

BONK!

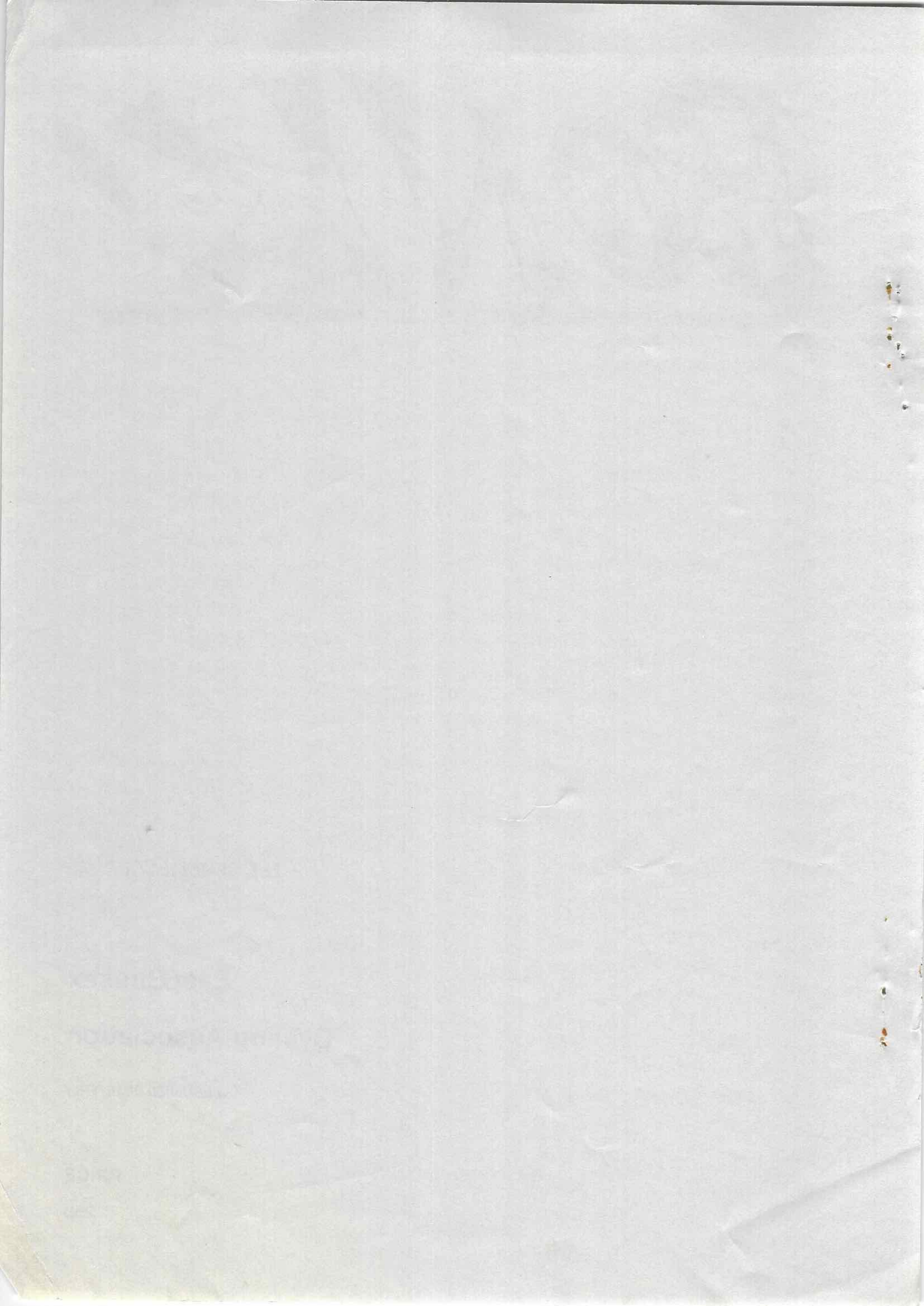
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**East Sussex
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EAST SUSSEX CYCLING ASSOCIATION



President Steve Dennis

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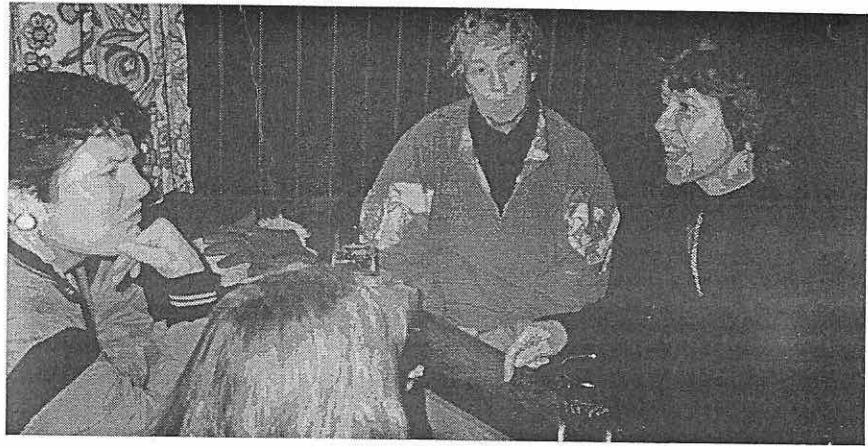
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E.S.C.A. LUNCH 1994 - by Butterfly

When I heard that Beryl Burton was to be the Guest of Honour at the 1994 Luncheon and Prize Presentation I realised that I would have to re-emerge from my chrysalis and attend this function once again.

It is a year or two since I've been to Framfield and I entered the Hare & Hounds rather shyly. However, I was quickly reassured that I would be among friends as my first sighting was of the Southborough Wheelers occupying their usual window tables near the bar, to which they had obviously made



Southborough Ladies - Dianes Russell & Hayman and Jean Smith

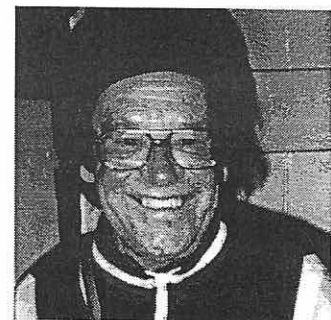
several visits by the time I arrived. Noddy was in possession of a flagon which he hoped would sustain him in a suitable state of insobriety throughout the afternoon and the other members of the Club were

clutching various bottles with which to fortify themselves. Interestingly, the ladies and gentlemen of this old fashioned Club were occupying separate tables - can this be the secret of their success?



Southborough Men - Terry Collins, Tim Chacksfield, Noddy Challen and Warwick Dunford

ensconced comfortably in "their", corner. Dick Jones always takes the precaution of bringing his own sturdy container which is filled at the bar prior to leaving the pub for the village hall. Their friendly rivals from the Worthing Excelsior were also represented in the persons of Dave Hudson and Ray Douglas. It transpires that Ray has the dubious privilege of being a favourite of the BONK 'Editress', an honour which he treats with his usual good humour.



Ray Douglas

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I waited for the great lady to arrive, hopefully with a fanfare of trumpets, but like other famous personages who have attended the E.S.C.A. Lunch in past years she made her way quietly to a table by the blazing fire accompanied by husband Charlie and Geoff Boore. Geoff, who was responsible for her presence, had hosted the couple for two or three days previously at his Burgess Hill home and thrown a nostalgia party the previous evening.

At last it was time to make our way to the hall. I was told that a capacity crowd was in attendance and late applicants had been turned away. I also learned that new caterers had been engaged - the previous



Beryl and Charlie Burton

ones now being fully employed with a Meals-on-Wheels for the Aged contract. The meal was a great improvement on the last one I had been served at an E.S.C.A. Lunch. Generous helpings of tasty food were succeeded by "seconds" for the hungry and the waitresses were cheerful and efficient.

Jane Lade presided with dignity and Beryl Burton made a speech which will long be remembered. Mike Rabbetts responded as usual with wit and perception and the Prize Presentation went without a hitch thanks to the attentions of Mick Burgess and Mike Rabbetts. Finally the 1994 President was installed and the Association can be proud to have Steve Dennis at their

head. He was introduced by Jane Lade, and he proved that not only is he fast, modest and extremely likeable young man but was kind enough to make an elderly lady's dream come true before she went home.

Roy Humphrey had worked hard to ensure the success of this latest E.S.C.A. function and his efforts cannot be praised too highly nor can he ever be thanked enough. The very professional photo display attracted a lot of attention. Many of the Association celebrities were featured and I understand that Charles Robson is to be thanked for this as he is responsible for providing it every year as well as taking most of the photographs. I would like to think that I will be at the 1995 Lunch enjoying the same excellent company and meeting old friends, as I always regret my absence for whatever reason.



Jane Lade and Steve Dennis



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LEWES WANDERERS ANNUAL DINNER - by ROTRAX

The presence of one of the Bonk editors at our annual dinner on February 19 has prompted me to submit this for publication, even though it is long past the official deadline for contributions. It seems necessary to put on record the extraordinary going-on in the Highlands Hotel, Ridgewood, Uckfield. For a start, the Bonk editor herself did not arrive until after Grace had been said, and had to slink shame faced into her seat thinking no one might notice. This was always a vain hope, because of the way she was dressed. Her more normal wear of tight fitting cycling bottoms in vivid stripes, topped by a baggy T-shirt advocating the rebuilding of the Amazonian rain forest, had been replaced by what a fashion writer might describe as: *"..a dramatically black skirt and sexily-sheer black stockings underpinned by shoes whose dark, slender heels threatened to unhinge the brain of even the most blasé of male observers. The creamy-white blouse peeping coyly from under the black cardie provided an interesting finishing touch to the whole exquisite creation."* Or as a high up R.T.T.C. official put it: "Mmmm. Never seen Esther's legs before."

Actually there was an even later arrival at dinner. Geoff Boore entered to muttering from other guests of "Oh damn, he's come after all." Naturally enough, Geoff's presence contributed to the enjoyment of the evening by providing the cross-toasting wits with an easy target. He disgraced himself later in the evening by being disqualified in the Cake Eating Championship, won by a novice eater, Andrew Meed of the Lewes Wanderers, in a fast time of 1.40.95. The three times champion Horry Hemsley was pipped by less than one second. Excitement over this narrow finish was continued during the battle for the "lantern rouge" award between Sarah Lade of Eastbourne Rovers and Esther Carpenter representing Southborough and District Wheelers. They finished level, but Esther graciously declined to be considered for the prize of the framed portrait of a well known Sussex Nomad fast asleep in a Mediterranean resort. The handicap winner was Brighton Excel's Leon Budgen, whose well lubricated throat was in ideal shape on the night.

There were further extraordinary scenes when attempts were made to find Sandra Weller a steady boyfriend. Three eligible males were brought into the room and Sandra was given the opportunity to question them. It was just as well that she did so from the other side of a screen, or she would have fled in terror. Given the option of choosing between a half-naked Trainee Gladiator who wanted her to feel his pet muscles; a fully dressed Arab camel keeper whose bed was already full of women; and a foul mouthed crumpet fancier who successfully demonstrated his ability to hit a spittoon at 40 paces, Sandra decided she didn't really want any of them. After a bit of arm twisting, she eventually walked off into the sunset, hand-in-hand with the crumpet fancier, to prepare for their romantic summer's evening marshalling on the Boship round-a-bout in the Mitre "24"

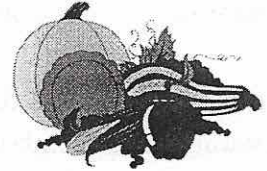
There were racing awards, of course (mainly to Peter Price and Peter Roberts, but others to Michelle Seymour (a jar of Vic vapour rub, to save her asking for volunteers to rub her chest when she next feels cold); and to Michael Rabbetts, who was given a giant pencil, with which to write even bigger lies and exaggerations about E.S.C.A. people who are really just normal, well meaning folk. Honest!!!!

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WORTHING EXCELSIOR C.C.

The catering gear, Audax banners and Brevet stamps have all been packed away for another year so one can now reflect on the Audax scene of '93.

Oh how the postman struggled along Middle Road, his sturdy machine laden with the weight of Audax entries. This year we had record numbers for our established promotion of the 125 and 200 K events, our entries numbered 129 (no restriction of numbers for these events). Despite rain before the start few were deterred from the pleasures of 125 or 200 K of good Audax riding. Departing from Worthing at 7.30 a.m. or 9.00 a.m. respectively the first control was at Wisborough Green. Here much activity was taking place, Daphne Grant was slicing French sticks, buttering and filling with cheese and ham. As quick as this could be done they were quickly consumed along with a fine brew of tea or coffee. The Randonneurs were seated in chairs (no roughing it with the Excel, Geoff Boore would not have had cause for complaint here!) enjoying the ambience of this event. John Grant was also well organised stamping the riders brevet cards. To those of you who have not enjoyed these events (yet!) and stick only to the time trialling scene John and Daphne are frequently on the time trialling scene organising communication of the race results with their radio equipment.



When riders returned to this control during the afternoon, they found that Don Lock, having raced in the morning had swapped tri-bars for tea bars and rubber stamp.

Up on Blackdown Hill, Dave and Maggie Funnell's secret control was a welcome relief for the riders as Dave stamped the cards and Maggie dispensed orange squash and bickies along with sympathy for those in need of it. The photographs I have of Ken Stevens tucking into generous quantities of all three confirm the ascent of Blackdown Hill had lowered the riders' fuel tanks.

A little further at Hindhead Brian Cox was also busy with the rubber stamp. From here, for those only (?) riding the 125K it was time to return to Worthing via the other lane over Blackdown to Wisborough Green before the ascents of Bedham and Bury, some 5,000 feet of climbing in all. Those in for the full 200K worth had a detour to the Watercress Line at New Alresford, where a visit to the information office on the platform for their stamp and then to sample the food in the Station buffet, all reported fine refreshments but none had time for a trip on the preservation steam line. Those on the 200K recorded some 6,400 feet of climbing upon their return to Worthing.

But Audax riding is all about enjoyment, with Randonneé meaning Ramble. The time limits are very generous - the 200K starting at 7.30 a.m. provided a finish between 3.00 and 9.00 p.m., the speed limits for this distance between 15 and 30K. For the shorter 125K organisers are allowed to juggle around with the timings and for this event one could ride between 11 and 21K. I know there are many riders who are frightened of the distance but with a low of just 6.8 m.p.h. how can they say they cannot

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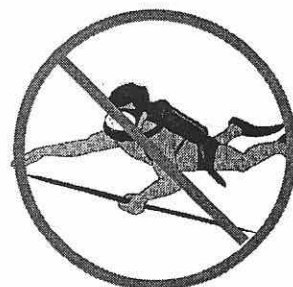
manage that? Our Club had thirteen members successfully complete the events.

- 125K Alan Matthews, Mike Feeseey, Brian & Sue Howe, Richard Shipton and Paul Toppin.
- 200K Allan Langham, Dennis Lednor, Graham Parsons, Mel & Karl Robertson, Alan Stepney, George Wall and Brian Weir.

Entries for these events are increasing each year as more riders take to the Audax challenge, riding these events is not all about Paris-Brest-Paris and Super Randonneurs but about giving all cyclists the opportunity of a day on a bike with a challenge thrown in.

In May we promoted for the first time "The South Coast 300K" with an excellent entry of fifty five, including Club members David Mills and George Wall both of whom have ridden "400s". Jeremy Wootton riding his first Audax event sailed round in fine form, his only upset prior to the day was the requirement to fit mudguards; however he soon became quite attached to them but removal was necessary in August for the S.C.A. '12' when he covered 243 miles taking seventh place.

For this event we had excellent headquarters in Shoreham overlooking the River Adur. When I booked the venue I had to sign on the booking form I understood it was my responsibility to ensure that all group members participating in water activities can swim fifty metres in light clothing wearing an approved buoyancy aid and that I have obtained parental consent where necessary (might not have been easy as the oldest entry was from a seventy one year old!). I thought that none of them would be fit enough anyway to go swimming after riding 300K.



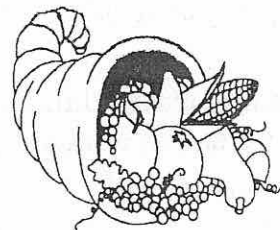
A 300K event is similar in riding time to a '12' and could be thought of as 'a tourist's 12 hour. I have never sampled a racing '12' (yet!) whilst very nice to think I might cover up to 300.086 miles (some hope!) the drawback is the idea of a soul destroying mile after mile of main road and having to start a minute behind the rider in front or before the rider behind. Whilst the numbers for this event were similar to a well supported '12' the numbers required to run the event are much less. The Randonneur simply follows the route sheet and is checked through controls detailed on his Brevet card. This cuts out unnecessary tasks for marshals pointing the way and enabled the event to be managed by a total of just six! Hence for fifty five riders, total of six officials! Different to a '12'! Say forty riders and ninety officials!

An early start (3.00 a.m.) ensures quiet roads are enjoyed for hours. The A259 via Seaford to Eastbourne, along past the pier and soon tea and cakes are being served from the Hudson tea van at Pevensey, supplies of which are unlimited. Matthew Rabbetts riding his first 300K says this was definitely the sociable way of riding around 190 miles in a day. Had he been riding an event in the States the route sheet could well just say follow highway 56 for 150K and retrace!

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From here the A259 was followed again via Hastings and Rye to the Little Chef at Brenzett. Tony Palmer was in control here with the rubber stamp and who better than he to advise on one's choice from the breakfast menu. Every year on committee when the choice of dinner menu comes under discussion Tony's views are always eagerly sought! I hope Matthew was well fed here, I know if he's still been on his Coast to Coast ride it would have been lovely scrambled egg, walnut pancakes and sausages! From up on the hill overlooking the Channel Tunnel development at Cheriton the riders received further supplies of food and tea. I must just add here that the liquid dispensed would not have left Geoff (Egon Ronay) Boore wishing he had not partaken.

The return route took the riders via Hamstreet and Tenterden to Godfrey's Diner at Flimwell which provided more food (eventually) while Brighton Excelsior's Chris Beckingham stamped the cards. The rolling twisty road via Ticehurst and Wadhurst was next on the agenda followed by Frant, Langton Green and then along to east Grinstead (with not a Steve in sight) and the quest for the last stamp en route from John Mansell at The Oaks Garden centre, Copthorne before returning to Shoreham. In the H.Q. an excellent three course meal was served by Angela Toppin and assisted by Paul (he would have ridden otherwise!).



Although Audax rides are not races and hence no timings or placings are given, however many enquire where they came and what time did they do. Riders were allowed (if the could!) to finish at 3.00 p.m. but had until 11.00 p.m.. In fact the early ones returned just after 4.00 and most were in by 8.00 p.m. with the last one returning shortly after 9.00 p.m. In 1994 Dave Stokes (subject to holiday arrangements) intends riding. Dave, I promise you will see more cakes than timekeepers.

Other Audax events ridden by Club members during the year.

January 10th. Watership Down. 100K Dave Hudson. 60K Ray Douglas.

This event starting from Winchester had plenty of **water**, and a **ship** would have been a better form of travel than the bike. Along with the rain we had an almost gale force wind which had already blown many branches and the creaking from the trees was quite frightening. Ray peered over his glasses (as our ex-President is entitled to do) at these conditions wondering just what sort of event he had entered. I assured him this was not the norm but despite completing the course on little more than a chocolate biscuit (or two!) he could not be persuaded to ride another event all year!

February 21st Newbury 100K Dave

The wind still blew but it was dry. An excellent event.

February 27th The Malvern Hills/Elgar Route Brevet 200K

Richard Klemperer rode this one which started from Chepstow and went via the Forest of Dean into the Malvern Hills. He reports it was very cold (and so it should be in February, Richard).

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March 26th Marlow 140K Dave

A pleasant circular from the Chilterns into Oxfordshire and back. Two Garden centres with their welcome restaurants provided not only the stamp on the brevet card but the food with which to continue.

May 9th East Sussex C.T.C 200K Ringmer. Dave

Sadly no sign of Ken & Iris Stevens this year with their high speed gas ring from whence comes an excellent cuppa.

May 16th 3 Counties 200K. Coulsdon. Brian & Sue Howe and Dave

They're getting hillier - this one has 8,600 feet of climbing.

June 13th Dieppe 140K Brian & Sue Howe and Dave

Not the best of weekends, we rode in capes almost all the time except when eating, but then we did a lot of that as well.

July 4th Ashford 200K Brian and Dave

Brian's first ride at this distance so we must take it easy! No pushing, just potted along with three of Croydon's C.T.C. riders. The first thirty two miles to the control at Reculver were covered in 1 hour 29 minutes. It was in this area just the week before that Obree had done his weekend double of record rides in the '10' and '50'. "Will it be this pace all the way?" Brian enquired. "Oh no" I said, "a lot quicker." However we let the other three go and had a great ride. Very hot all day, eggs could have been fried on the pavement, but in Audax events self cooking is not a requirement and the control based in the cafe adjoining the station of the light railway at Dungeness was serving quite the largest cods we had ever seen. A good half gallon of tea and more milk completed all the riders requirements.

The strong wind which we had battled against in our quest for the brevet stamp on our cards out to Dungeness was now astern and soon blew us inland across the Marshes and up to Ashford for a mid afternoon control. Although still well nourished by the Dungeness cod, Brian continued to display his gourmet abilities in the field of jelly tasting. Some four different varieties were tried (by the plateful, I might add, not the spoonful). All were declared worthy of another round (I also indulged of course but not in the quantities Brian had). The final circuit took in another railway station, that of the East Sussex Railway Preservation line at Tenterden. It was not long before we were back at the organiser's house at Ashford for further jelly tasting and the final stamp on our cards.

July 18th Brevet de Randonneurs de Alpes (the 37th year of promotion) Brian and Dave (or the 'Big Bra')

Not actually an Audax event but held every other year and organised by the Grenoble Cycling Club. A field of some 3,200 riders with nearly 200 from the U.K. including Sheila Simpson, a keen twenty four hour rider and editor of Arriveé (the magazine of Audax U.K.). From the U.K. tandem trikes were also in evidence. ESCAland was represented with Mick Burgess and Horry Hemsley; Mick has ridden this type of event before but for Horry it was a first and he has been hooked and plans for another visit

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to the Alps with Mick are in hand. The distance covered was 260K and included some classic climbs. Depending on age, start times vary from 2.00 'til 6.00 a.m.

BRA is difficult but not too much, better be seriously trained were their words of advice in order to withstand twelve to fifteen hours in the saddle.

Starting at around 3.00 a.m. with around one thousand other Randonneurs red traffic lights were taken as green and the gendarmerie were out in force on their motor-bikes to escort us out of Grenoble and along the unlit main roads heading for the mountains. The first 20K were flat out to Vizille then a long gradual climb to the Galibier at 2,647 metres. Many, many miles of descending via Valloire-les-Vesneys, over the Telegraphe (1,570 metres) and down to St.Jean de Maurienne. Ample food was provided at all controls and certainly one stoked up well here for what lay ahead - the Col de la Croix de fer at 2,068 metres. It's a great feeling when at last you reach the summit for the remaining 75K are virtually all down hill! Arrival back at Grenoble was reached just before 7.00 p.m. although one had until 10.00 p.m. if one's legs needed longer! A certificate is awarded to all successful finishers (the oldest participant was seventy nine and a half and he had no trouble).

August 1st C.T.C Birthday Rides Dave and Brian

A great nine hour ride from Thame in Oxfordshire on quiet roads and quite leisurely until the final miles when the progress of the tandem in front at 27 m.p.h. had Brian itching for evens and a half. A higher cog selected, more power on the cranks and the tandem is left behind (well, for a while anyway!).

August 28th Mildenhall 200k Vern and Dave

Always a favourite this one held during the now very well supported Rally weekend, usually flat(ish) and very quiet roads, no chance of hanging around too long. Road racing Vern is keen to keep the wheels turning but I insist on an omelette for lunch and the Saviour tandem (Andy and John) behind whose back wheel I'd been nicely tucked, is allowed to creep ahead (oh good, we can slow down now!).

September 5th

Another non Audax event but again worthy of note. Each year riders from C.C.D. (Cycle Club Dieppe) come over for a friendship ride. Alfriston Hostel provides the accommodation; the Gatwick Cycle team provide the route and much better weather than Dieppe had provided on our June visit. Barcombe Mills, Horsted Keynes and Lewes were the eating venues en route. Over thirty riders were there, including Chris Beckingham and Dave.

September 12th Tour of Gatwick 150K Dave 113K Tony Palmer

The weather experts were spot on, dry in the morning, rain in the afternoon. Our circular routes taking in the cafe at Hungry Hill also had Baynards near Rudgewick as a control/lunch stop. I managed just before the rain but Tony brought it with him. Reluctantly our departure from the pub was in capes. We were glad we had them for the first roads were quite awash. This leg included the climb of Pebble Coombe which Tony had first ridden some thirty years earlier but unlike previous rides up this Surrey

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col he had not had to wade through the river coming the other way!

September 19th Five Counties 200K Dave and Richard Klemperer

Excellent weather for this event from Havant; Richard said it was warmer than his last event in February! Although we did not climb the High Andes (where Richard toured on a twenty month holiday) the event did attract a half point for the Audax altitude award scheme.

September 26th Reading Up the Downs 200K Dave

This event, only in its third year, is a classic and always has a celebrity. In 1991 Reading's Mayor sent us all off down the road. Andrew Sutcliffe officiated at the start and then enjoyed his first 200K. Last year the star was John Woodburn. He was riding his Stan Pike machine on which he obtained the record for the Lands End to John O'Groats, a distance of 847 miles covered in just 1 day, 21 hours, 3 minutes and 16 seconds way back in 1982. John observed Audax regulations and ensured that Stan (Pike) was properly dressed in mudguards. His enthusiasm for these events has increased and he loves the atmosphere which prevails. Of course (like me) he enjoys his food and beer, he quoted these words at one of the controls on his first U.K. Audax event (the WCW 600K in fact) as he tucked into beans on toast and tea "these events are great, much better to stop and have a breakfast with your mates than simply be handed up a drink and told to keep going". On this day he could not be persuaded to ride Worthing Excelsior's hard-riders or cross the channel for the Duo Normand, such is the appeal of these events! The weather this year was cooler, requiring leg warmers all day but the cape stayed firmly strapped to the saddle-bag. Some of these Randonnees certainly attract a good field and on this ride one hundred and forty nine were awheel.

October 10th Charlbury 100K Brian, Alan Matthews & Sue Dray and Dave

Mrs. Howe had two odd feet for this event! She had one of her own shoes and one of Brian's. Alan's new handlebar bag, only purchased two days before, was found to be rubbing on the front wheel. The handlebars need raising, the Chairman declared. Alan's allen keys were soon loosening the stem but the height required to alleviate the problem with the bag was not possible so Sue, waiting to ride her first Audax event and with more traditional bag, became the Sherpa for Alan's kit.

This was a great end of season event around some of the Cotswolds' quietest roads and the Autumn tints were very evident. Eighty riders were enjoying the Brevet Populaire and at around 30 miles (sorry 50K) a control was serving coffee, bread pudding and Chelsea buns. Brian (he who likes his jellies) was not satisfied until, I believe, the third bun was consumed, such is the appetite of these Randonneurs. Sue was now 'over the moon' and well pleased knowing that half of the ride had been completed and the second half would, she was sure, not be too difficult. However, within a mile of our departure from the lovely Cotswold town of Chipping Camden Sherpa Dray was less pleased, the long drag from Snowhill with all the luggage qualified her for a helping hand from Alan. Sue Howe received no such benefits from Brian but then she did have one of his shoes on and he said that was all the help she was getting.

Bourton-on-the-water was very busy (as always). Soft drinks were purchased whilst Brian inspected

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a line of 1100 c.c. motor-cycles and declared they were perhaps just a mite faster than our machines (since then a motor-bike has been acquired and Brian & Sue will be heading for the cobbles of the Paris - Roubaix in April). Within an hour we were comfortably seated in the hall of the event H.Q. in Charlbury tucking into the three course spread that was provided. Such was the quantity that even I had to pause before seeing off, the apple pie and cream (I know Norman Wright will find that hard to believe!) The event was definitely the cream of the year's events, the Clark family had quite a challenge but completed the event in time. Dad had a lot of pedalling to do for he hauled around a tandem and trailer loaded with his three very young children.



A new twenty five mile course to replace the G938 is now available. discovered, designed and measured to the nearest kilometre by AUK Hudson but fine tuned and measured to the exact inch by R.T.T.C. Douglas, it carries the course code of G951. Yapton Village Hall (as used by the S.C.A. 100) makes the ideal H.Q. with the start at Bilsham. East on the A259 and left to Yapton, Barnham and Eastergate. Up Fontwell Avenue to join the A27 and west to Chichester where turn right and ride east to Arundel. West again to the Avisford Park Hotel (sorry, no hand ups of early morning coffee) and turn south to finish between Walberton and the railway crossing. Don Lock holds course record of 1.16.00 but this was during a Sunday clubrun in October when several riders rode round the course en route to early morning coffee at Colworth. Mindful that we were just pottering along and mudguards were the order of the day, I would say it's a possible float course, this being confirmed in January when riding part of the course, I was the only one on the Westhampnett by-pass when all four lanes were flooded! When Ray was requested to measure the course, there was hesitation until permission was granted by the South D.C. to venture west of Arundel.

In view of the possible disruption to our G914 at Washington for the '10' course an alternative (if necessary) has been measured in the Yapton Littlehampton area, which with the Climping roundabout facilitates a right turn to Ford.

All for now folks, the Audax calendar has arrived and there are events which need entering.

Randonneur

P.S. Interested in our events this year? Send for details.

Sunday 24th April 125/200K Sunday 29th May 300K

Dave Hudson, 151 Middle Road, Shoreham by Sea, West Sussex, BN43 6LG

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A TRIBUTE TO BASIL CHILCOTT - by Malcolm Pink

I feel honoured to have been asked to write a tribute to the Crawley Wheeler's late President and oft time Chairman Basil Chilcott. Bas, to all who knew him well and Mr Chilcott to many others. I'm not sure that I am the person to write this tribute. It is a big responsibility and if I get it wrong then the tribute that Basil so richly deserves after such a full life will not have been written.

My personal contact with Basil started during the late 1960s and early 1970s when with my own children aged about ten we went to the Reigate Priory car park for them to receive their first cycling road safety lessons run by the local authority for R.O.S.P.A. In charge of the training was a Mr Chilcott.

A rotund, upright, martinet of a man who seemed to me at times very officious, one who seemed to enjoy power and who on occasion could be insufferable. Not unlike Captain Mainwaring of Dad's Army fame, indeed I always thought that there was a lot of "The Captain" in Basil. I do not mean this in an unkind way, it was as I found over the years a bluff seemingly hard exterior which hid a very soft interior, a person who had great difficulty in communicating successfully with those nearest and dearest to him including his family.

After leaving school the young Basil obtained employment as a solicitor's clerk. I suspect it taught Basil the ground rules for the roles in life he was later to play. I also suspect it left him able to follow his love of the two wheeled scene. Just prior to the outbreak of the war in 1938 he was the secretary of the Croyden Branch of the National Cyclists Union and in this capacity he was contacted by Olive who had had contact with an errant motorist.

Basil looked after and advised her and it was soon after this that he convinced Olive's father that she would be safer on his tandem rather than on her solo machine. This ultimately led to courtship and their marriage in May 1940.

By this time the country was at war, a war in which Basil served as a medical orderly for the Royal Army Medical Corps. His training here stood him in good stead for later life and explains how he dealt so professionally, as a Road Race Commissar, with the injuries sustained in the inevitable crashes. The earlier legal training also helped Basil to unravel much of the Army's red tape. He delighted in the time off and weekend leaves he was able to "arrange" for himself as a direct result of knowing his way around. I'm indebted to Dave Stokes for this tit bit of information. During our long chats he never elaborated or spoke much about his experiences other than he loved travelling long miles in the blackout on his bike, sometimes to get home, other times because he enjoyed the loneliness of the long distance rides. He also landed at Arromanches two or three days after the "D"-day landings.

Blessed eventually with three daughters, Christine born in 1941, Margaret in 1946 whilst he was still awaiting his peace time discharge and finally Mary born in 1952. Basil became a civilian again and took over Olive's wartime job at the Gas board in Horley as a clerk. He spent some years working in a clerical capacity for the Gas board before his final job, working for the housing department initially

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for Dorking and Horley Rural District Council. They ultimately became the Mole Valley D.C.

In the housing department three "Basils" were allowed to flourish. Firstly was the caring Basil who all the old ladies loved because he helped them with problems associated with their entitlement to any housing benefits. Secondly he used the council's flexibility to get away with printing, organising and carrying on any cycling business as part of his day job. Thirdly it was the Captain Mainwaring in Basil which made him so successful at one aspect of his job, rent arrears collecting. As a result Mole Valley had the lowest rent arrears in the Country. I wonder why? He was extremely proud of this but obviously the other Basils were far more important.

The last showed the officious side of Basil. From his early days he was a devout socialist but he believed in having and obeying rules and paying your rent in full and on time would be at the top of his list of priorities. If on the other hand you were having real difficulties he would do anything to help you.

In the early days of the B.C.F. Basil became their unpaid claims officer and legal adviser, presumably on the strength of those earlier legal experiences at work and the adviser on accidents in the N.C.U. In his spare time he devoted himself almost to the exclusion of all else to the sport of cycling in all its aspects but mainly in an official capacity. Indeed two of his daughters, Mary and Margaret both remember the first times they were allowed to go with their father to their first Good Friday track meeting at Herne Hill to this day. Mary particularly remembers looking forward to the day when she would be old enough to go and then the excitement of the year it first happened. No car for Basil in those days it was either bike, bus or train.

By the sixties Basil was Mr Cycling to R.O.S.P.A.'s National Committee. He was awarded the Shell Mex National Trophy for his services to R.O.S.P.A. and road safety back in 1968. He with the then Director of R.O.S.P.A. were responsible for standardising the training course which I and many others took and passed.

Olive tells me she was the first to demonstrate the "wobble wobble" in and out of the layout of cones. He was devastated when cycle training was taken away from volunteers like himself and given to a salaried Road Safety Officer in the employ of Surrey County Council. S.C.C then filled all the training places with non-cycling helpers and to cap it all the Road Safety Officer did not even ride a bicycle.

We knew standards dropped but this was never admitted to the new comers. For many children ours was the first contact that they had that there was this wonderful world of the cycling club life just waiting for them to sample. In my mind this change in local policy did not help the recruitment of teenagers.

I do not believe that S.C.C realise the enormity of what they did to Basil, R.O.S.P.A.'s Mr Cycling. They did not even offer the post to Basil who had served the local children free for so long and faithfully. His whole team was no longer wanted. It was S.C.C loss and Cycling's gain. *[To be continued]*

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SOUTHBOROUGH WHEELERS

The New Year's Day '10' provided a timely reminder that new resolutions are due and Southborough Wheelers should resolve to submit some long overdue notes to BONK.

The '10' itself attracted sixty one entries, including six tandems, and was held on a beautiful bright morning. Only the cold slowed the times with Brian Taylor, a visitor from Bournemouth, taking first prize with 23.24. Much smart equipment suggested lavish Christmas presents on display and Geoff Boore's disk wheel put his 26.45 at the head of the leader board for a while (from no. 21)! Esther chose to ride the trike at the head of the field and a bike at the rear of the field but it was Southborough's Gill Tree who won the ladies award and the Club won the team award.

This was a good start to 1994 following an excellent season in 1993. Pete Crofts dominated the racing scene despite leading C.T.C. tours for much of the year including the Alps and Nepal during the peak months. He smashed Club records at '50' (1.46.36) and '100' (3.53.57), missed the '25' by only 5 seconds (53.09) and with a 261 mile 12 gained 14th place in the National BAR. His 55 years guaranteed that he won the National Vets B.A.R.

Three other riders finished all distances up to 12 hours with Bill McNay the best, riding mainly the Sussex courses. Those restricting themselves to a 50 mile limit were dominated by Peter Fox who did several 56 minute '25s' and a 1.54.40 for a '50'. He also collected the prestigious Roy Enfield Memorial Trophy when he won the K.C.A. '50' in 1.59.30. Tim Chacksfield was also under the hour several times and close to a 2 hour '50'.

The juniors provided some spirited competition. Gareth Robb showed well early in the season. James McNay blossomed at the end and the Nightingale boys produced some surprises through the year. But the Watson boys dominated the competitions with David breaking the Club juvenile '10' record at the end of the season with a 21.22. Brother Peter frequently acted as a tandem stoker to his dad, John. Southborough saw more tandem racing in 1993 than for many years. Add to this Pete Holland's trike racing and Mark Puckett putting us back on a road racing trail again and we are clearly active on all fronts again.

Mark once rode with with Central Sussex but now lives in Tonbridge. Although road racing most of this year his foray into time trialling consisted of one '10' and one '12' hour! His 222 miles in the K.C.A. '12' was a splendid ride but his reward was a backside so tender that he could hardly sit down for a fortnight.

Bill McNay's 211 mile '12' hour in the Sussex C.A. event was also commendable in that it was ridden on a bike rapidly thrown together from spare parts after he had dropped his racing bike, a few days before, on the fast lane of the M1 for two lorries to drive over! At a bright and lively Club dinner in November the only part of the bike to survive was displayed during the cross toasting - a piece of brake cable.

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Roller Racing is the latest activity. The Kent C.A. have introduced a winter season league and the first confrontation for Southborough was the match against Medway Velo at our own club room one Thursday evening recently. The six 500 metre sprints were drawn 3 - 3 but the six longer, 1500 metre events, saw us thrashed 5 - 1. The lesson from this is NOT to race the same six riders twice! The opposition wisely drew on fresh blood for the longer events. Gill Tree, our ladies racing champion, and her Mum and Dad provided refreshments. Les Hayman was behind the bar, Warwick Dunford was M.C. and more than fifty people enjoyed a very convivial evening. Our racing stars were Colin Nightingale and James McNay. Colin had crashed off the rollers twice in practice but came good when it really mattered.

There's much to look forward to in 1994. The youngsters threatening to do some road racing, twenty four Club time trials (last year averaging about twenty riders), four open time trials and four road races. Ron and Veronica's cakes at the open events, Val Tree's bread pudding at Club events - what more could anyone ask?

All that and I haven't mentioned the touring competition, the Boxing Day '10', the K.C.A. and E.S.C.A. lunches, reliability rides..... I must write every quarter.

Roamer



SUSSEX CYCLE RACING LEAGUE



1994 DATES

WEDNESDAY	MAY 11TH, 18TH, 25TH
WEDNESDAY	JUNE 1ST, 8TH, 15TH, 22ND, 29TH
WEDNESDAY	JULY 6TH, 13TH, 20TH, 27TH
WEDNESDAY	AUGUST 3RD, 10TH, 17TH

ALL MEETINGS START AT 7:15 P.M.

FULL DETAILS OF MEETINGS AND REGISTRATION FORMS FROM:-

G CHARLTON,
18 GREEN WAYS CRESCENT,
SHOREHAM-BY-SEA,
BN43 6HS

SEASON REGISTRATION FEE	(SENIORS) £30.00
SINGLE MEETING ENTRY FEES	JUNIORS £4.00
	JUVENILES £1.00

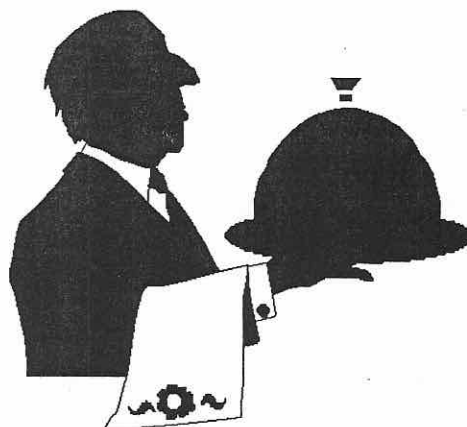
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HICKEY COLUMN

Firstly a note to Ric re. Kenny Dorham. Yes I know he died in 1972, he was in some respects similar to Dizzy Gillespie. I have him with Sonny Rollins, and I believe Oscar Pettelford. Most certainly I think he was a highly under-rated trumpet player.

Now the social side has started we are faced with the usual round of Club and Association dinners, toasting people we don't know from Adam, eating food we can consume all year round for less than the price of the ticket, dancing to discos or bands more suited to pubs, where the accent is more on informality, heavy smoking and spilt beer. Some clubs are able to operate their dinners where by and large the entire function runs smoothly until lights out. Other Clubs, I really think, hope everything will be alright on the night, which inevitably it isn't. We are treated to a miserable display of party games, most of which leave us hurriedly looking for the bar a.s.a.p (that, of course, is if there is a bar, some functions are totally devoid of this facility); then there is the price,

consider a working family, let's say two adults, two children, all of whom race or are enthusiasts. The balance sheet adds up as follows, assuming the tickets are, an average, £12 each:



4 x £12 =	£ 48.00 (tickets)
	£ 15.00 (wife's hair - approx)
	£ 10.00 (suit pressed, wife's dress altered)
	£ 25.00 (children have replacement dress items)
	£ 4.50 (bottle wine purchased at venue)
	£ 10.00 (various drinks during the evening)
	£ 6.00 (petrol, say thirty mile vicinity)
	£ 4.00 (raffle, the obligatory end to the evening)
	<u>£122.50</u>

You can scale up or down dependent on bodies, using the above as a guide. You can well see how most clubs have trouble soliciting punters. It may come to us soon that there is one overall Association dinner, and that a number of clubs will have to combine their Prize Presentations and venues to satisfy the pockets of the majority.

I also wonder how long it will be when trophies are substituted and something which won't tax the recipient's mother in having to constantly polish them. No wonder they are in a state when they are

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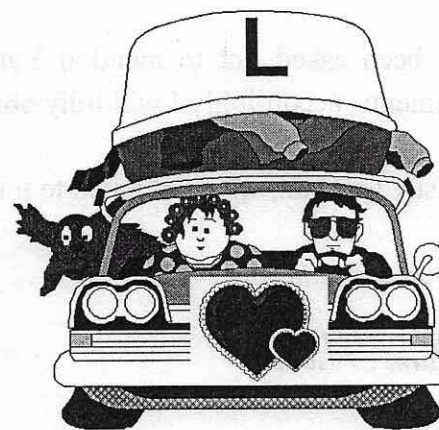
returned to the club.

I took in the Worthing club dinner in November at the highly inflated price of £17. This was run by Angela Toppin (Paul's wife) who told me some months ago that this dinner should not be missed in any way. I enjoyed Andy Sutcliffe's speech and Ric's was a delight. Unfortunately the food was mediocre and whatever happened to coffee refills!!!. Mike Gibbs was wearing a suit, which did surprise me; unfortunately he is putting on weight again, regrettably the suit failed to camouflage this problem, it occurred to me that perhaps he purchased same from the BIKE STORE (that very nice shop in Broadwater). We also met a sober looking Andy Lock, minus his tea urn. He tells me he is working as an architect or something like that. Since he is considerably faster than me this year I really could not talk to him for too long (this should get an appropriate response). The Bike Store staff and friends were in attendance, lovely Vanessa orchestrated her nephew to do a pen portrait of myself, which I will keep and present back when he gets older. The disco I believe charged Angela £150 - for ten minutes work. Next year let me know, I should be able to get the Andrews Sisters for less.

Mathew Rabbetts presided over a little stocking filler Xmas lunch at East Hoathly which I totally enjoyed, a nice informal dinner and the meal was nicely balanced. Mat's father led the hymn singing and I believe offered up with grace. I've yet to go to a dinner where there has been a different grace introduction. I'm not really sure of the opener "For what we are about to receive may the Lord make us truly thankful. Amen." Are we really thankful if the food is dross, especially if it is indigestible.

I am sure I speak for everyone who was present at the East Sussex Cycling Association Lunch in appreciating the presence and subsequent speed of Beryl Burton, who with Charlie, had travelled over five hundred miles to grace Roy's place at Framfield. It was nice to see Beryl signing books, cards and even some relatively clean Bonk notes with Sir Charles clicking throughout the afternoon and Alain, our vets Chairman guiding the Burtons back to M25, the afternoon's activities were brought to a pleasant conclusion.

I was once again invited to the Sussex Nomad's dinner at the Hickstead Resort, a nice venue. Ric Taub did not for once initiate the disco with Chris de Burgh's "Lady in Red". We did however get some of his more familiar numbers. The dinner was hosted once again by Monsieur Alain who was requested to speak in his native tongue, since most of the guest's French is a little weak. Alain who is bi-lingual in most modern languages, gives the occasional lesson on club runs and is very well received among the Breton community in Burgess Hill. Prizes were distributed by Colin Brennan making a guest appearance from other sorties (he buys and sell players for the Seagulls and is practising for the British Open this year). The pick of the prizes was awarded to Dave Challis for getting five hundred to pass the Ministry of Transport driving test during 1993. He also gives blood



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as many a Bank will testify.

On the following Saturday, accompanied by W.H. Junior, we visited the Afton Hotel to celebrate with Eastbourne Rovers one hundred years of uninterrupted cycling. Whilst I spent a pleasant couple of hours with our editor and the ubiquitous Sir Charles, I felt the evening died on its feet due to the quite awful seating arrangement, exemplified by the fact that several tables were totally hidden from view. This is undoubtedly due to the geography of the hotel. The much travelled Arthur Coleman was even hard put to voice a cross toast, due clearly to the aforementioned.

I did see a much heavier Stan Nash, in a suit (I think), looking very wise with a scotch ready to consume. He had a cheery word to say and then after fumbling for his glass, stumbled back to the bar. Cliff Sharp looked not a day older than when we met some four years ago, dapper, slim, but a definite turn off when I mentioned a comeback. Cliff it seems has departed the East Sussex fold, although I should hasten to add that he did pass the comment and I quote. "If I come out to more than a couple of .7.7s I would probably come straight back into competition". John Dutson looked a little heavy. I put this down to early retirement, he scotched the idea that he would be racing this year. However, I am not entirely convinced that John was being particularly truthful. I never know if he is in the Eastbourne or the Central, I suppose belonging to two clubs has its merits.

I was asked if I was going to enter the Mitre's 24 hour and I did realise what a unique ride I would experience. "No", I said "but put me down for some marshalling". In other words, if you don't feel competent enough to ride a "24", give Mike Hayler a hand and turn out to help. Remember, in the past Mike may have given your club a hand in marshalling so a little quid pro quo wouldn't go amiss. If you have a few bob to spare buy a sticker from Robin, he's hawking some obscure message in Mitre Blue to put on your car. He tells me that all funds are going on the "24", and since Robin is riding himself, he is going to benefit in some way (how low can you get).

In the next edition I shall be reporting on the Lewes Dinner. I suspect it will be following the same formulae as previous years. there is a new organiser this year, so I won't speculate in advance. Crawley's dinner, on a Sunday, is worth a second visit, provided Dave Stokes has a better seating it should be average.

I have been asked not to mention Vanessa's cooking or to make any reference to the Excel's refreshments, accordingly I will fully observe (just for this quarter's edition).

And lastly to Alain, when he failed to hold my wheel "tout est perdue hors l'honneur"

Au revoir and bon soir.

William Hickey

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EASTBOURNE ROVERS C.C.

We must begin by thanking Graham Lade for all his efforts on behalf of the Club. Graham relinquished the post of Club Secretary at our A.G.M.. It was in 1967 that Graham first held office for the Club and since then he has held just about every position. After all this time he is due for a very well deserved rest. Also, wife Jane (last year's E.S.C.A. President) is stepping down from organising our Club Dinner after a number of years. Both of them will be hard acts to follow but their experience and expertise will no doubt be available. One comment worthy of note came from Jane, who stated that you must have new blood or you stand still. Now, not everyone would agree with this, particularly when you see the success of our Dinner and quite a lot of Club members, would, I am sure, like to see it 'stand still'. Our new Secretary is Ken Miller, who in the past has held many positions in various Clubs. Indeed, at one stage he was secretary of the NORTH HAMPSHIRE R.C. and in relation to our own Club he has he has always proved to be a willing and able worker (together with his wife Pam, I might add). Good luck Ken.

On the 21st November Graham celebrated his 50th birthday with a 15 mile circuit time trial. Regular readers of BONK will recall that Graham has 'strange' Sunday dinner time feeding habits, i.e. 5 pints of Harveys or 4 pints of an inferior brew (note to Editor: copy of BONK to Harveys of Lewes and instruct them to deliver any free samples to Yours Truly). **INDEED, SOME PEOPLE SAY THAT HARVEY'S BITTER IS THE BEST THING EVER TO HAVE COME OUT OF LEWES** (another note to Editor: if this sentence is likely to offend our LEWES WANDERERS friends please print it in capital letters). However, I digress, the event itself was ridden by riders from Eastbourne, East Surrey R.C. and Central Sussex and a good time was had by all.

You will recall that the recent Cyclo-Cross World Championships were in Koksijoe (Belgium). Club President and Treasurer, Dave Dunbar together with his friends, George Henty, John Dutson, Stu Greenway and Roly Wickham took advantage of a special offer to go and watch. The offer was of amazingly good value whereby a car goes for £15 return and each passenger pays £1. Now you won't get a better bargain than that these days.

"We are the biggest Club in Sussex" stated Matthew Rabbetts to our Press Officer during a recent Sunday morning jaunt up the Cuckoo Trail. Now our Press Officer decided that enough was enough, having been beaten on a permanent basis by Matthew. So after consultations with Ray and Simon Prior, our Club sponsors at Phoenix Cycles, off he set



on a month's cycle tour of India to make the Rovers the biggest International Club in Sussex, with spectacular results. On the third day he met a group of twelve Indian cycle tourists (see photo). Before

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any smart arse from Lewes says there are only eleven Indians in the picture it is because one of them is taking the photograph. Now look at the tee shirt being worn by the Indian on the far right of our Press Officer/Asian Correspondent (note to members of Lewes Wanderers: our correspondent's far right is the far left of the photograph as you look at it). What is the sponsor's name? You've got it - PHOENIX - and this tee shirt was being worn by all twelve Indians. Our Asian Correspondent reports that this photo was taken at the bottom of a two hour climb up the side of the Western Ghatts with the temperature in the mid-eighties and rising. Look at the gloves and balaclavas being worn and were continued to be worn throughout the two hour climb.

In actual fact the Indians were sponsored by the PHOENIX Shoe Company and were part of DONIGRI an Organisation for Sport and Adventure.

Our Correspondent also reports that there are nearly as many PATELS in India as there Steves in East Grinstead but does not think that many of them would last the hour in the GS Stella Hilly 25.

GEORGE "PHOENIX" PATEL



P.S. Note the stout looking Indian in the photograph on his own. Who does he remind you of? A clue put a yellow and green cycling shirt on him. Another clue for Lewes Wanderers - William Hickey.



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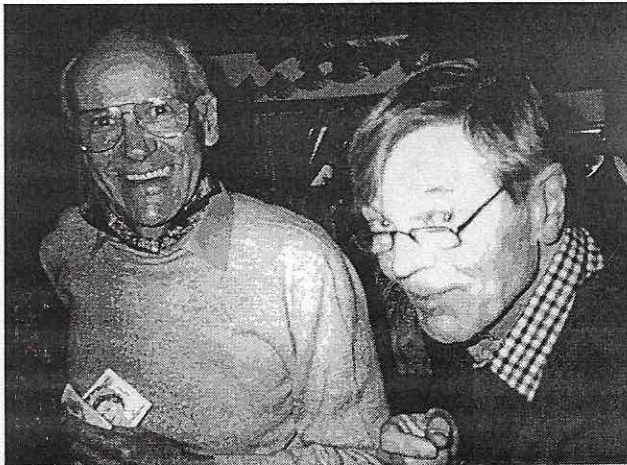
C.T.C. MIDWEEK SECTION EAST SUSSEX D.A.

Someone said to me the other day "We don't seem to get the people out we used to". If we don't it's just as well since new faces are always very welcome. But surely there are some regulars, what about those who were in at the very beginning? Fred and Thelma Mehew, Dennis and Maggie Jakeman, Len and Jean Steel and Grace Richardson, not to mention those who claim to have been riding since before the section started, Frank Drader and Jim Berriman! These kindly folk are still with us, perhaps not quite so speedily, but frequently on a Wednesday when not in America, Australia, Portugal or Prague.



"It's the way you tell them, Maggie" Mike Isitt listens, bemused, to Maggie Jakeman

Wednesday runs are still popular attracting riders from a wide area Geoff Boxall and Mike Rabbetts from Crowborough, Dudley Cheal from Tunbridge Wells, Jack Dunn from Buxted, Ernie Spray from Hastings and beat this! Ian Jamieson from Ruislip!



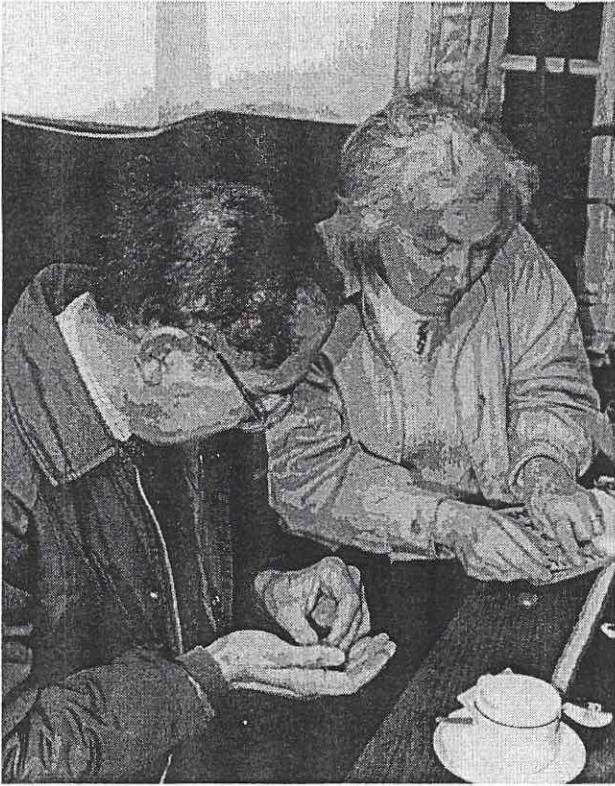
Tony Palmer and Dennis Jakeman

Recent outings have included chats on points of interest along the route in rides led by Dennis Jakeman and Mike Rabbetts respectively. Then surprisingly several different rides on what seemed the simplest of routes from Middle Farm, Firlie to the Plough at Upper Dicker. Firstly the leader on the day, Tony Palmer, after going through Chiddingly and Muddles Green 'lost' a few riders who decided to go direct to the lunch venue whilst Tony and some hardier riders still had a circuit to complete! Secondly Len Steel took his own route via Arlington to successfully conclude his researches into the whereabouts of the Old Post Office there. And thirdly the alternatives took an almost direct route passing through the extensive

and interesting Deanland Wood Estate with knowledgeable comments from tricyclist Harold Bateman a former enthusiastic resident.

A recent Wednesday outing provided a high level of excitement at elevenses, these were being taken at the always welcoming Lamb Inn at Ripe. Coffee, tea, scones and the log fire were being enjoyed when it was made known that under the nominal new owners the standard charge had leapt from the

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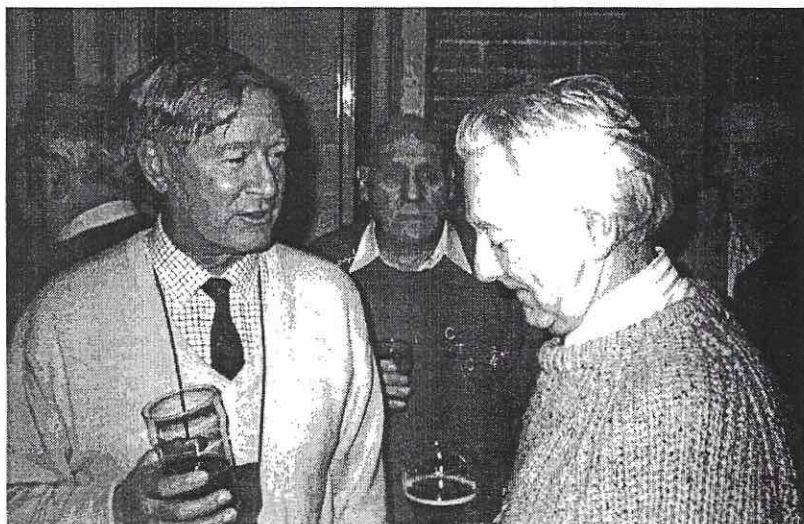
Mike Rabbetts sorts out his coppers for the raffle.

usual one pound per head to two pounds fifty! This caused immediate doubling up on intake by some - "This'll be my lunch" said one whilst others, perhaps not cushioned by the State Retirement Pension simply choked! Amid the general discontent only District Association President, Dennis Jakeman, had the diplomacy to negotiate a better deal - this producing a drop of sixty pence to one pound ninety pence. This still leaves it at just about the most expensive of the elevenses venues, more than double the charges at Polegate - The Mill House, Hailsham - The Lagoon or Horam - The Home Maid Cafe. It is unlikely the Lamb at Ripe will be included as an elevenses meeting place for a while!

As well as rides on a Wednesday the Mid-Week Section is responsible for organising Saturday runs which are listed on the C.T.C. Runs and Newsletter, available from the Secretary Esther Carpenter (0424 751581). These runs always

start out from The Lagoon at Hailsham where refreshments can be taken 10.30 to 11.00 a.m. I am reminded that these rides have now been taking place for over a year and they are very well established.

At present four popular lunch venues are rotated, these being The Six Bells at Chiddingly; The Smugglers, Alfriston; The Kings Head, East Hoathly and The Lamb, Wartling. This has proved useful in attracting those with things to do on a Saturday morning but able to manage a short ride to the public house for a chat in congenial company. Recently there has been an opportunity to hear the solution to the country's present transport problems - this from the District C.T.C. Rights officer, John Dalton. Don't worry it doesn't last long as John always has to make part of his journey by train, on principle as a railway employee, even when it's quicker by cycle!



Deryk Greenway cannot believe Maggie really said that to Mike Isitt!

BAGGY SHORTS

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EAST GRINSTEAD CC

So Christmas has come and gone and with it has passed the busy social season full of much drinking and gossip. Again it falls on me the task of divulging some of East Grinstead's lower points.

The winter season began with the now customary club run down to the S.C.A. dinner in Worthing. December was a wet month so it appeared a good idea, to our hardy prize winners, to ride there off-road taking in the Downs-link. It was no wonder then that when the bunch arrived on the sea front they looked like refugees from a 1950s horror movie. It was decided that a change of clothes was needed before entering the hotel so all the riders, who for legal reasons cannot be named, stripped off in the street. There is still some argument as to whether the passing grannies were admiring muscles or frowning in disgust. The dinner itself went off very well with "Blobby" Boore getting a lot of well deserved stick.

The other big dinner of the winter was of course the E.S.C.A. Again a club run wandered its way through the lanes of East Sussex, all the riders grovelling on, and off, Steve Dennis' back wheel. It must have been a tough route since super tester Steve Elms needed two pints of Guinness in the pub to restore his smile! As usual the dinner as very enjoyable, except for a rather disgraceful display of drunken behaviour by the Southborough lot! I also have to point out that Esther Carpenter has no connections with the E.G.C.C. and we refute any suggestions to the contrary [does the positioning of this comment imply that Mrs Ed (my Mum) was intoxicated. Son of Ed]. Another drunkard present was the afore mentioned Steve Elms who's surprise at winning an E.S.C.A. trophy was only surmounted by the lack of co-ordination in his legs when he went to collect it (did anyone else notice the way he staggered). It was noticed that "Blobby" was NOT drunk (although he does have more to soak it up with than the rest of us) but he did, curiously, receive a lot of stick again.

Talking of the Boore person, is it true that he is trying to change the Sussex Nomads colours to pink with yellow spots? I personally think this is going a bit far. It must be all that fame going to his head - I mean fancy having a smash No 1 hit, and at Christmas to.

Oh, yes Christmas. As mentioned in my last dispatch, half the E.G.C.C. committee went to the Lake District for Christmas. Apparently a good time was had by all despite being snowed in for most of the time. Steve Elms took his bike hoping to get in some training but only in fact got out for an hour in the whole week. A lot of mountain walking was completed in the week with the three Steves conquering the Old Man of Coniston on Christmas Day. Steve Dennis was so chuffed to reach the summit that he phoned his "old man" on the mobile, much to the derision of the "proper" walkers - one was heard to mutter "I've seen it all now - YUPPIE walkers!" I'm sure more of the trip will be told as time goes on.

I went to a 100th birthday party a while ago. It was Tony and Rita Preston's. No they are not really a 100, but they are both 50 this year and celebrated with a joint party. Needless to say it turned into a drunken fracas so I went home early (anticipating a hard ride the next day).

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So the long grind of early miles in anticipation of a hard seasons racing goes on and on and on and on.... and then stops abruptly as Steve Dennis, Steve Elms, Paul Blackmore and Bob Taylor found on the recent Crawley Wheelers reliability trial. This unlucky quartet found themselves caught up in a stack up near Rudgwick with only Elms and Taylor staying upright. Denis was the most hurt with a grazed knee and arm but his injuries were slight compared with Adrian Jones (Central Sussex CC) and another rider from the Crawley who had to be taken to hospital with their injuries. I hope they are recovering well and I would like to extend the thanks from our riders to Mrs Francis Rice from the Crawley Wheelers who rushed to their assistance.

The last social event of the season was of course the E.G.C.C. dinner where most members got hopelessly drunk. It was noted that the clubs "Camp Commandant", Tony Horrigan was amongst those who showed themselves up the most, in fact he was a bit too loud altogether. It was probably due to the riveting Sussex B.C.. meeting that he attended the previous night. Steve Elms turned up with his wheelbarrow and ended up taking Fiona home in it whilst junior Ben Houston went home a bit early in order to get up early the next day for a training bash (it wasn't really past his bedtime).

The next day brought the first race of the year, the club downhill won by super descender, Will Waites. last place went to Fiona Graham who was pleased to maintain her consistency in the event. Meanwhile Steve Elms was taking the fast group off course in the Lewes Wanderers reliability trial and was quite gutted at the thought that for the second time that winter he had missed a certificate.

The next week Steve managed to stay on course for the E.G.C.C.'s first win of the year in the GS Stella hard-riders '25'. Despite a broken spoke on South Harting hill Steve managed a scorching 59.53 to take over 1.5 minutes off the course record.

So look out E.S.C.A. The E.G.C.C. are on form and training for their best season ever (even the president). Anyway good luck to you all from me and the rest of the E.G.C.C..

Scratchman



Mid Week Section

For details of Wednesday rides

Contact: Esther Carpenter

Also Saturday rides.

Meet at Hailsham leisure Centre

10:30 in cafeteria

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LEWES WANDERERS

On the threshold of a new racing season, what do we find? One of our top vets (Ian Landless) laid-up with a bad leg after rushing upstairs to his workdesk two at a time; one of our leading juniors (John Limpus), feeling as though he hasn't any legs at all after finishing the GS Stella Mountain "25"; and our best long-distance rider, Matthew Rabbetts, about to disappear over the E.S.C.A. horizon. The only consolation is that people are still queuing up to take advantage of our bargain subscription rates (amazing value at £5 Seniors, £2 Juniors - including free monthly Newsletter and the chance of meeting Graham Seymour). Our A.G.M. attracted (if that's the right word) more than 50 members, who elected Sandra Hill to take Matthew's place as treasurer. Sandra, being a teacher, should know how to discipline backsliders.

Water, mud and ice have featured prominently in our clubrun/social season. The freewheeling competition had the added attraction (for the audience) of a long stretch of floodwater across the road at the bottom of the hill, and most riders came to a halt right in the middle of it. Not so, Larry Limpus, who yet again defied the law of gravity by taking the championship. This cannot be due to his having polished his head, because he was wearing a helmet. Floodwaters were also out in the Barcombe area for the speed-judging competition. It took one scaredy-cat veteran 20 minutes to wheel his bike inch by inch along a narrow causeway above a raging torrent; Andrew Meed, with the arrogance of youth, rode across in 20 seconds. Mud and flood are, of course, normal hazards for mountain-bikers, who form a large proportion of our winter activities. There are well founded reports of wives and mothers refusing to touch the disgusting pile of discarded clothing they bring home, until it's been well-soaked for a couple of weeks in a bucket of bleach. The annual Christmas MTB run in the New Forest was a comparatively unmessy affair: 22 riders had an enjoyable day out which featured punctures, pickles and treacle pudding. Most of them will be riding in the off-road time-trial which Richard Meed is planning for the end of May: there will be several categories, including one for all-comers, and (we hope) lots of prizes.

Even before the racing season had begun, suffering was in the air. Michelle Seymour came off her bike on a clubrun on a bitterly cold day and strong men pushed her the final few miles to the elevenses place. There she was shivering so much that several club mates (all male) rushed to rub her chest. It's nice to know that gallantry is still evident in this cynical age. Her Dad, incidentally, came off a few weeks later and injured a leg. No one in the club has yet offered to massage it for him.

And so to the tale of the young Wanderers who were led astray. A group of them had reached the final checkpoint in our reliability trial with plenty of time to spare. As they sped towards the finish at Lewes, with a mature rider from another club in front, the figure of Geoff Boxall was seen in the distance. "Follow that man," said the mature fellow,



Geoff Boxhall

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“he’s sure to know the way.” Unfortunately for him and the poor deluded innocents tagging along behind, Geoff was out on a run of his own. As a result the whole group wandered, lost, in the lanes and finally reached Lewes way outside the time limit. The question is: did the mature fellow (dressed in colours suspiciously like those of our club) know full well that Geoff wasn’t in the reliability trial? Was it part of a dastardly sabotage plot? Here, surely is a case for a private detective to investigate. Can anyone recommend such a person?.

ROTRAX

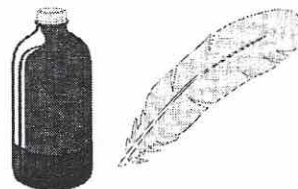
SPECIAL FEATURE

Course Measuring

Sunday 13 February, I decided on some red arrow refurbishment and set off up the A22 renewing some markers at Boship. After reviving the starts and finishes of the 10 and 25 on the Lewes road, it was back up the A22, where, at the beginning of the measured mile, I encountered, appropriately for the first day of the Winter Olympics, a snow flurry. A little further on, just north of Copwood round-a-bout I met a group of riders coming toward me with the Illustrious Geoffrey “Percales” Boore, who invited me to turn and join them (presumably so that he could shelter behind my back wheel) but I had 4 more red arrows to re-paint between Bettswood and Lampool round-a-bouts otherwise I might have been tempted just to see which café they were making for and whether the mini-bus was waiting to take them home. I understand that Geoffrey is on a gonad renewal programme and is also looking to get his birth certificate altered backwards by 5 years so he can win the E.S.C.A. Vets B.A.R. I think perhaps 10-15 years might be necessary to make sure of it, but I shall watch the gonad renewal programme with interest. Does this mean the corset’s days are numbered?

A contribution from a little known course measurer.

We have just heard that the Sussex Cyclists' Association is going really upmarket indeed. Their Secretary has bought a typewriter/wordprocessor and thrown away his quill and ink.



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EAST SUSSEX CYCLING ASSOCIATION

LADIES B.A.R. CHAMPION 1993 SHARON BAGLEY CRAWLEY WHEELERS

A PROFILE

Coming from a background of hockey and mountain biking where she was Specialised Southern Area Ladies Winner in 1992, Sharon initially found the transition to time trialling a little more difficult than she first thought. Although she was bike fit and could pace herself for three laps of a cross country course, a hilly event on the road was a different proposition.

Her first event of '93 was the Worthing Excelsior Hilly "16" over two laps of Clapham circuit and Sharon admitted that she had found it very hard going two laps of this circuit is hard for anybody when it's freezing. Then in the middle of March brought our own Club Hilly "23" on roads Sharon knew well and she was able to do a reasonable ride. Also by now she had found which of the Wheelers, male riders were closest to her ability and this was giving her the incentive to beat them. The end of April saw the start of our evening "10s" and Sharon opened with a 27 minute ride and in May she brought this down to a long "26" on the Holmwood course.

Sharon's first "25" of the season was amazing. It was an evening event on G531 and she forgot her cycling shoes. "Never mind, I'll ride in my trainers" she said. The result, a 1.8.00 on a course she had never ridden before. The next few weeks were difficult for Sharon to concentrate on racing; she was in the middle of her final exams. However, a break from her books and a ride in an evening "25" saw her improve to a long 1.7. A series of MTB races followed in which Sharon was always placed in the top six but she would have liked to have done better. Then our time trial sec., Jack Harris, pointed out that there were just enough events left for Sharon to qualify for the E.S.C.A. B.A.R. Looking at the results already posted in the "10s" and "25s" already ridden Sharon knew who and what times she had to beat to be in with a chance. Two days before the Eastbourne "10" a perfect night on our club course gave her a p.b. of 26.36 so she was in good form.

The "10" yielded a reasonable time of 27.49; Sunday brought wind and driving rain and the best Sharon could manage was 1.16.11, but then, everyone had a bad day and at least she now knew where the course went. A 1.10.44 on G435 followed on the next weekend and then it was back down for the E.S.C.A. "10". A great ride of 27.04 gave her joint first lady but according to her time trial log Sharon only gave 98% effort. Barring any misfortune in the final counting 25 the title was hers and so it was on G835, in more favourable conditions than her first ride, that a 1.10 gave Sharon the B.A.R.

The celebrations were almost complete when a fortnight later in an MTB race at Bagshot, Sharon was pipped for top spot by a handful of seconds.

Barra

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CENTRAL SUSSEX C.C.

The winter period can be a difficult time for all but the most intrepid followers of our sport. The temptation to stay in the warmth of home on Club night or the 'I won't go out this morning on the bike because I cleaned it last week' can be too great for many of us past our youth and as to getting to circuit training every week, enough said. How many turbo trainers collect dust quicker than the pedals go round? Our policy therefore during this bleak period of alternate Monday club nights seems to be a popular move in that more attend, it could be a guilt complex! Therefore anyone coming to visit us for a chat and a cuppa, all are welcome, should check that we are in attendance before Complaining that the Central never seems to meet.

We changed our annual dinner and trophy distribution to a very successful buffet lunch, with the majority arriving on bikes as it should be, it will be repeated again this year so we hope to see a few guests next time combining their Sunday run with a visit. For the record, 99% of the trophies were won by Alex Beale and Eric Bonner.

Our Xmas celebrations started with the usual well supported run 'from any point that takes your fancy' to the George and Dragon at Dragon's Green. I don't know why the non-cyclists in the premises gave us such funny looks, we all know that most people go out in the pouring rain dressed in numerous layers of fluorescent lycra. It is probably only jealousy, they don't breathalyse cyclists yet, thank God. Barbara Atkins was particularly pleased to get an enormous prawn salad instead of the sandwich she ordered, until the next day. I am sure she will pass on a graphic description to anyone who asks.

The very unfavourable weather kept the numbers of participants down in our Xmas "10" or it may have been because we shared it with the Nomads. However, those of us there had a very refreshing but somewhat breezy ride. Naturally the Boore took it seriously, the only one with shorts and a disc wheel in December. Who said poser? have you ever noticed that nobody, myself included, can write an article in this mag without his name getting into it, a bit like a spot you must keep picking.

The Atkins tell me that they have been visiting the uncharted areas north of Watford looking for deserting Central members, in this instance Robin and Sue MacLagan. It seems that Mac and son Stephen are now members of Haworth C.C. and all are fit and well. Mac is commuting regularly to Venezuela, my geography is not very good but I am sure that it is not very far relatively speaking from Mexico so could it be for altitude training? There seem to be more of our current and ex members scattered around the globe than in Sussex.

Every time John Beaumont is seen at the club he seems to have been cycling somewhere more interesting than our local roads with talks of Alps and Audaxes. Maybe he is building up to write one of those books that seem to be appearing with more regularity recently, e.g. 'How I Cycled To Outer Mongolia Only A Week After Removing My Stabiliser wheels'.

No club likes to lose a member but we are all pleased to see Alex Beale joining C.C. Luton and wish him success with the 'semi-pros'. However he is a bit miffed that a certain East Grinstead member

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has beaten him to a full page pic in the comic.

It is a pleasant thought that the cycling season is now upon us again and we can all look forward to awaiting our push off in some lay-by at 6.00 a.m. on a Sunday morning whilst the rest of the world sleeps on. All this for the pleasure of discussing, between mouthfuls of fruit cake on what roundabout we lost half a second.

Anon



SOCIAL CALENDAR 1994/95

E.S.C.A. Reliability Trial

20th November 1994

Eastbourne Rovers Annual Dinner

21st January 1995

1066 Longmarkers Annual Dinner

28th January 1995

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



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. £5.50 SUBSCRIPTION.
Contact: Group Secretary, Esther Carpenter

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SUSSEX NOMADS C.C.

I have been instructed to write BONK notes, but what about? I ask myself, however surely something must have happened since the last issue. A new year has started which is supposed to bring a new impetus to all things that we do, although it is not very apparent in Club activities so far.

The A.G.M. was well supported although the Skittle Night at Albourne was not so popular; those who did attend had a good time. Unfortunately the Kings Head has now closed, so if anyone knows of another, please let us know. I did enquire at Balcombe but it was £25 a night, which is just too much.

As last year, the weather for our Reliability Trial was forecast, and looked, HORRIBLE, but in fact it turned out alright once again. It was very windy but the rain soon stopped and we were then blown up all the hills to Wych Cross and after that it was all down hill. Everyone got inside their time and all starters finished. Eric Bonner and Kevin Harding did the 47 miles in 2.5 hours; Peter Cauldwell in 2hrs 35mins; Alan and Geoff were just inside 3 hours and the Family Davis (William and Roger) just over 3 hours. I know this was only seven riders but the Nomad Reliability Ride Certificates must be worth a fortune on their rarity value. Where were all the rest?, I wonder. Still in their pit or had taken too much notice of the weather forecast.

The Dinner was once again a great success. We returned to the Hickstead Resort this year and for £11 had Soup/Lamb/Pud plus Coffee and Mints (and Disco). Also on the top table next to Alan Limbrey was BONSE Colin Brennan, bringing together for the first time for a while the "terrible duo" of the early fifties from the Prestonville Nomads.

We now have many of the Prestonville trophies and all our Sussex Nomads trophies so are able to have a good prize presentation. The Club B.A.R. was, of course, the E.S.C.A. B.A.R., Peter Cauldwell and he also took the fastest 10 and 25 awards. Dan Bennett won the Junior B.A.R. for the last time as he is now a MAN???? whilst William Davis took an award for a vastly improved 25 time and I think is looking forward to great things this year. Alan Limbrey just held off Geoff Boore, by 11 seconds, in the Vets B.A.R and for his effort was awarded an "E for Effort" prize; but for going off course (up a motorway) he would have won.

Going back to the Dinner, I am asking for advice. Please tell me, how do you get the D.J. to turn down the volume? Unfortunately some guests went home whilst others went downstairs. I wonder what is best - disco for the dancers! or no disco for the talkers. The answer is, I am sure, a volume switch on the turntable.

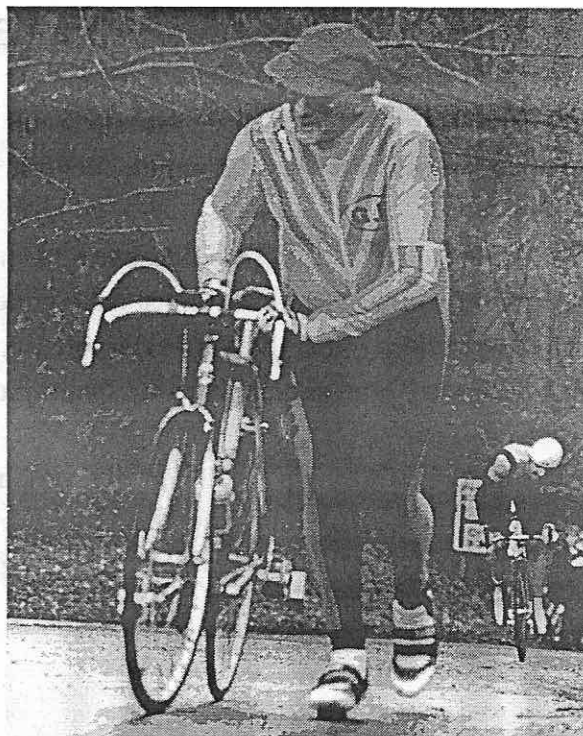
Clubrun attendance has been sparse so far but with Spring almost here perhaps les papillon will start coming out. We have had some nice balanced clubruns with just six riders but soon they will have to be longer and harder.

Future expectations are, of course, high. Peter Cauldwell is attempting the B.A.R. again and is also

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looking for fast '10s' and '25s'. Dan in his first season as a senior and William Davis, as a junior, will be trying to emulate Dan's times. I know Adrian Morris is still looking for a '58' or '57' whilst most of our more senior riders just hope to be there. Geoff Boore has not stopped racing[?] all the Winter. His finest hour being Lanterne Rouge in the GS Stella Hilly (he claims three punctures), a 1.29 '25' means he must improve half an hour to achieve his aim.

The Tims, Greenhalgh and Tully are also keen to do anything well so here's hoping; Gerrard Burgess, still at Reading University, is hoping to ride in Holland later this year. All Limbo wants is to ride well in La Bernard Hinault Reliability Trial, it's easier this year, only 128 miles in 9.5 hours. It has been said that somebody overheard Alan and Geoff talking about the E.S.C.A. 100? riding not marshalling.



*Geoff in the GS Stella Hilly - Photo by Fiona Graham
E.G.C.C.*

We must not forget la voyage to Marigny for the DUO NORMAND (more about this next issue). The Nomads I feel sure will be there in strength. The thing is, will Geoff the Bungy ride with Alan again; and if Alan asks him, will he agree; and if they do, who will get dropped; what will happen up the last climb with about four miles to go? Time will tell!

Alan has cleaned his bike three weeks running. Now, first week it rained hard and blew hard, the next two weeks it snowed. Goodness knows what will happen if he cleans his cycling shoes (thank goodness for overshoes). This week he cleaned his bike directly he got home so perhaps the weather men will forget it.

Stop press. Just got home from the Ron Ewart Memorial 25. It snowed (Limbo's fault). It was very cold and wet, we rode round the course the opposite way to the riders so we saw them all, some suffering, some flying, some with purple legs, the sensitive ones with black legs. One D.N.S., G. Boore of Sussex Nomads, excuse no bike as the re-vamped bike is still not ready; still it wasn't the morning for a 136" top gear (I shudder to think what the bottom gear is). Peter Cauldwell, although not happy, did a creditable 1.7.36[?], I would be happy with a 1.7.

My last word [almost] only THREE out today. I must either change my soap or get the sun to shine.

William Noter S.V.P. him who is learning French has started on the IMPERFECT TENSE and will soon be able to reminisce in French (he is also a dreamer).

NOMADICUS ANCIENTUS

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CRAWLEY WHEELERS

Like most people I have left this article to the last moments, waiting for that magical inspiration that never comes when trying to compile a report.

The Hindhead reliability Trial was once again hosted by Francis and Alan Rice of Rusper and there was a good turn out (the word must have gotten out about the tasty soup). Some of the faster group were hospitalised when the front rider failed to negotiate a pot hole. Frank Lawler and Adrian Jones have both recovered and are back on their bikes.

We've also had Charlie's Mystery Rally, which had a low turn out due to the rain and the wind. Twelve braved the elements which improved by mid morning, which made a satisfying day for those who took part, enjoying the course, the challenging clues and the bread pudding.

Charlie Crawley Wheeler

A Snippet

Geoff Boore was cycling along the Sussex lanes on a brand new bike and he happened to meet some Crawley Wheelers. "Morning you old tarts" he said. "Morning Geoff" we chorused. "Where did you get that lovely bike?" we added.

Geoff told us that he was recently out on a ride when he came upon a beautiful girl. "Can I ride with you" she asked. "I've just bought this bicycle" she said. Together they rode off then stopped for a picnic in a quiet field. "Kiss me" said the beautiful girl. "So I kissed her" said Geoff. "Then the beautiful girl started to disrobe until she stood clothed only in a pair of silk panties. Holding her arms out towards me she said 'you can have anything I've got'. Well, I could see that her panties would never fit so I took her brand new bike".

Editor's note: This is an interesting tale because I can remember an account of a very similar incident being printed in BONK about thirty eight years ago. Could it possibly have involved the grandmother of Geoffrey's new acquaintance? Perhaps we will hear about this sort of thing happening to other ESCAbods now that Geoff has revealed all.

E.S.C.A. JUNIOR COMPETITION

THE QUALIFYING EVENTS FOR THE COMPETITION ARE THE

EAST SUSSEX C.A. '10S' AND '25S' AND THE EASTBOURNE ROVERS '10' AND '25'.

YOU NEED TO COMPLETE 2 *'10S' AND 2 *'25S' FROM THESE 6 EVENTS

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EAST SUSSEX CYCLING ASSOCIATION
TIME TRIAL PROGRAMME 1994

- April 10th (Sunday)** **2 up Team Time Trial** **G893** **7.30 a.m.**
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
- April 23rd (Saturday)** **10 miles** **G815** **2.30 p.m.**
Mr. R. Humphrey, 4 Ebenezer Cotts., Framfield, E. Sussex. TN22 5NR ☎0825 890742
Entry fee £3.25 Event H.Q.Laughton Village Hall
- April 24th (Sunday)** **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
- June 19th (Sunday)** **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
- July 17th (Sunday)** **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
- September 17th (Saturday)** **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
- September 18th (Sunday)** **25 miles (Open)*** **G839** **7.30 a.m.**
Mr. R. Taylor, 1 Engalee Cotts., 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 £7.00 per tandem.*

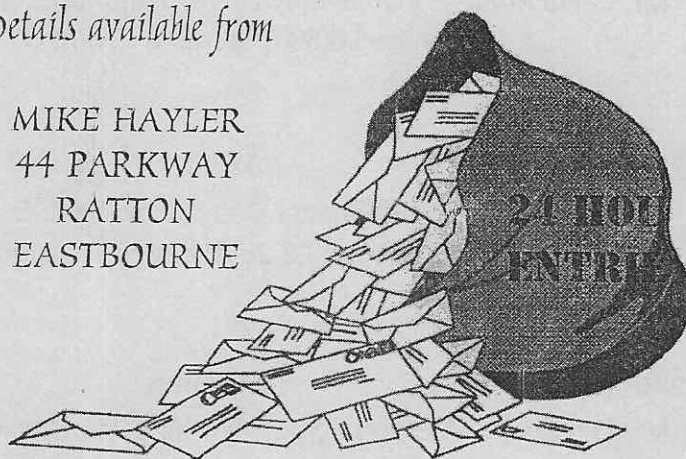
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BRIGHTON MITRE 24 HOUR TIME TRIAL

25th and 26th JUNE 1994

Details available from

MIKE HAYLER
44 PARKWAY
RATTON
EASTBOURNE



NATIONAL VETERANS TIME TRIAL ASSOCIATION

12 Hour Championship

(incorporated in the KENT CYCLING ASSOCIATION 12 HOUR)

August 7th 1994

Details from Esther Carpenter,
10 Maplehurst Road, Baldslow, St.Leonards-on-sea, East Sussex TN37 7NA
☎(0424) 751581



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