

BOMK!

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EAST SUSSEX CYCLING ASSOCIATION



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REG PORTER - *by Michael Rabbetts*

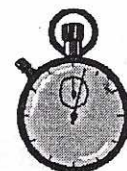
If ever a history of Sussex cycling were to be written, Reg Porter would have to feature prominently in it. For well over fifty years - with a break for wartime Army service - he contributed to the enjoyment of our sport by generations of time triallists and (in earlier days) track riders. Perhaps enjoyment is the wrong word. One of the reasons why Reg was so popular was his consistent willingness to turn out at any hour to marshal or hold the watch for any club or any record-seeking individual; but what made him special was the way that he and Maureen appeared on the roadside in so many events to shout encouragement on the hard bits and (until his running legs gave up) to ease the suffering of long-distance testers with hot tea. Reg possessed one of the requisites of an efficient timekeeper: an apparent inability to become flurried, anxious or irritated (though Maureen might have reservations, remembering the times when he blamed her for not packing the Primus). His main aim in his cycling life was to keep the wheels turning smoothly, literally and metaphorically.

Reg was born in Newcastle-upon-Tyne but moved to Stroud, in Gloucestershire, as a baby and then to Brighton in 1934. After touring on Sundays on his own he joined the Prestonville Nomads. He was on the club's committee within a year, having abandoned any racing ambitions because, he said "I found myself just as happy helping as racing." When the Prestonville Nomads were re-formed as the Sussex Nomads, Reg became President and remained so until he died; but he and Maureen felt a dual loyalty because of their close association with the Lewes Wanderers, of which they were honorary life members.

In the 'Fifties, Reg helped to keep those wheels rolling on the Preston Park track; as time trials secretary of the Sussex C.A.; as an event secretary (with entries handed in at his barber's shop); and of course, as timekeeper and marshal. In the years since E.S.C.A. was formed in 1946, East Sussex has become his home territory. Perhaps the word "his" should be changed to "their", because it was rare to see Reg "up the road" or at a club's social function on his own. He was fortunate to have a wife who shared (or coped with?) his enthusiasm for cycling in general and time trialling in particular. Their Golden Wedding party in January, 1991, was a family celebration in more senses than one: Terry and Sheila (who had themselves been involved with the Nomads) gathered together a representative selection of all their many friends in the Sussex cycling world. Reg and Maureen flew off to Paris as part of that celebration; actually it was just the latest in a series of foreign trips they made in the 'Eighties - though Maureen claimed she usually had no idea of where she was going until they got there. She also could never make out why Reg insisted on trying to make the family Christmas pudding, when he let the saucepan boil dry every year. (They did evade this problem once by spending Christmas Day in Regents Park, feeding the ducks.)

Reg was out of action for just one racing season, after his operation in 1992. He returned in 1993 for a full programme of time keeping, which included the Lewes Wanderers' series of twelve evening tens; and last January - when he was obviously unwell - he rang to apologise for not being able to time the club's speed judging competition. Alan Limbrey has used precisely the right words: "I know, as others do I am sure, what a hole has been left in our world."

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A TRIBUTE TO BASIL CHILCOTT - by Malcolm Pink

Continuing the tribute to Basil Chilcott from the last edition of Bonk

Just think for a moment of his workload for the sport, which he loved, much going on at the same time, until he became ill. He set a punishing pace for himself that few much younger could have kept up with.

He served for many years on the local B.C.F. committee; he was a National B.C.F. councillor; road race commissar and promoter; track meeting promoter at Herne Hill; track judge at Herne Hill, Preston Park and even sometimes at Crystal Palace. He was organiser of the Whitsun series of road races on the Isle of Wight in the 1980s giving many of us our first opportunities to become involved in quality road racing. With holidays for the week following at much reduced rates at Ladbrokes Holiday Camp where we stayed when not officiating at the racing. In 1976 he was awarded the B.C.F. Gold Badge of Honour, one of only a handful of men and women to have been so honoured for services to the B.C.F. since its inception.

He was Mr Southern Counties Cycling Union for many years, as he was, to my knowledge, both secretary and treasurer for what seemed for ever, he was involved with the Good Friday Herne Hill track meeting on Counties' behalf until ill health forced him to give that up when in his late 70s.

He served on the London South R.T.T.C. Committee for over 20 years during the 1960s and 70s. He was again a regular R.T.T.C. time keeper and handicapper and a busy time trial promoter, promoting not just one event but several events each season, especially when, as frequently happened, a promoter dropped out or could not be found for the S.C.C.U. and other events.

He was chairman of Redhill C.C. and Crawley Wheelers C.C.

How many of us holding official positions today owe Basil a debt of gratitude for teaching us of the need to follow correct procedures? From his example I learnt why we needed, understood and agreed procedures from our humble club committee meetings chaired by Basil.

As Basil grew older so I think he relaxed at the meetings, he also mellowed as a person and I believe started to enjoy meetings far more than in his earlier years where so much time was spent on "points of order" and battling with what he would see as the opposition.

Eventually Basil reached 65 years of age and retired. "*Retired!!*" He didn't know the meaning of the word. I remember it as though it was yesterday but in reality that was some 16 years ago, not long really I suppose but now the cycling world had even more of his time. This meant he now worked almost full time for the B.C.F. in London and he continued with even more promotional work. He

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helped me and I guess many others with our open events, typing out and setting for me, field layouts, results sheets etc on his Remington. How we imposed on him. He absolutely loved it.

How can one ever forget that first visit to Basil's inner sanctum, the front room in the bungalow in Honeycrook Lane. For those who never saw it I'll try and describe it.

As in any cyclist's house the room needed decorating. As one went into the room at the back wall and to the left was a large bureau piled high with papers, legal work, documents, letters, start sheets and result sheets. On a wall opposite, a bookshelf full of ordinary books, cycling books, legal books and, yet another hobby of Basil's, stamp albums and books on stamp collecting. A large table in the middle of the room held the Remington typewriter where everything Basil ever produced was typed and yet more files and folders lay. A settee would often have the stamps drying on the cushion and yet more papers, files and folders on the arms. The arm chair where you would eventually be directed to sit was also covered in files etc., which all had to be moved before you sat down. How he found anything in there I'll never know but he did and the only problem he ever had was when "his woman" had been tidying up or sorting things out. In the room was also a television and a piano which I believe Olive could play. Heating in winter came from a gas fire. This then was the inner sanctum where it was all produced often late into the night.

After such a life of giving not to his family but to his friends and fellow cyclists it came as a surprise, which he could not understand, why so many whom he had known for so long and helped so much, did not come to visit him when he needed them towards the end of his illness. Many friends had passed on or were ill but many were not. Now, sadly, he has passed on and it is too late. Please try and remember our officials when they become old and terminally ill, they are entitled to expect more of our support for their years of sacrifice.

Margaret told me that Basil only passed his driving test in the mid 1960s when he was almost into middle age as she had passed her test at a similar time, it seems amazing that for so much of his life all his work was either done by bike or public transport. Little wonder his family saw so little of him or that the man they knew at home should be so different from the man the cycling world knew. The man I got to know and get so close to and so privileged to know during his last two years was even more amazing.

In my early days at the Wheelers, the schoolboy club runs would turn up at Basil's where Olive would provide cakes and drinks for us all, not now and then but almost every weekend.

I suppose it was about three or four years ago when Basil started to make the odd error when doing the finish timekeepers job at time trials that he started to think about cutting back a bit on his commitments to the sport, especially time keeping. He could not comprehend why his brain was miscalculating and at first refused to believe it was happening.

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As someone who knew Basil 25 years ago when he was close to retirement the last two years have been very sad but also at times very rewarding, the quiet dignity he showed and the utter confusion when his mind could not grasp the fact that with his kidneys failing, it was this which was causing him to hallucinate. Sometimes, just sometimes, we could get a glimpse of the old outrageous Basil of early years.

To Olive, Margaret, Chris and Mary could I say sorry on behalf of all of us who have taken Basil away from you for so many years but also a sincere thank you on behalf of us all in cycling to the Chilcott family for letting us have him for so many and yet so few years.

It has been a privilege for me to be able to say that Basil Chilcott, B.C.F., R.T.T.C., Association and Club Official became a friend, whose memory I shall always treasure. I and many others must have an everlasting fund of stories and experiences of our contacts with Basil some funny, some sad and some outrageous but all memorable. I hope we cyclists continue in the years to come to swap tales and stories of this quite unique and remarkable character who we have been fortunate enough to know, respect and love. It will be many years I am sure before we see his like again.



Basil at the East Surrey hardriders in 1988

I hope that this has been a fitting tribute to Basil, I'm certain he deserves so much more recognition than he ever received both from riders and from officialdom but I suspect the real carers of this world rarely receive the recognition they deserve.

Malcolm Pink

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HICKEY COLUMN

The Summer notes are invariably a "chore" to muster up, especially as most of my contacts are busy extolling the virtues of their huge mileage ratios during the Winter and the high expectations of some respectable times. I do predict, however, that both the Senior and Vets E.S.C.A. B.A.Rs. may not be quite a one or two horse race; barring accidents and ill health I predict young Kevin Harding to win the Senior B.A.R. with Peter Cauldwell in contention, but final placings really rest with East Grinstead, however they may take the view that the Sussex B.A.R. is a better proposition.

The Vets' B.A.R. this year could be a little more interesting. Sir Charles is unlikely to be a potential threat due to his course measuring commitments. Peter Price could take it this year, so could Bob Taylor or Mike Parker. Don Lock could come across from Worthing and add to his title last year in the Sussex. My guess is that it could be none of these contenders, an unknown will take it this year, not by much I hasten to add, but enough to make the series a little more competitive.

And now for the Lewes Dinner. I found it as entertaining as ever. However, it was a pity that Mike's "Blind Date" was not better rehearsed as I feel it could have been made even more amusing, in any event it was great fun. The disco was, I regret, plainly awful. I hope in 1995 this area is improved.

Crawley's Lunch, arranged by the upper executive management at Hickstead was informality personified. Steve Dennis turned up with his girlfriend in trainers. Jack Harris and Dave wore their Crawley pyjamas. Tony, doing M.C. duties couldn't quite get anything right; record certificates and trophies went to the wrong people and when the right people were identified they were not there anyway. Sharon and Marina wore lunch time frocks and dear old Tony Gould looked very glitzy in his Assos two piece. Marina, after completing a total haul of all the ladies and half the men's trophies is now on her way to join the Antelope.

I had the pleasure of sitting next to Keith Brock, late of the Redmon and now the work horse of the "Friends of the Redmon", a distinction which I clearly needed to know. Keith's story of the rise and fall of the Redmon was not too dissimilar to that of the Third Reich. Clearly there were some questionable tactics instigated in those fateful days. Since his summary dismissal from the Club he has contributed a huge amount of personal time in running the Training Camp in Majorca each year for the past twenty years. He is now engaged in a restaurant/club complex at the top of Box Hill which I shall be visiting in the early part of 1995.

It hardly surprises me that we cannot get youngsters into our sport. The roads in Sussex generally are getting choked with traffic, it is virtually impossible to get from A to B in a reasonable time literally from 8 in the morning until 8 at night. If it is not the school taxi it is an entire regiment of vans, lorries, plant, cranes, and now I see the insurgence of agricultural vehicles, not forgetting the horsey brigade with their laden down horse boxes and post war Landrovers. It occurred to me that for all the money

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being spent on roads, both new and old, the erection of miles of cones, the sheer frustration of single filing coupled with adverse weather conditions and the lunatic brigade, the answer to congestion on the roads is relatively easy to cure.

Firstly all haulage, carriers, deliveries are carried out at night. All building work plant is scheduled in early morning; all buses are disbanded and taken off with the exception of country areas. Bus stops are reduced and placed in safer stopping areas. All vehicles, with the exception of taxis, are totally banned from inner cities/towns, etc. All parking must cease in main towns after 6.00pm. All people over 75 are no longer eligible to drive. Likewise no person under 21 can drive a vehicle over two litres. Road tax to be abolished, insurance discs to be issued to go on the wind screen, reflecting coverage, and finally, restricted zoning on car use throughout the peripheral town areas. Given a year to sort out, cycling would be the most likely beneficiary. Anybody top that for starters. I bet Chris Fowler's postbag in the "Argus" could be interesting. Perhaps the "Argus" should run a people's think tank on the most expedient way to reduce the quite ridiculous situation we have got ourselves into in curing the current problem, most certainly it is not going away, and the formation of new roads, widening or otherwise, is going to make not a jot of difference.

What did you do this Easter?

It would be churlish of me to pretend that this Easter was nothing less than a total turn-off. For once the weathermen were accurate in their description of the temperatures (I was tempted to speak to Brian James of the Mitre to get his impressions, but since I missed both him and his son in events throughout the South I might have guessed that he knew something that we didn't). In a rain sodden weekend I cannot recall seeing as many non starters for events. On Friday we had forty nine for a 10 and on Monday, out of a field of one hundred and two, 80% opted for an early bath. I suppose in all fairness it would not hurt us if we suspended racing over Easter. It seems to me that with the unpredictability of the seasons virtually all events in this period are non starters. Every year, it seems to me, the weather gets worse, events are less attractive, the roads maintain their usual turmoil and it all costs in travelling and equipment.

I see my old sparring partner, Brian Mutton, has got it wrong again. His report in the "Argus" cast young William Davies as belonging to the Lewes Wanderers. I suspect that Lewes have spoken to Brian and begged to misquote the club since clearly they are totally starved of winners!!

Talking of Lewes, their spiritual leader Ian Landless accepted a golden (platinum) handshake from Seaboard and has retired. After spending nearly fifty years in keeping us all in electric light bulbs he plans to buy property in Greece, Majorca and the Caribbean and has promised his legion of admirers new photo poses for their albums.

Incidentally, talking about B.M., he politely asked me to point out Bob Taylor so that he could borrow

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his train fare back. For the less informed Bob was a collective winner in "Spot the Ball" and took home a pay cheque in excess of £80K (nice one, Bob).

I was travelling down Ditchling Beacon recently and duly noted that despite all the adverse weather and including some minor road repairs, there still remained very distinct details of riders' names, in particular Yates, Bugno, Kelly, even Roche. Some of the names I recall were displayed on a par with professional signwriters in their design and colour; all, I suspect, by the skilled hands of aerosol artists, mainly foreign.

On the continent, many roads are highly daubed with names, signs and club colours. They are tolerated by the authorities and police alike and add a little "je ne sais quoi" to the carnival atmosphere that precedes the Tour. It was therefore, I suppose, predictable that there is now among the less informed Council brigade a steady stream of biased criticism to stop painting the roads, especially at Ditchling, and now to stop the promotional vehicles from throwing out their give-aways. This of course is entirely typical of many town and village Councillors; I have to say that the small mindedness and petty bigotry among these low thinking individuals is, I expect, nationally known. Ditchling, I suspect, is no better or worse than many others in the country. They defend their remarks on the basis of spending ratepayers money on cleansing the areas and claim that the throw-out of "freebies" could cause road accidents, etc. What absolute poppycock! Clearly the P.R. Committee of the Tour have not been entirely successful in stopping these comments. If you are going to adopt this philosophy then clearly it has to be total and not reserved for the biggest sporting spectacular currently in existence.

I don't see the local Council cleaning the quite outrageous graffiti I see around the area. If the authorities are the care sharing people they set out to convince the electorate they are, they should do their utmost to promote show to enable all the commercial participants to make a few bob, and stop waging quite childish rhetorical propaganda, which is hardly significant, against aspects of the Tour.

It push comes to shove, I am sure the U.K. Tour Committee or the local B.C.F. would do a bucket and detergent job after the event, and similarly collect waste and litter. I would also recommend that the police spend less time listening to the less informed and concentrate on the big issues, i.e. crowd control. If I suspect, the continentals come over to Sussex en masse, in particular to the Beacon, I don't see too much work going on to build culverts to house para-ambulances, in the event of an accident on the hill among the spectators, forget cones along the route to the hill, these could be unnecessary obstacles in themselves. And lastly, spare a thought for the people who actually could be affected by road closure. Why don't we all target these areas most affected. A loudspeaker bus travelling to the area telling people, stopping and handing out info, freebies (and do it NOW, not on the day); or have a manned booth in the middle of towns and villages and all adverse comments and actions can at least be dealt with. At the end of the day, it's all about P.R. I am sure that the Yanks would handle the situation much more professionally, we lag behind so much, it's become a national trait.

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Take the B.C.F. as an example. A more whingeing, inarticulate body of no hopers I have yet to come across. The biggest sporting show on our planet will soon be on us and yet no where, no how and no way do I hear, see or react to the local B.C.F. I suspect once again their philosophy will "oh it'll be alright on the day". I have always suspected that people, however loosely connected with B.C.F. clubs have never had the balls to state clearly what their aims are nor how they can assist the sport generally.

The season is barely five months old and, apart from Whitsun, the weather can be best described as awful. This year alone, alongside many others, I have experienced hail, torrential rain, wind gusting up to about 60 m.p.h., spray, even snow, all in the same event. It has been so bad that over-subscribed events have turned into under-subscribed finishers. I have stood with timekeepers with nobody in front of me for fifteen minutes; in one event it got so bad that every other rider had to push off the man in front since, in addition to the D.N.Ss. neither the timekeeper's assistant or pusher-off had turned up.

Marshalling gets worse, somebody issued to me the standard regulated reply, i.e. "the onus is on the rider to know the course": that's fine until the course is changed after you have started! I got to an event in March only to be told that the second hand on the timekeeper's timepiece was playing up, and could the riders give him the time they thought they had done! In another event there were 80 D.N.S. and 6 D.N.F. out of a field of 113. On E72 recently I got to the start totally soaked and cold and none too interested as to whether the event took place or not, only to find that the start had been put back a quarter of an hour. I showed up again, only to find that it was delayed for a further quarter or an hour. I made a third appearance and this time was eight minutes late. When I finished the timekeeper missed me completely and had to do a G.C.S.E. test to discover if I had actually ridden.

Then of course there is the obligatory course change due to the quite outrageous amount of road-works which are appearing from one end of the county to another and for which nobody appears to be accountable. Lights, cones and plant appear mysteriously at the drop of a hat; the midnight signwriters are emerging everywhere and, as usual, erecting their handiwork about a foot off the ground so that by the time you have overtaken a lorry that has totally obscured the sign, any evasive tactics to get into the appropriate lane are futile. I see you can 'phone a number for the "cone hot line" for specific update info on where you are going to get caught and for how long!

Courses are now in very real danger of becoming extinct. The P201 has gone, including the allied 50 and 100 courses which use the Bournemouth and Ferndown area. The West Sussex '25' and '10' courses using the Arundel and Chichester roads have long gone. F1, E72 and O2 are also threatened and are now being periodically reviewed by the Police. People are prone to say that circuit courses offer an acceptable compromise and would be an advantage to all testers. I doubt it. Even allowing for non-dual carriage way racing it is not going to deter the hostile motorist - he will still seek you out on country roads, so will the surface, the farm traffic and various other constituents which you

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wouldn't compete with on dual carriage way courses.

That well known mid Sussex cycling club, the Lewes Wanderers, have invited me to join them again to sample the delights of yet another overseas tour. This time we are off to Corfu - or "Curfew" if you know what's good for you. Until the next edition, adieu.

To Kevin Harding who tells me that on the scales he and his bike together weigh ten and a half stone.

To the Southborough for preparing some of the most delightful and warm bread pudding I have tasted at an E.S.C.A. event. My compliments to the chef - and bon appetit to the Excel.

Safe journeys.

William Hickey

The Cyclist's Plea

Protect me from punctures
And gears that slip,
And people who ask if
I've had a good trip;
From hills that go up,
Never seem to descend,
And bike weary knees
That complain when they bend;
From drivers who think
That they own all the the road,
Flies in their thousands
That taunt me and goad;
Last but not least,
Give me muscles of steel
For pounding the pedals
To turn the back wheel



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SOCIAL CALENDAR 1994/95

E.S.C.A. Reliability Trial

20th November 1994

V.T.T.A Surrey/Sussex A.G.M.

27th November 1994

C.T.C. Mid Week Section Luncheon

4th January 1995

Eastbourne Rovers Annual Dinner

21st January 1995

1066 Longmarkers Annual Dinner

28th January 1995

V.T.T.A Surrey/Sussex Luncheon & Prize Presentation

5th February 1995

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

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EAST SUSSEX CYCLING ASSOCIATION RECORDS as at 31 March 1994

MEN'S RECORDS

Hardriders G896 Fairwarp

Individual	S Dennis	East Grinstead CC	44 mins	58 secs	7/3/93
Team	Brighton Excelsior CC		2hr	22mins	14secs 7/3/93
	(N Pitchford; M Murray; A Payne)				

10 Miles

Individual	S Elms	East Grinstead CC	21mins	54secs	12/9/92
Team	Lewes Wanderers CC		1hr	08mins	30secs 11/9/93
	(P Roberts; S Comben; S Faulkner)				

25 Miles

Individual	S Elms	East Grinstead CC	54 mins	46secs	25/4/93
Team	East Grinstead CC		2hr	53 mins	33secs 25/4/93
	(S Elms; S Dennis; M Beaumont)				

50 Miles

Individual	T Deacon	Lewes Wanderers CC	1hr	54 mins	36secs 1984
Team	East Grinstead CC		5hrs	56 mins	01secs 7/8/88
	(S Dennis; B Phillips; J Pelham)				

100 Miles New G.865.

Individual	M Rabbets	Lewes Wanderers CC	4hrs	01 mins	09secs 21/7/91
Team	Lewes Wanderers CC		13hr	25 mins	02secs 21/7/91
	(M Rabbets; C Hill; G Baker)				

2 Up Team Time Trial G.893

S Elms & S Dennis	East Grinstead CC	1hr	02mins	43secs	4/4/93
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SENIOR B.A.R. (25, 50 & 100 Miles)

Individual	T Deacon	Lewes Wanderers CC	25.732 mph	1984
Team	Lewes Wanderers CC		23.931 mph	1984
	(T Deacon; A Attwood; M Rabbets)			

JUNIOR B.A.R. (2 x 10 & 2 x 25)

C Kitchingham	Hastings & St.Leonards CC	25.655 mph	1993
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EAST SUSSEX CYCLING ASSOCIATION RECORDS as at 31 March 1994

LADY'S RECORDS

10 Miles

Miss A Winchester Eastbourne Rovers CC 26 mins 23 secs 5/9/87

25 Miles

Miss A Winchester Eastbourne Rovers CC 1 hr 05 mins 33 secs 6/9/87

50 Miles

Miss A Winchester Eastbourne Rovers CC 2 hrs 09 mins 48 secs 2/6/91

100 Miles

Miss A Winchester Eastbourne Rovers CC 4 hrs 23 mins 14 secs 21/7/91

LADIES B.A.R. (2 x 10 & 2 x 25)

Miss A Winchester Eastbourne Rovers CC 22.763 mph 1987

COURSE RECORDS

10 Miles-G.815

S Elms East Grinstead CC 21mins 54secs 12/9/92

Hardriders G896 Fairwarp

S Dennis East Grinstead CC 44 mins 58 secs 7/3/93

25 Miles G.835

S.Elms East Grinstead CC 54mins 46secs 25/4/93

25 Miles G.824

S Yates 34th Nomads CC 53mins 16secs 1980

50 Miles G.853

P Hamilton Wren Wheelers 1hr 55mins 28secs 16/8/87

100 Miles G.865

J Woodburn Manchester Wheelers 4hrs 13mins 42secs 26/9/87

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EASTBOURNE ROVERS C.C.

Well here I sit writing "BONK" notes again. Outside it is raining and not at all like cycling weather, with the longest day only four weeks away at the time of writing. I have just ventured down to the club '10' to find a very small field. Indeed, things seem rather quiet with the Rovers at the present. There is a lack of juniors for some reason, but no doubt this will soon change.

Back in March the club promoted a Surrey League event around the Horam circuit. It was quite a good event run by Malcolm Cross and well supported. However, the question does arise of whether some people have a brain. The headquarters (with toilets) were situated smack in the middle of Horam but this did not stop one of the riders from standing on the footpath next to the main road and urinating on the hedge, for which he has been reported to the Surrey League. That aside, the race was soon underway. Marshalling at Hellingly was Richard Thomas. There he stood in the middle of the road with his marshals jacket and a hugh red flag indicating the riders to turn left. Unfortunately, the first ten or so riders decided to go straight on and nearly ran him over in the process. Luckily the riders soon realised their error. Not too much harm was done and the event developed into quite a good race.

I mentioned earlier that the club '10s' were not attracting so large a field so far this year. But worthy of mention are the performances of Hannah Bean, although she has not ridden for the past fortnight. Hannah is a student at Brighton University based in Eastbourne and is only eighteen years old but has produced some excellent rides. Her best so far being a 24.40, which when borne in mind that it is about 20 seconds faster than Andrea Winchester ever performed on the course, makes you realise just how good a rider she is. Unfortunately Hannah is only second claim for the Rovers. When one looks at the name of her trainer her fitness is not surprising for it is none other than Peter Keene.

Club members Richard Thomas, Graham Lade and Ray Wickens are still enjoying Sunday rides with the C.T.C. Regular readers will of course recall that Graham and Ray, in particular, "enjoy a long Sunday luncheon" as it were.

As perhaps some of you are aware Wealden District Council have been organising some "Tour de Wealden" rides. The first one was a ten mile ride starting and finishing at Herstmonceux, complete, no less, with a broom wagon. This ride was aimed at a family fun day out, nothing too strenuous. True to form, it was raining again. Amazingly, out of an entry of 200, 150 turned up to brave the elements. **BUT WHO WAS THE FAMILIAR FACE IN THE BROOM WAGON? I CAN EXCLUSIVELY REVEAL THE NAME THAT BELONGS TO THE FACE. IT WAS NONE OTHER THAN FORMER FAST MAN AND ONE OF THE FIRST IN THE AREA TO CRACK THE HOUR FOR A "25" - JOHN DUTSON.....COMPLAINING OF A BROKEN CHAIN.....a likely story if ever there was.**

I recently called in at the Wealden Tourists Information centre at the Boship Roundabout yesterday

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and had a chat with the woman there. I started talking about the Tour de France and she mentioned that someone phoned her up and asked if Wealden Council would be putting chairs out all along the route for people to sit on. I thought this was rather amusing and worthy of mention.

Now if the stage from Ashford to Brighton is ABOUT 120 miles long and for arguments sake, each chair takes up 2 feet, I worked it out that 316,800 chairs would be needed. Now there's a nice little job for someone.

FOOTNOTE: Has anybody noticed what an excellent job Roy makes of the seating arrangements for the E.S.C.A. luncheon?

Finally could I just say to all the people who keep asking me why I am not racing. About six months ago I had the misfortune to break a chain and am waiting a replacement.

ROPEY ROVER



NATIONAL VETERANS TIME TRIAL ASSOCIATION

12 Hour Championship

**(incorporated in the KENT CYCLING ASSOCIATION 12 HOUR
and organised on behalf of Surrey/Sussex Group V.T.T.A.)**

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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CRAWLEY WHEELERS

The news is that we have grown in numbers and the average age does seem to be falling, so hopefully we can expect some good riders to shine through. Sadly, Kevin Shaw has had to pack due to being hit amidships at a road junction and suffering an injured shoulder. Paul James, as expected, started his season early and is prominent in "CYCLING's" result pages. He currently holds our '10' record at 21.29.

We have had quite a few activities to date. 23rd February was Chas Ayson's mystery rally. A forty two mile course which was successfully negotiated by the twelve who started, but only Tim Osborne and Woody had all the answers right.

13th March. Selsey & Petworth reliability Rides. Organised by Frank Brighty, ably assisted by wife Pam and daughter Pam. Time keeping by Owen Drake. Fifteen members all covered the course in the time allowed and some nine riders set out for Selsey and back. Just one rider failed to make time.

20th March. The Hilly twenty three mile route around the Rusper area attracted twenty eight members, all keen to show their fitness. In form Paul James was fastest in 57.36, followed by Tim Osborne, 59.12 and Steve Lenn, 59.43. Most riders improved on the previous year's times.

27th March. The Medium Gear event could only attract nine riders, possibly due to the horrendous wind. Chas Ayson's 1.9.7 was good enough for the win, putting a minute into Steve Jackett, 1.10.11, and Jonathan Cosh, new to cycling, 1.13.54 was third.

1st April. Club Open Hilly. Again another windy day and the rain from the previous day deterred half the field from starting. Well, the rain held off for the event and super-vet Shay Giles was fastest round the course, but it would have been a near thing if Glen Longland hadn't punctured.

17th April. Club Two Up Championship. The favourites Paul James and Tim Osborne romped home in 1.3.00, 2m 20s ahead of Alan Denman and Steve Lenn, closely followed by Marina Bloom and Tony Gould in 1.6.8.

15th May. Shoreham and back T.T. Some twenty riders started the event, expecting a drenching as forecast but fortunately it never happened. Paul James dominated once again; he flew round in 1.37.53, seven minutes ahead of Mike Crossett (now recovered from a broken arm) 1.45.43. 3rd was Steve Lenn, 1.46.34, just edging out Dave Roberts and Chas Ayson who tied with 1.46.43. Trike enthusiast Tony Gould, with a creditable, 1.48.46, was sixth. Twenty started, all finished.

The summer evening 10 series is well under way. The events are very popular and attract full fields (unless the weather looks awful). Of the six held so far, superman Steve Elms is the fastest with 20.29.

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21 April		28 April		5 May	
P. James	22.09	S. Elms (EG)	20.29	P. James	22.14
G. Etherton	22.12	G. Etherton	22.00	F. Lawler	23.24
S. Lenn	22.51	F. Lawler	23.35	B. Houston (EG)	23.40
T. Osborne	23.53	C. Ayson	23.44	T. Osborne	23.57
12 May		19 May		26 May	
G. Etherton	21.55	P. Dankwardt	22.42	S. Kennedy (Bec)	22.36
P. James	21.57	B. Houston	23.11	F. Lawler	23.03
B. Houston	22.41	S. Lenn	23.13	S. Jackett	23.45
T. Osborne	22.59	F. Lawler	23.35	P. Jones	24.01

CLUB LUNCH 20th FEBRUARY 1994

Some eighty members and friends dined at the Hickstead resort to commemorate the 30th Prize Presentation; about 50% rode to the venue, the rest came in disguise, suits, blazers, ties, etc.

On the top table were Vi Ott, Jack Harris, Paul Carroll, Keith Brock, Geoff Boore, Wendy & Tony Killick, who once again excelled as toast-master.

Before proceedings started we all stood for a moments silence in memory of those members who have sadly passed away over the years. The most recent being our long-standing chairman and timekeeper, Basil Chilcott.

Geoff Boore was the focal point of the cross toasting. Angie Payne presented the awards, enjoying every kiss. East Grinstead's Steve Dennis won the Hilly event and Paul Carroll the Ernie Dore Crystal. Marina again won the Club B.A.R. at 21.873 mph. The major part of the trophies were shared between Paul James, Kevin Shaw and Steve Lenn. Best Club Person went to Dave & Peggy Stokes for their tremendous work in club activities.

Tony Killick exhibited some his photographs of years gone by, which proved very popular. A raffle was organised by Paul Spencely, with plenty of prizes, one of which was two tickets for the Good Friday Meeting at Herne Hill, a prize that Chas Ayson was pleased to win.

It was felt by all who attended that the occasion had been a success, although a comment overheard suggested that a Brooks B17 saddle coated in bread crumbs would have been easier on the teeth.

CREEPY CRAWLEY

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SOUTHBOROUGH WHEELERS

Perhaps it is as well that we are now in the heart of the racing season and that the East Grinstead C.C. are showing such dominance. This will allow 'Scratchman' to concentrate on their racing and forget the horrors of the social season. His last BONK notes included references to "drunkenness" and implicated many clubs and individuals. He may be in the wrong sport. Athletics, tennis and croquet are noted for their sobriety. Rugby, cycling and ladies rowing clubs should be avoided.

The cold damp winter was enlivened by an indoor roller racing competition among five Kent clubs. Southborough finished second in the league with fine performances from the youngsters.

A number of our present riders came initially from athletics. Val & Peter Tree promote a series of running events in Mote Park at Maidstone. Several people carried their running fitness into early season cycling events, notably Gill Tree and Malcolm Martin. Gill is our only racing lady at present. With three 24 minute '10s' and a 1.4.04 '25' already this year she is having a great season. Her times in the E.S.C.A. '10' and '25' in May stand her in good stead for the Ladies B.A.R. Malcolm's 58.27 makes him the sixth club rider to beat the hour so far this year.

Don Robb, Rosemary Dunford, Richard Pitts and Paul McAuliffe all continued the running almost to the exclusion of cycling though Don has developed a liking for hilly events. Mark Puckett rolled his B.M.W. on top of Ashdown Forest earlier this year. The car was completely wrecked but with the cool aplomb of a true road racer Mark walked away unscathed. He now drives a really ancient Land Rover to the Kent League events he regularly rides. Two others, Nick Broad and James de Turberville have also started to dabble with road racing.

On the time trial front Pete Crofts has produced fast rides at '10' (21.24), '25' (56.47) and '50' (1.51.00) mostly on fast courses away from home. Peter Fox, riding more local events, has been well placed with many rides under the hour including a win in the Medway Velo '25' with a 57.09. Faster still is a 55 personal best in a club event. His one trip to a dragstrip proved disastrous when he went off course at 24.5 miles when heading for a 53! He is an engraver by trade and I pity the customers he dealt with the following day - his hand was still shaking with rage!

Tim Chacksfield has done some excellent 25s with a best so far of 59.30. He trains on a diet of fast work miles to the city.

On a wet stormy float day on the F1 the Watson boys produced 58s in the Hitchin Nomads '25'. This time Peter had the better of it, winning the junior event in 58.22 and beating brother David (now also a junior) by 21 seconds. Not to be outdone father John did a 1.1.05 for a p.b. and mercurial Peter Holland (this time on a bike instead of a trike) did a 1.1.38. With Colin Nightingale beating the Watson lads in one club '10' and snapping hard at their heels at '25' (1.2.32) we have a fine junior section.

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Others have great potential but Gareth Robb can't get out of bed and James McNay blames the new job.

Dave Nightingale (dad) had his 50th birthday recently and his party proved to be something of a reunion of the old Tunbridge Wells R.C. (very active in E.S.C.A. in the fifties). The carousing went on late and next day Graham Lade had an unusual D.N.S.

One club event produced three accidents. Adrian Lee and Pete Holland both tried to avoid red traffic lights by riding inside the cones. Both crashed on the cables, Adrian fracturing a wrist though his head was saved by the helmet, Pete badly cut an arm and hip. Les Hayman meanwhile swerved to avoid a child and had to be treated for cuts and abrasions at the hospital. In the gale swept K.C.A. '25' Gill Tree got blown off her bike but still finished. Half the field were outside evens including some of our stars.

Back markers Steve Buckingham, Roy Hammond, Doug Finch and Ian Palmer are all rapidly improving. Real oldies Graham Seath and Maurice Spear have challenged each other in the September '10'. John Harding has started racing again but Terry Collins blames a month in America for his lack of fitness.

ROAMER



Mid Week Section

For details of Wednesday rides. Contact: Esther Carpenter

Also Saturday rides.

Meet at Hailsham Leisure Centre, 10:30 in cafeteria.



A recent shot of some Saturday riders

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LEWES WANDERERS C.C.

In the previous issue of Bonk, this column was bewailing the apparent lack of any racing talent to replace those who were inactive through absence, injury or unfitness. Who do you think came to the rescue? We (and here I speak especially for Sandra and Michelle) were hoping for a bronzed, virile, slim, muscular youth with shining eyes and petal-soft cheeks. What we got was someone who fulfilled only one of those requirements. He's 61 if he's a day, but unlike most men of his age has shown that he can do a 1.1. for a '25' and so smash our vets' record with a plus of 15.18. Take a bow Ron Rogers. We, too, could attain this peak of fitness by following his (and Jill's) example and spend the winter in the Algarve. Ian Landless is planning to do just that at the end of the year, though one suspects this has more to do with his fear of having his title of Sungod wrested from him by the coffee-coloured Rogers.

We don't really have to rely on the holders of bus passes. Peter Roberts has been consistently around the 55 minute mark, after blotting his copy-book by losing the club '25' championship to the Young Pretender, Shane Faulkner. Shane has even ventured into the longer distances, with a fifth place in the Tooting Hilly; and we are trying to wean Ivan Luck away from triathlons so that he can do some more good rides like the one which won him our Danehill Circuit event. And Chris Hill, jinxed by punctures, gear problems and other disasters, managed to finish a '25' in May - nearly two minutes inside the hour. We also have a promising young vet in Peter Price, who got his '25' time down to a '58' (+22.13); and the even younger vet, Larry Limpus, whose desperate efforts to keep fairly in touch with his son John has sliced minutes from all distances. John is one of a pleasing number of young riders making steady progress on the racing scene. Stuart Humm, for instance, has yet to reach John's standard but is getting closer; and his determination is matched by John Baxendale, who rode his first '50' in May and was happy to finish seven minutes outside evens, even though he was left with a sore bum.

A crowd of us, gathered on Ditchling Beacon for another of the offroad time trials organised by Richard Meed, had a disturbing experience as we were contemplating with little enthusiasm the gathering rain clouds and the thick, sticky mud of the five mile circuit. From out of the mist came the eerie, disembodied sound of people singing. The music was doleful, and vaguely familiar, though the words could not be made out. Was this a warning from On High that the Omens were not right for such a dodgy venture. We consulted the Oracle, a member of the club who is also an official of the Mothers' Union and is therefore expected to know about such things. "It's Whitsun," she said. "People come up here to sing hymns and say a prayer at this time of the year". Well, how can you expect heathenish cyclists to recognise a hymn when they hear one? The prayers did seem to do the trick, because even though the rain came sheeting down, everyone finished in good order, though even their mothers wouldn't have recognised some of them as they crossed the line, covered in mud. Fastest time was by a name from the past, Clive Attwood, who seemed as fit as when he was among the best in ESCAland. Paul Gibbons, Steve Burgess and Nik Fowler were our best, but loudest applause was for two ten-year-olds, Mark Burgess and Keith Newsam, whose enthusiasm does the old heart good. Keith,

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Mark and Gavin Wright have been carrying our colours to the fore at the Preston Park track, where the Wednesday evening entertainment is well worth watching (and supporting).

And there's just room to report an extraordinary happening in Corfu. Lewes Wanderers holidays arrived at their hotel to find that a member of another club had somehow convinced the management that it was alright for him to share a room with Michelle Seymour. A private detective is helping with enquiries.

ROTRAX



SUSSEX CYCLE RACING LEAGUE



Preston Park, Brighton

1994 DATES

WEDNESDAY	JUNE 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:-

GRAHAM 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

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 GRINSTEAD C.C.

I was going to start with a list of E.G.C.C. victories this year, but BONK isn't long enough so I'll write about some other stuff instead.

Did anyone notice something strange in the February 12th issue of Cycling Weekly? It was an occurrence which summed up the editor's complete desperation for a good story. Not only was Steve Elms splashed all over the inside front cover, he was also splashed across a double page later on. Obviously this was a joke section since it described Steve as a 'roadman'. Mind you if they had wanted a real joke they could have written 'Geoff Boore' in big pink letters and had everyone in stitches.

In fact Steve Elms is turning out to be a bit of a superstar this year. Not content with his photo in the comic, he followed it up with an interview and photo in the May edition of Performance Cyclist, where when asked what he had done apart from winning the G.S. Stella '25' he answers, "Not a lot, really" - a statement that sums up his season so far. But Steve's fame knows no bounds. Just recently he got his bum (described by a female admirer as a "big green peach") on the back page of the comic while failing to finish the Tour of the Marshes. There is talk of Elms having to buy a larger bash hat!

So what news can I bring of your President. It seems that Steve "A to Z legs" Dennis has just moved away from his (thankful) parents' and set up home alone. Mr. D. can therefore explain his lack of form down to his new life-style although most riders would love to be as off form as he is. I am assured that 'Chez Steve' is a prime presidential pad, a building to suit someone as well respected as Steve (it helps to creep to S.D. because it makes training rides just that little bit easier, although anyone who's a dab hand with a paint brush would be greatly appreciated. Of course Steve Dennis is flying as usual with some excellent results to his credit this year, notably fourth in the Tour of the Chilterns and a win in the E.S.C.A. Hardriders despite a pedal falling off before the start.

It's good to see that the E.G.C.C. has some friendly rivalry. Nobody ever gets upset when they are beaten, or cares for that matter. It's also good to see that I can write some real bull and get away with it.

A rider who is making a road racing comeback this year is the other Steve, Blackmore (Jim to his friends). He's going really well with some top finishes, notably third in the Fred Cowley Memorial. He also fancies himself as an acrobat as his triple backwards somersault in a recent Kent League showed.

One thing that is good for club morale is when Steve Dennis is feeling a bit weaker than usual. This was shown to its full in the S.C.A. two up where a beaming Steve Elms came across the line alongside Steve Dennis. "I actually made him suffer" were Elm's first words as he dismounted. "It made a change to get my own back." How's that for club spirit?

Gone are the days when E.G.C.C. riders could sit in a pack of riders and take it easy or just potter

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C.T.C. MID-WEEK SECTION

In the Mid-Week Section there is a wealth of cycling expertise and I thought it would be useful to share some details of a recent development. These details are included in a letter I have received in a letter from a mid-week cyclist who wishes to remain anonymous.

Dear Baggy Shorts,

I am writing to tell you about my experiences with solid tyres. These are 27" x 1.25" and cost about £30 for the pair. The salesman assured me that the tyres are made out of modern, pliable rubber and quite unlike those fitted to the Ordinaries ridden by some of my senior colleagues in an earlier age. I had been persuaded to try these out after experiencing difficulties with punctures during flood conditions during a recent holiday in the Isle of Wight.

Originally the cycle dealer had tried to fit the tyres to my super alloy rims but this was not possible and it was necessary for me to dig out some older wobbly steel rims. These I fitted to my Carlton Flyer in preparation for a brief visit to see friends in Belgium. The bikes arrived at the ferry port in good conditions because they travelled in the back of my Lada estate. However, problems began in Belgium since they are famed for their cobbled streets and even the new cycle ways are tiled, which makes for a bumpy ride. On arrival in Blanckenburg, both the front and rear lamps were pointing to the ground, as was everything else. This was a disappointment to Veronique - who had been looking forward to some interesting rides! Because of the wind and the rain we did not see our bikes again until it was time to return to Ostend. None-the-less, the restaurants and taverns had provided sufficient excitement. The bike has been out several times since, presenting increased problems of battered headsets and numbing saddle position. A very recent experience, when the cycle was asked to mount the kerb, actually threw me R's over T's. Like the gallant Tour riders I remounted and enjoyed sausages at Bowley Farmhouse and the Old Speckled Hen at the Red Lion, Hooe.

However, next day saw me not so gallant at Eastbourne D.G.H. where I came away bandaged from head to foot and needing further treatment.

Please excuse writing as this has been written standing up, though nothing else will!

Final advice, these tyres are great if you do not want punctures, and if you are not enjoying a cuddlesome relationship! Should someone wish to purchase a pair VERY VERY CHEAP, please get in touch with the editor.

Yours sincerely,

Painful Shorts.

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around a time trial for we now have a secret weapon. You've probably heard him, Tony "Foghorn" Horrigan, the road race secretary with a will of iron. It's a shame the wills of our racers aren't quite up to it. Mind you, it seems to be working since just the mere presence of T.H. by the roadside puts our riders up a gear out of fear of disappointing the boss. It wouldn't be so bad but Tony manages to materialise in the most out of the way places, when you are least expecting it, even on time trials when he can turn up five or six times in the space of ten miles without even passing you. No, joking aside, it's good to see someone so enthusiastic in their support of their club's racers. We could do with more people like him in the sport.

There are some good entries this year for the 'unbelievable quote contest'. Here they are:

"I'm not going to try today" - Steve Elms before breaking the E.S.C.A. 10 record.

"I didn't try today" - Steve Elms after equalling his course record on the club 10

"I enjoyed that" - Andy Seltzer on finishing the Tour of the Chilterns.

"I really look after my bike" - Steve Blackmore a week before his pedal fell off in a road race.

"I would have won but" - Every other E.G.C.C. member after racing.

It's not long now before 'Le Tour en Angleterre' whatever that is. Someone told me that the Tour de France is coming over to East Sussex this year but unfortunately it clashes with the aforementioned 'Tour en Angleterre' so I'll have to blow that one out.

This is where I get to boast.

Q. How many Sussex clubs have a member riding the Tour de France?

A. One. The E.G.C.C. of course (I bet you thought it was the Sussex Nomads, but Geoff Boore couldn't walk 30Km up hill!).

Yep! Sean Yates will be representing Sussex in the Tour but thankfully won't be wearing green shorts. I hope that you will all go out, give him a shout and let him know how much we appreciate what he's done for Sussex cycling. I know Tony Horrigan will be there so if you can out-shout him you will be doing well.

Lastly there is a jar of Steve Dennis's famous heat resisting cycle flem for anyone who can look out (clue) the two co-incidental mishaps which occurred to separate members of the E.G.C.C. mentioned in this report.

See you on the road (probably in my car).

SCRATCHMAN.

If you have a few bob to spare buy one of Robin's Car Stickers. They are 50p each. Proceeds are going towards the '24' Hour event.

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Thank you, Painful Shorts, for not only telling us your technical details, but also the physical aspects of this so-called new development.

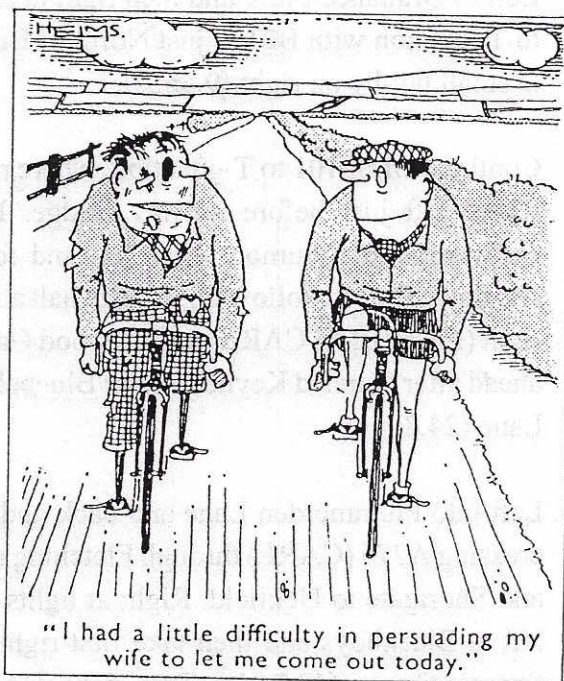
Mid-Week Section rides continue to be popular attracting riders from as far afield as Brighton, Buxted, Crowborough, Ruislip and Tunbridge Wells. Notable riders spotted at some meets have included Jane Lade, Iris Stevens, David Rix and Martin Rix. The Saturday rides, now over a year old and supported by a devoted, faithful few, are now varying the elevenses venue and making lunch stops at places offering not only pub lunches but picnic facilities as well. Look out for the programme in the Runs List & Newsletter and come along any Saturday.

We are pleased that John Muirhead, recovering from a stroke, has been able to join us on a number of occasions but sadly, have just received news that Harold Bateman, Tricycle Association stalwart, has died in hospital. We shall miss Harold, not only for his poems which have appeared in this and other journals, but for his enthusiastic support of the Saturday rides.

Baggy Shorts

A Poem by Harold

C, Tea, C, and Coffee cake.
Wednesday Morn, we're all awake,
Bikes of all and every hue.
Summer red, and some are blue.
Riders all of different shapes,
Some like angels, other apes.
Tough young ladies lead the way,
older men left in their sway.
We say it's fun, and some believe,
The rest we smile, just to deceive.
I must admit it can be fun,
To ride behind a lovely bum.
But once the wife did see my ploy
She locked away my little toy.
Now I'm bikeless, and in distress
I'll have to learn the game of chess



REG PORTER

Maureen & family wish to thank everyone for the kind messages of sympathy received in their recent loss. They are pleased to know that Reg was so much appreciated in the cycling world.

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E.S.C.A. 48.3 MILE RELIABILITY TRIAL
SUNDAY 24TH NOVEMBER 1994

This will be the 10th ESCA Reliability Trial since they re-started in 1985. The first was a circuit from Framfield on the day of the AGM. The next two years saw us based at The Samovar in Hurstmonceux. Since 1988 we have been based at East Hoathly. Every year you have had a different course and this year it is different again. You will pass several famous houses including the Humphrey Residence in Framfield. The entry fee remains at 50p (that's for the Trial not the Humphrey Residence). The cost of the Lunch at the King's Head after the Trial will be £6.30 the same as last year, but there will be a completely different and extended menu so make a note in your diary NOW! It will be an event too good to miss. See below for the Abbreviated Course Details and next page for the Map, Full details, Entry and Lunch Booking Forms will be in the Autumn issue of BONK

ABBREVIATED COURSE DETAILS

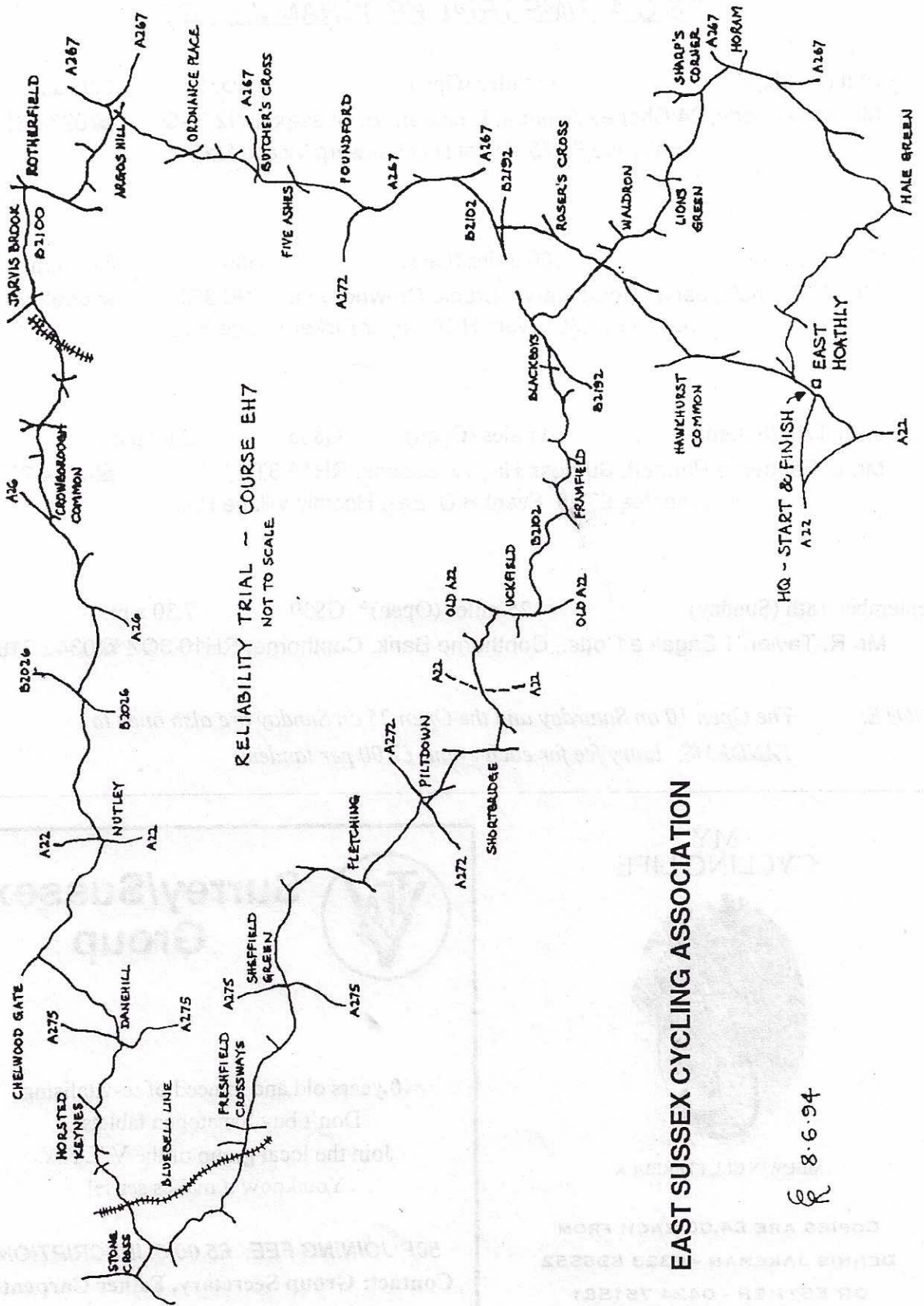
START at the King's Head, East Hoathly (TQ523163). Proceed up lane taking left fork and then the right fork at Hawkhurst Common. Bear left at T junction and straight ahead at crossroads to take left fork at Roser's Cross. Halt at junction with B2192, then straight across to T junction with B2102. Turn right (CARE) and proceed to junction with A 67, where left through Five Ashes to Butcher's Cross. Left to Ordnance Place and then right to Argos Hill. At top of hill turn left at crossroads and descend to T junction with B2101 just North of Bicycle Arms. Turn left and follow B2101 to 1st Checkpoint at small lay-by on right (9.5mls).

Continue on B2101 to T-junction, where right (CARE) to Rotherfield. Follow B2100 to Jarvis Brook, where left just before railway bridge. Follow this road over railway to junction with A26 at Crowborough Common. Turn left and follow A26 past Crow & Gate to take next right into the Ashdown Forest. Follow this road to halt at T junction with A22 at Nutley. Left and almost immediately right (EXTREME CARE) to Chelwood Gate. Take left turn for Danehill and Horsted Keynes. Straight ahead after Horsted Keynes, under Bluebell Railway and up to 2nd Checkpoint at far end of Kingsford Lane (24.8mls).

Left into Plummerden Lane and back under Bluebell Line to Freshfield Crossways. Straight ahead, crossing A275 (CARE) through Fletching to junction with A272. Straight across (CARE) via Piltdown and Shortgate to Uckfield. Right at lights and then left on B2102 to Framfield and Blackboys. Bear left at Blackboys and then take first right through Waldron and Lions Green to 3rd Checkpoint at Sharp's Corner (42.7mls). Turn right (CARE) and follow A267 through Horam to turn right at May Garland (GREAT CARE). Take right fork for Hale Green. Turn right at letterbox and follow signs for East Hoathly to finish at the King's Head (48.3mls).

Charles

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RELIABILITY TRIAL - COURSE EH7
NOT TO SCALE

EAST SUSSEX CYCLING ASSOCIATION

8-6-94

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E.S.C.A. TIME TRIAL PROGRAMME 1994

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. Rabbets, 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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CLOSING DATE FOR NEXT EDITION OF BONK IS 5 SEPTEMBER 1994