devise another course of around 48/49 miles, which then has to be measured and suitable Checkpoints found. Details of the course go in to the Summer issue of BONK, with more details and entry forms in the Autumn issue.

The Sunday before this year's trial I rode round the whole course, starting and finishing at Polegate, to check that all was OK. I was riding alone in that north westerly gale with bits of branches all over the minor roads praying that a big bit would not drop on me. It was quite hairy going down Exceat at speed. Apart from the hills, the hardest bit was coming back across the Pevensy by-pass where the head wind was so strong that it almost brought me to a halt. I have never before taken so long to get from Pevensy to Polegate.

The evening before the Trial Mick Rabbetts phoned to say there was ice at Crowborough and at 7.15am on Sunday Roy phoned to say there was snow and ice at Framfield and was I going ahead with the event. As there was no snow or ice at Eastbourne and the sky was quite blue, I said yes, at least we must go to East Hoathly to see if anyone turns up. I got there about 0750 and Ken Griffiths was already there in his little yellow 3 wheeler soon followed by Dennis Funnell in his Land Rover. There was no snow at the King's Head but there was at the top of the lane and the van slid a bit, so I knew things might be a little tricky in the lanes.

Then a Crawley Wheeler turned up and shortly afterwards cars began to arrive. Roy came in on his bike having taken a slight detour from Framfield and all systems were go. None of the riders asked if the event was on, they just assumed that it was and so at 0835 we began dispatching the groups, some a bit depleted. Everyone was well wrapped up except for the odd lad or two who had come without gloves. Everyone was warned to be very careful to the first Checkpoint and most took up the challenge laid down

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*CHECKPOINT 1! - Come on Sunshine empty those pockets. A hapless Malcolm
Cross with the Marshalling Mafia!*

by the Siberian weather and arrived safely but somewhat breathless at Woods Corner PO. Not very many saucy postcards were sold as money was buried too deeply under layers of clothing and hands were not inclined to hold a pen. The wintry scene is captured in a few of the photos I took here.

Ken Griffiths was in charge of this Checkpoint helped by Mick Rabbetts, who had successfully ridden on his bike, and Dennis Funnell, who had come up in the Land Rover to make sure that Ken's 3 wheeler got there safely. After Woods Corner, road conditions improved and there were some beautiful Winter scenes.

At least one of the Groups missed Boreham Lane and took the next left to Wartling having to pass traffic lighted road works. This may be the reason why some said the course was longer than 49½ miles. Trouble hit the Boore family at Filching but for the rest it was on and up to Friston, where the Checkpoint was manned by the editors of BONK no less, standing in for Tim and Toby, who were trapped in London by freezing fog. Groups arrived, ate, drank and departed. Then it was on to the last Checkpoint at Hale Green, manned by Deryk Greenway and Dennis Funnell assisted by the East Sussex No. 1 marshal, Ken Griffiths. Roy and I were just a little ahead of the first rider here in time to be back at the King's Head to receive the final check cards.

After the event, 25 of us sat down to an excellent lunch in the King's Head. There was room for another 47 people and I do need more support for the lunch next year if this part of the event is not to disappear.

Finally my thanks to the team without whom this event would not happen - Mr. East Sussex himself, Roy Humphrey, timekeeper, observer and worker out of the result, Ken Griffiths, the first cheerful face you see at East Hoathly when you arrive, Dennis Funnell and Deryk Greenway and Mick Rabbetts, who, with Ken, man the Checkpoints, this year assisted by Maurice Carpenter and Esther, who also produce all the publicity in BONK and do loads of duplicating for the event, which, in 1994 will be on SUNDAY, 20TH NOVEMBER - a date for your new diary. I wish you all a very Happy Christmas and now I will hand you over for a much more amusing and interesting report to our Special Correspondent:-

Sunday 21st November dawned on a one inch blanket of snow and dark grey overcast skies. Many peeped around the curtains and went back to bed. A challenge to a good man, I thought - and a grovelling penance to those who had suggested the E.S.C.A. reliability ride to Club colleagues.

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Setting forth by car from the frozen north I soon discovered the sunny climes further south were unsuitable for the second pair of trousers and third pullover. I met Tim at Framfield and we cycled the five miles to the start where we met the four Watsons and noted the absence of five other Southborough Wheelers. Not that other Clubs had mustered many more to face the arctic start. Yes the weather had changed for the worse. Interesting to find the organiser (Charlie Robson), timekeeper (Roy Humphrey) and marshals (Esther & Maurice Carpenter, Ken Griffiths, Dennis Funnell and Mike Rabbetts) had all turned out despite an average age of over 60! Younger people please note.

A snowstorm began just as our group 5 started and several white and slushy patches had to be negotiated in the early lanes. Ken Chandler, Geoff & Nick Boore soon set a cracking pace and dropped Southborough contingent. However, Roy had warned us not to follow Geoff and he was right. We caught up as they doubled back from a wrong turning!

The many junctions, turnings and steep hills of these early lanes may be a charming example of ancient history and a pleasure in Summer but they certainly proved to be a challenge on this November day. The final climb to Woods Corner provided a symphony of rasping breath from Geoff Boore and me - both competing for the "weakest chest of the year" competition. No wonder the others burnt us off.

Few people seemed to be posting cards for the "saucy postcard" caper that Charlie had organised. I had visions of mine being one of hundreds that the startled Post Office officials would deliver to Esther (with consequent concern about her moral standing in society). I now fear prosecution if mine should be the only one.

With skies clearing the snow free road down through an arch of white laced trees to Ponto Green was a beautiful sight. The snow got less as we went south. The nasty Ashburnham climb re-calibrated the knee joints and the main road beyond excited our faster members to frenzied activity. Here a larger group (the Crawley Group 4?) had all stopped for a puncture victim and this chivalrous camaraderie revived poignant memories of days when the flat out "burn them off" attitude was reserved for racing.

The Sussex Nomads had again dropped the Southborough (or really me, because the others dallied on my behalf) as we crossed Pevensey Levels. They had passed another group (3?) whom we, too, caught at the start of the by-pass. Aware that we ourselves were being overhauled by the Lewes (group 6) brigade the Watson youngsters fired into a frantic charge along the main road. This blasted off some of the opposition and left me struggling to hold Geoff Boore's back wheel as the Lewes passed us. At Polegate the confusion of cyclists, cars, level crossing and traffic lights disgorged an assorted bunch on the Wannock road. Thankfully this party surged ahead and left me alone on the Jevington climb to enjoy the peaceful scene of sunshine on the snow dusted north face of the Downs. At Friston I was pleased to see the pond unchanged since I had last seen it many years before. A good thing too because I understand it is the oldest dew pond in the country and one of the oldest functional artefacts in Britain.

Having had the honour of riding with that famous and honourable racing man, Geoff Boore, I was disappointed to learn that he had relinquished the battle on this last stretch to escort cramp victim, Nick, back to base camp.

Checkpoint 2 on the A259 was a hive of jostling humanity. Various riders from two or three groups were

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busy feeding and drinking. Mingling with them were non-competing mountain bikers and, of course, Maurice & Esther doing the check. I drifted on in a fatigue haze to enjoy a solitary descent to Exceat, the better to admire that splendid view of the Cuckmere horseshoe lakes. With enough time now for a comfortable ride back I was surprised by the aggressive pace of a passing group who were surely going to finish early (my group should finish five minutes ahead of the next). One rider told me he was the only survivor of group 2 - the rest having packed in the early snow! Surely this can't be true. I learned later that another group had gone off course at Polegate. Now that can be true.

When my club mates re-caught me Tim was resplendent in polythene bag "overshoes" gifted to him by sympathetic riders at the check. They may have warmed his feet but their wild flapping was far from elegant.

Past check 3 where Ken Griffiths was again in evidence (he also did check 1) we rolled into a thinly populated East Hoathly spot on time. Roy was cheerful as ever but riders were mainly cold and heading for home. Sorry we couldn't stop for lunch as our Club were meeting at Framfield. I would have liked to have heard the post event comments from others. Then this article could have been less self centred.

All in all I enjoyed the event - well worth getting up for even if the goose pimples were huddling together for warmth.

Les Hayman

THAT SOBER AND RESPECTED MEMBER OF SOCIETY MR LES HAYMAN PREPARING TO START THE RELIABILITY TRIAL



A POSTCARD FROM THAT SOBER AND RESPECTED MEMBER OF SOCIETY MR LES HAYMAN

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A further selection of photographs taken by Charles Robson during the day.



Southborough Team at the start.

Les Hayman, Tim Chacksfield, John, David & Peter Watson



Mike & Marina Bloom at Checkpoint 2

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LEWES WANDERERS

We've had a record-breaking year, what with one thing and another. Ron and Jill Rogers, for instance, have probably had more trips abroad than anyone else in E.S.C.A.land, though how Ron can expect to compete with Ian Landless for the Sungod title by shutting himself in a coach for three weeks in America is hard to understand. It seems he intends to catch up by jetting off to the sun in January, instead of staying for the club's A.G.M. - another inexplicable decision. As for racing records: hard training and stiff competition have made their mark at personal and club level. John Coe got down to a "two" at 25 miles after many years of trying and Doug Roberts' "ten" in October was his best 25 time for ten years. Michelle Seymour and John Limpus ventured north of the Thames to ride on a fast course for a change and each came back with a club record: Michelle's 25.55 cut 35 seconds from Heather Wimble's time and John's 22.25 was eight seconds faster than Stephen Comben's best. That still leaves Heather as the club's fastest woman 25 miler, in 1.08.30; and Stephen had already taken our juvenile 25 mile record to new heights with an exceptional 59.10 in the September E.S.C.A. event. This ride, plus his fourth place in the GHS ten-mile championship and track success at Preston Park, won him the first Sports Achiever of the Month Award, sponsored by the Sussex Express and the Leeds Building Society. Peter Roberts did his nut to try to catch Stephen for four minutes in the E.S.C.A. "25" but didn't make it: still, he did win both events that weekend and helped Stephen, Shane Faulkner and Colin Homan to set a club ten mile team record. There was a particularly wide smile on the face of Graham Jeffs after the "25"; he'd knocked a sensational 4.11 off his "25" time, solely due to having shaved off his moustache. Hairy-faced riders take note. Our clean-shaven secretary, Laurie Leaney, who got down to a "three" this year, recalls his bearded days when gunge coming from his nostrils would, on cold mornings, freeze solid in his whiskers and have to be chipped off.

Pleasanter things have been happening farther away from home. Eight of our riders were among the 700 from 15 countries who took part in the Duo Normand series of two-up and tandem time trials in France at the end of September. All thoroughly enjoyed the experience of the following cars, the crowds, and slick organisation even though it was cold and wet. Our most successful pair, Peter Roberts and Matthew Rabbetts, were second fastest of the 84 teams in the "unlicensed" category: 1.16.36 for the 33 mile twisty, hilly course. Two weeks later, both improved their "25" times on a Berkshire course: Peter to 54.16, Matthew to 56.35. With Peter Price getting "under" for the first time, they won the team - despite Matthew's late start caused by an under-estimation of how steep the hill was between HQ and start. Our younger riders have also done us proud once again in the BCF Challenge at Milton Keynes. Keith Newsam, Andrew Comben and John Limpus formed most of the 1993 Sussex representation in this test of speed and skill. The Golden Oldies, meanwhile, turned up in record numbers for our fifth GP des Gentlemen in October: 55 teams competed for another huge prize-list. Chris Hill was so keen that he went round twice - once with Sandra (who decided she wasn't fit enough at halfway) and then with the Event Secretary, Horry Hemsley - a partnership which ended in seventh place on standard.

That's enough of racing. If you want a good night out and the sight of grown men and women making fools of themselves, mark February 19th on your social diary: the LEWES WANDERERS DINNER AND ENTERTAINMENT, plus the EAST SUSSEX CAKE-EATING ASSOCIATION CHAMPIONSHIP. Be there!

ROTRAX

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Basil Chilcott Crawley Wheelers



We are sad to record the death, at the end of November, of Basil Chilcott. Basil, a member of the Crawley Wheelers, was 82 when he died after several years of ill health. He was an indefatigable worker for cycling and there were few events in his area which he did not attend in some official capacity or other.

We hope to have a fuller appreciation of Basil's life in our next edition but wished to express our condolences to everyone connected to Basil, at this time.

C.T.C. MID-WEEK SECTION

With freezing fog and icy roads keeping me off my bike for the past three days I have tried to cheer myself up by remembering some of the enjoyable rides I have had during the past months with the mature gentlefolk of whom our Section is comprised.

One picture that Springs to mind is that of Frank Drader hurtling boyishly through Friston Forest on his mountain bike on the day that the Section had its picnic on the beach at Seven Sisters.

We visited two of the Open Gardens on the list issued by the Friends of Eastbourne Hospital. At the first one, Puddle House at Cross in Hand, we marvelled at the miracle that had been wrought in what we learnt had been a run down cottage in a field. It was difficult to tear ourselves away and it was hunger that finally drove us on our way to the Kings Head at East Hoathly.

Len Steel organised a visit to the Wheelwrights at Three Cups. Driving rain kept numbers low on this occasion but those of us who braved the weather spent a cosy hour in the pub before being initiated by David Bysouth into some of the secrets of his craft.

Cherry & Dudley Cheal welcomed us to their home on the Kent/Sussex border and Dudley led a run encircling the area of Bewl Water. Another day of rain but spirits were high in the Old Vine at Cousley Wood where we were booked in for a convivial lunch.

Our Autumn programme continued with a somewhat urban ride, led by Frank Drader, from the Sovereign Marina to the Merrie Harriers at Cowbeech. A novelty that will probably not be repeated as we prefer our quiet lanes. Frank is a very tolerant man and remained unruffled at having this run imposed upon him.

Bill Earl was more fortunate the previous week in that his choice of elevenses and lunch venues meant that he was able to traverse the Marsh lanes between Polegate and Hooe. Dennis Jakeman's ride in November again saw the Section mass at Polegate before setting out for East Hoathly and the hospitality of the Kings Head.

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Tony Palmer's mystery tour from the Jasmine Tea Rooms on the Dicker to The Star at Waldron was sufficiently tough to excite a few subversive comments. However, as Tony's rides are always popular we have to believe that our members enjoy being submitted to occasional rough treatment and we have no doubt that there will be a good turn out for his next fixture in January.

We paid a final visit to Woodgate Cottage Tea Rooms before Judy and Tony handed over to the new owners. We have spent some happy hours boosting our energy reserves with Judy's delicious home-made cakes and endless cups of tea and wish them well in their new home in Wales. Mike Isitt kindly stepped in to lead this run at the last minute and it was a great pity that weather conditions deterred so many people from joining him.

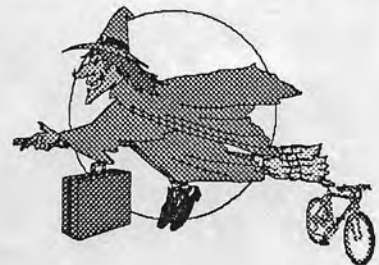
In between this activity we had our A.G.M. at Arlington Village Hall after lunching at the Yew Tree. There was a good attendance at the meeting and chaired as usual by Len Steel we drifted gently through our business and found at the end of the afternoon that we had re-elected our Secretary/Treasurer, Esther Carpenter and that Mike Isitt had replaced Len Steel on the Committee. Len was one of the people originally responsible for getting our Section off the ground and it is a tribute to him and the other "founder members" that it is such a popular and well supported group within the D.A.

At the beginning of the Summer a suggestion was made that we hold our Section Committee Meetings in a pub. It has now become a pleasant habit to meet every two months at The Lamb at Ripe, where we are made very welcome. As these meetings are held on Monday we have an excuse to enjoy an additional day's riding with a clear conscience.

Our Winter's runs list is now to hand and available to anyone who would like to join us on Wednesdays. Dennis is taking bookings for our Festive Lunch and we anticipate a good crowd to welcome the C.T.C. President Ted King and his wife, Sheila.

With all good wishes for Christmas and the New Year.

Baggy Shorts



1994 VETERANS TIME TRIAL ASSOCIATION

NATIONAL 12 HOUR CHAMPIONSHIP

IN CONJUNCTION WITH THE K.C.A. 12 HOUR

7TH AUGUST 1994

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On a beach somewhere in the Mediterranean Geoff Boore slumbers. And dreams of his new love ...
 Karen-next-door, with her taut, twenty four year old body encased in skimpy clothing, always ready to pleasure her swain.



Mark Burgess, Lewes Wanderers, perfects his "Chat up technique" at Preston Park.



Another "Saucy" postcard - Yet again from a Crawley Wheeler.

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SUSSEX NOMADS C.C.

Yes, I know I say this every time, it is time for BONK! Yes, four times a year we have BONK and I am unprepared.

Yet again I have nothing really to go in but I suppose I can ramble on like I always do, although William said I must not keep talking about the good old days. Huh!

To go back just a little, the Nomads invaded le Manche again. Hoping to be better prepared we planned early and booked le bateau and les chambres early in May, so that part of le weekend was O.K. But the weather was not. Did it rain? From Cherbourg down it was stair rods (Roger, can you explain this to the lad) and black; of course my headlights were not altered for France so it was awkward with them on (note. the Boore went to sleep!).

Now I forgot to tell you that there were eighteen in our party including three Bec C.C. and one Epsom, plus a baby, so when we stopped for coffee (sorry, café), it was quite a tall order for it was only a petit bar and we more or less took over whilst Madame went for thirty odd croissants. We arrived at Marigny about nine (matin). We looked into the bar Sportif, (Nomad H.Q. en Français). We were approached outside by the organiser who asked us to attend a reception. We did not know what to expect so when we arrived it was a surprise to find out that we were there to answer questions from the school children.

Tim, William and Alan sat in front of a hall full of eleven to fourteen year olds? together, I might add, with representatives from Uganda, Sweden, Tahiti, Belgium, Canada and the Brighton Excel.

It was very nice to contribute something for the local community as they give so much. It was even better when after an hour the older children left and the little ones came in. They asked questions like what do we have for breakfast? and why do we ride bikes??

We stayed in a hotel this year about four miles from Marigny; it was quite nice.. The hotel was called Au Picket Elain (The Pewter Jug) and at first it did not seem to be much but the old charm paid off in the end and after the race we had dinner, which we had to persuade them to do specially as they do not open on Sundays.

After dinner we wandered into the bar, which was not really open, and gradually got to know our French hosts and had a little party.

Actually we went there to race but were not very successful. Tim broke his chain in about fifty miles but managed to get it repaired, then he and Keith Chandler had a late start and did 1.23.15. Adrian Morris and Dan Bennett, 1.24.53 and Roger & William Davis 1.35.55. I promised Geoff I would mention what Alan did towing him round but we would have been better off with a bungy between us. I forgot to mention Kevin Harding and Sarah Lade who were very well placed on the tandem. Well, we had a fantastic weekend so roll on next year. Our digs are booked.

Most Nomads stopped racing at the end of October, except Geoff of course, who plans to race

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whenever possible through the Winter, this includes riding reliability trials and clubruns. Where does he get it from?

The Club promoted the S.C.A. Hillclimb and had two riders win awards, Keith Chandler, fastest Vet and William Davis, fastest Junior. This demonstrates the span of years our Club covers. Geoff only just missed an award - the lanterne rouge (last but one) [better luck next year, Geoff. Ed.]. Even young Boore beat him by 1.45 (minutes, not hours!), he wouldn't believe me when I told him that a 90", gear was too high.

In some late 25s on H25/2 Geoff, Adrian and Alan managed to make last minute improvements on their year's rides. Geoff did an 'O' and went off course (silly sod!); Adrian did a '59' and Alan managed 1.4.58. Well only just a '4' but a '4' all the same.

We are happy to say that Peter Cauldwell is E.S.C.A. B.A.R. again this year, an achievement for a chap who has not been cycling all that long and has only finished two hundreds.

It is that time of year when we start saying "next year" we will all be fitter. We will all be older but I doubt any wiser. I am sure that William will be faster and stronger and Dan Bennett has surely not reached his best yet. When he settles down he will show real talent. I am sure we have not seen the best of Peter Cauldwell and our young vets will keep trying and improve. These include Tony Kennedy, Roger Davis, Keith Chandler, Adrian Morris, even Tim Greenhalgh has plenty of rides in his legs.

Our old one (no not Geoff), Vernon Hyde will still be riding whenever possible, even the longer reliability rides. Geoff, I know, will always give the big 'E' for effort, whilst it is unlikely that Limbo will give up in spite of galloping snail's disease.

Now who have I forgotten? Dave Challis is still going to have a go and Ken Smith is around to help and ride Randonnes.

Happily we seem to be blessed with quiet people in our Club (except you know who) and Richard Harwood is one who does not say much but he does some very good rides, both T.T. and 'Cross whilst Tim Hully has yet to show us what he can do.

Well, I have rambled on enough and Esther is waiting for these scribbles so I will wish you all a Happy Christmas and a good New Year's cycling in 1994.

Nomadibus Pensionabilus

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EAST SUSSEX CYCLING ASSOCIATION

TIME TRIAL PROGRAMME 1994

<i>Sunday March 6th</i>	Hardriders	G896	10.00 a.m.
Mrs. V. Stringer, 24 Saxon Road, Steyning, W. Sussex. BN44 3FP			0903 815685
Entry fee £3.25	Event H.Q.	Fairwarp Village Hall	
<i>Sunday April 12th</i>	2 up Team Time Trial	G893	
Mr. L. Hayman, 25 Chieveley Drive, Tunbridge Wells, Kent. TN2 5HG			0892 532073
Entry fee £6.50 (per team)	Event H.Q.	Union Corner Hall	
<i>Saturday April 23rd</i>	10 miles	G815	2.30 p.m.
Mr. R. Humphrey, 4 Ebenezer Cott., Framfield, E. Sussex. TN22 5NR			0825 890742
Entry fee £3.25	Event H.Q.	Laughton Village Hall	
<i>Sunday April 24th</i>	25 miles	G835	8.00 a.m.
Mr. D. Lock, 7 Welland Road, Worthing, W. Sussex. BN13 3LN			0903 62724
Entry fee £3.25	Event H.Q.	Laughton Village Hall	
<i>Sunday June 19th</i>	50 miles (Open)	G953R	6.00 a.m.
Mr. A. Kennedy, 24 Chorley Avenue, Saltdean, E. Sussex. BN2 8AQ			0273 303440
Entry fee £3.25	Event H.Q.	Fairwarp Village Hall	
<i>Sunday July 17th</i>	100 miles (Open)	G865	6.00 a.m.
Mr. M. Rabbetts, Jarvis Court, Jarvis Brook, Crowborough. TN6 3RL			0892 654422
Entry fee £4.50	Event H.Q.	Upper Dicker Village Hall	
<i>Saturday September 17th</i>	10 miles (Open)	G865	2.00 p.m.
Mr. L. Fanner, 8 Pannett, Burgess Hill, W. Sussex. RH15 8TX			0444 230234
Entry fee £3.25	Event H.Q.	East Hoathly Village Hall	
<i>Sunday September 18th</i>	25 miles (Open)	G839	7.30 a.m.
Mr. R. Taylor, 1 Engalee Cott., Copthorne Bank, Copthorne. RH10 3QZ			0342 716004

NOTE.

The Open 10 on Saturday and the Open 25 on Sunday are also open to **TANDEMS**.
Entry fee for each event £3.50 per tandem.



The Team who have produced this issue of BONK

Maurice & Esther Carpenter,
Tim Carpenter
Charles Robson (Photographer)

wish all our readers a Merry Christmas and Happy New Year.

